



## **Uttlesford Housing Trajectory 2021-2041**

Uttlesford District Council

June 2024

## Introduction

1. The purpose of this document is to set out the Council's position with regard to housing supply across the Local Plan period 2021-2041 to support the Regulation 19 Local Plan. This trajectory uses a base date of 1<sup>st</sup> April 2024 and comprises of completed dwellings (between 1<sup>st</sup> April 2021 – 31<sup>st</sup> March 2024), committed developments (i.e., extant planning permissions), draft allocations proposed within the Local Plan itself, and a windfall allowance. A summary of the housing delivery anticipated as a result of these factors, as well as a breakdown of sites included within the Housing Trajectory, are set out within Appendices 1 and 2 respectively.

## Housing Need and Supply

2. Paragraph 75 of the NPPF 2023 requires demonstration of a trajectory illustrating the expected rate of housing delivery over the plan period. The standard methodology identifies a housing requirement of 675 dwellings per annum (dpa) for Uttlesford<sup>1</sup>.
3. In addition to the dwelling completions and commitments data, this Housing Trajectory includes an allowance for windfall sites of 110 dwellings per year (beginning from the Year 27/28) based on historic rates of completions on small sites (1-4 dwellings over the period 2014/15-2023/24) below the Housing and Economic Land Availability Assessment (HELAA) minimum site size threshold. The long-term trend is for 123 dwellings per annum to be completed on small sites (Table 1) however a cautious 110 dwellings is assumed. To avoid double counting existing commitments, no allowance for windfall is made in the three years 2024/25 – 2026/27. Small sites with planning permission have been included and are assumed to be completed in the next three years.

2014/15	76
2015/16	148
2016/17	144
2017/18	95
2018/19	156
2019/20	155
2020/21	166
2021/22	79
2022/23	127
2023/24	87

<sup>1</sup> Justin Gardner, Local Housing Need Assessment, 2024, Available at: [WEBPAGE](#).

Total	1233
Annual Average	123

4. It is noted that the Government’s Planning Practice Guidance does not suggest including a “lapse rate” or “non-implementation rate”, however, it is not realistic to assume that all extant permissions will be implemented at a particular date in time and a 10% lapse rate on small sites has been applied to accommodate this.
5. Finally, in addition to the strategic allocations, an allowance of 900 dwellings has been made for non-strategic allocations, with 600 of these dwellings being accommodated by the Larger Villages band within the settlement hierarchy, and the remaining 300 at Newport. Further detail and the justification for these allowances is provided in the ‘Larger Villages and Newport Housing Requirement Topic Paper’.<sup>2</sup> In broad terms, respective Parish Councils have been provided a housing requirement for which they have agreed to take ownership of through the preparation non-strategic allocations made within new or updated Neighbourhood Plans. In accordance with Core Policies 6 and 19, should a Neighbourhood Plan with sufficient allocations not materialise, then Uttlesford District will address this through a review of the Local Plan.
6. Delivery projections have been determined with consideration to several factors, including the planning status of the site, the scale of the site, the submission / approval of corresponding planning and building control applications, industry average lead-in times and delivery rates, and site visits.
7. The Council will need to demonstrate that at the point of adoption of the Local Plan, it has sufficient deliverable sites to meet a minimum of 5-years' worth of the District’s housing need, including the appropriate buffer which, for Uttlesford, comprises 20%. For the purposes of the trajectory, the point of adoption of the Local Plan is anticipated to be 1<sup>st</sup> April 2026. Table 2 below demonstrates the Council’s 5 Year Housing Land Supply as it is anticipated to exist at the 1<sup>st</sup> April 2026, with supply figures directly correlating to the trajectory summary in Appendix 1.

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<sup>2</sup> Uttlesford District Council, Larger Villages and Newport Housing Requirement Topic Paper, 2024, Available at: [WEBPAGE](#)

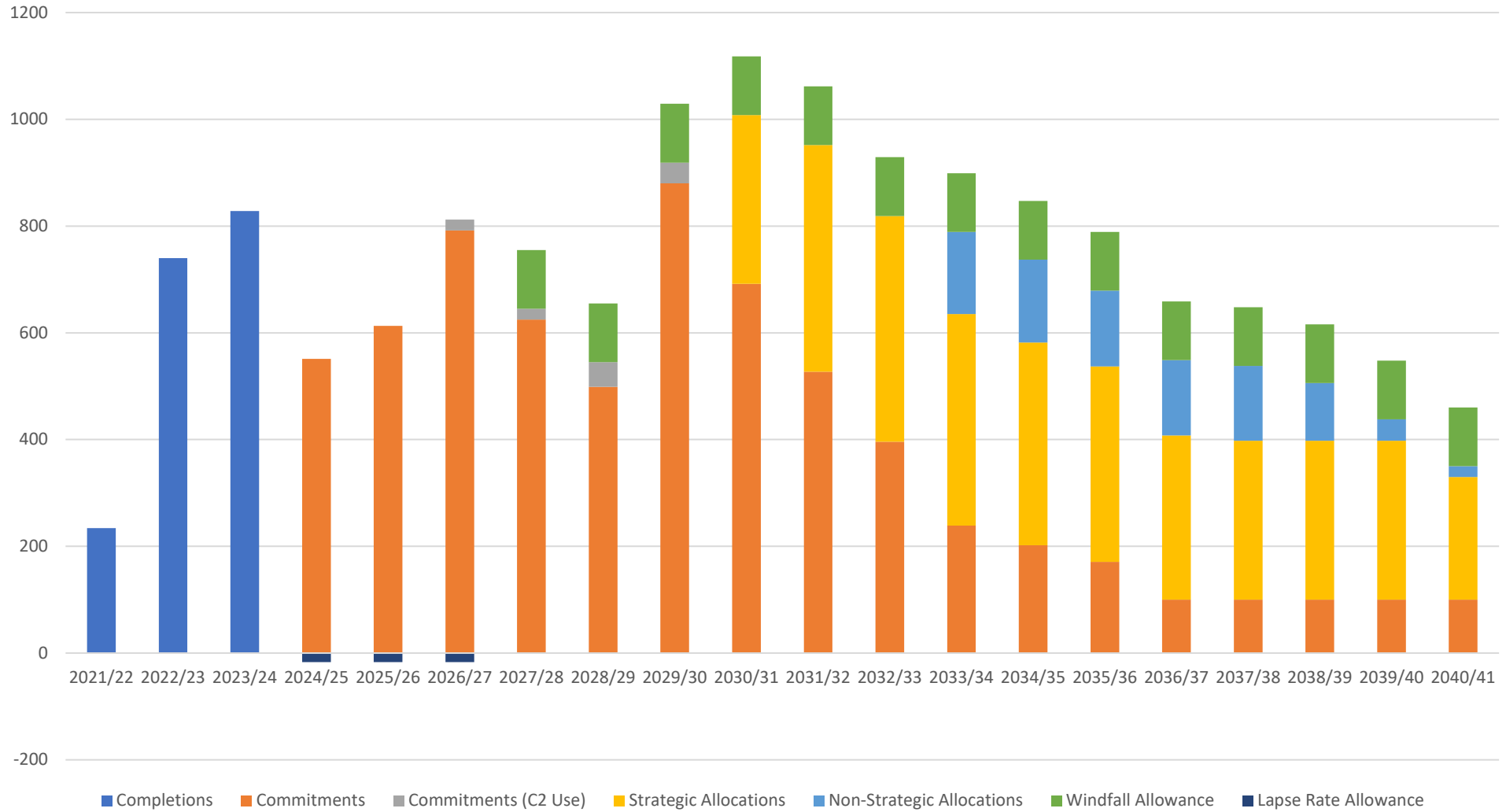
<b>Table 2: 5-Year Housing Land Supply (April 2026)</b>	<b>2026/27</b>	<b>2027/28</b>	<b>2028/29</b>	<b>2029/30</b>	<b>2030/31</b>	<b>Total</b>
Housing Requirement	675	675	675	675	675	3375
Housing Requirement (Incl. 20% Buffer)	810	810	810	810	810	4050
Housing Supply	795	755	655	1029	1118	4352

8. The anticipated Housing Supply of **4,352** represents **107%** of the Housing Requirement (incl. 20% buffer) over the same period which is **4,050**. At point of Local Plan adoption, it is therefore anticipated that the Council would be able to demonstrate a 5-Year Housing Land Supply of **5.35 years**.

# Appendix 1: Housing Trajectory Summary

Site Source	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Dwellings Delivered During Plan Period
Completions	234	740	828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1802
Commitments	0	0	0	551	613	792	625	499	880	692	527	396	239	202	171	100	100	100	100	100	6687
Commitments (C2 Use)	0	0	0	0	0	20	20	46	39	0	0	0	0	0	0	0	0	0	0	0	125
Strategic Allocations	0	0	0	0	0	0	0	0	0	316	425	423	396	380	366	308	298	298	298	230	3738
Non-Strategic Allocations	0	0	0	0	0	0	0	0	0	0	0	0	154	155	142	141	140	108	40	20	900
Windfall Allowance	0	0	0	0	0	0	110	110	110	110	110	110	110	110	110	110	110	110	110	110	1540
Lapse Rate Allowance	0	0	0	-17	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-51
<b>Total</b>	<b>234</b>	<b>740</b>	<b>828</b>	<b>534</b>	<b>596</b>	<b>795</b>	<b>755</b>	<b>655</b>	<b>1029</b>	<b>1118</b>	<b>1062</b>	<b>929</b>	<b>899</b>	<b>847</b>	<b>789</b>	<b>659</b>	<b>648</b>	<b>616</b>	<b>548</b>	<b>460</b>	<b>14741</b>

### Housing Trajectory 2021-2041 Summary



# Appendix 2: Housing Trajectory Site Breakdown

Site Source	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	Dwellings Delivered During Plan Period
Completions	234	740	828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1802
Commitments	0	0	0	551	613	792	625	499	880	692	527	396	239	202	171	100	100	100	100	100	6687
Commitments (C2 Use)	0	0	0	0	0	20	20	46	39	0	0	0	0	0	0	0	0	0	0	0	125
Strategic Allocations	0	0	0	0	0	0	0	0	0	316	425	423	396	380	366	308	298	298	298	230	3738
Non-Strategic Allocations	0	0	0	0	0	0	0	0	0	0	0	0	154	155	142	141	140	108	40	20	900
Windfall Allowance	0	0	0	0	0	0	110	110	110	110	110	110	110	110	110	110	110	110	110	110	1540
Lapse Rate Allowance	0	0	0	-17	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-51
<b>Total</b>	<b>234</b>	<b>740</b>	<b>828</b>	<b>534</b>	<b>596</b>	<b>795</b>	<b>755</b>	<b>655</b>	<b>1029</b>	<b>1118</b>	<b>1062</b>	<b>929</b>	<b>899</b>	<b>847</b>	<b>789</b>	<b>659</b>	<b>648</b>	<b>616</b>	<b>548</b>	<b>460</b>	<b>14741</b>



UTT/18/2055/FUL	Cutlers Green Farm Cutlers Green Cutlers Green Lane Thaxted	Change of use of Grade II Listed barn to provide a residential dwelling, change of use and extension of curtilage barn to residential, change of use and residential conversion of existing agricultural silos, demolition of other agricultural buildings and structures, and erection of new agricultural-style dwellings and link buildings to provide 7 residential dwellings with associated parking, landscaping and private amenity space. Erection of new garage to serve plot 1	14/03/2019		7	0	7	0	0	0	0	0	6														6
UTT/20/0336/DFO	Land South East Of Great Hallingbury Manor Bedlars Green Road Tilekiln Green Great Hallingbury CM22 7TJ	Details following outline approval UTT/16/3669/OP for the erection of 35 no. Dwellings - details of appearance, landscaping, layout scale and access.	10/06/2020		35	0	35	0	5	24	0	0	6														35
UTT/22/1040/PINS	Former Friends' School, Mount Pleasant Rd, Saffron Walden CB11 3EB	Consultation on S62A/22/0000002 for conversion of buildings and demolition of buildings to allow redevelopment to provide 96 dwellings, swimming pool and changing facilities, associated recreation facilities, access and landscaping.	11/10/2022		96	6	96	0	0	0	0	-6	20	20	20	20	16										90
UTT/18/2820/FUL	Land At Thaxted Road Saffron Walden	Proposed erection of 14 dwellings comprising of 7 no. one bed flats, 3 no. 2 bed flats, 2 no. three bed houses and 2 no. 4 bed houses including associated external works with all dwellings provided as affordable housing.	23/10/2019		14	0	14	0	0	14																	14
UTT/18/3399/FUL	Former Walden Dairy 135 Thaxted Road Saffron Walden CB11 3BJ	Demolition of existing buildings and erection of 7 no. residential units	08/11/2019		7	0	7	0	0	0	0	3	4														7
UTT/19/2842/FUL	The Cricketers 22 Beaumont Hill Great Dunmow CM6 2AP	Demolition of single storey extension, proposed ground and first floor extensions and conversion of former public house to form 3 no. flats. Erection of 2 no. detached dwellings and cart lodge. Creation of a new vehicular and pedestrian access	09/01/2020		5	0	5	0	0	5																	5
UTT/19/2355/DFO	Land East Of Thaxted Road Saffron Walden	Approval of Reserved Matters following outline application UTT/18/0824/OP details of layout, scale, landscaping and appearance relating to the development of the site to provide 150 residential dwellings (Use Class C3) and associated infrastructure works.  [UTT/18/0824/OP: Outline planning application for the development of up to 150 dwellings (Use Class C3) with all matters reserved except access]	29/01/2021		150	0	150	0	0	52	75	12	11														150
UTT/22/3380/FUL	Park Street Garage Thaxted Ltd Park Street Thaxted Essex CM6 2ND	Demolition of existing garage workshop and erection of 2.5 storey block of 5 no. residential flats	10/03/2023		5	0	5	0	0	0	0	0	0	5													5
UTT/18/0739/FUL	The Joyce Frankland Academy Cambridge Road Newport CB11 3TR	The erection of 24 dwellings with associated access, car and cycle parking and landscaping, drainage and acoustic fencing, construction of a new multi-use games area (MUGA) and floodlights, replacement floodlighting to existing artificial turf pitch, construction of new fenced tarmac courts for tennis and netball, first floor and side extension to the Wawn sports pavilion, new brick electrical cupboard and reconfigured car parking.	27/03/20		24	0	24	0	6	18																	24
UTT/21/0338/DFO	Land South Of Canfield Park Cottage Great Canfield Road Great Canfield	Details following outline application UTT/18/0507/OP (approved under appeal reference APP/C1570/W/18/3210211), details of appearance, layout, landscaping and scale.- Revised scheme to that approved under UTT/19/2670/DFO for plots 3, 4 and 5	09/04/2021		5	0	5	0	0	5																	5
UTT/18/2959/DFO	Land East Of Little Walden Road Saffron Walden	Reserved matters following UTT/16/2210/OP for 85 residential dwellings including all necessary infrastructure and landscaping. Details of appearance, landscaping, layout and scale.	12/05/20		85	0	85	0	1	58	26																85
UTT/19/2288/FUL	Land North Of Bartholomew Close Bartholomew Close Great Chesterford	Proposed residential development of up to 13 dwellings including associated external works and parking.	12/05/2020		13	0	13	0	0	13																	13
UTT/22/1727/FUL	Land Adjacent The Granary Stortford Road Dunmow	Erection of 6 no. three bed residential dwellings	03/08/2022		6	0	6	0	0	0	0	0	0	3	3												6
UTT/21/0757/DFO	Land At Maranello Watch House Green Feisted Dunmow Essex CM6 3EF	Details following outline approval UTT/20/1596/OP for 7 no. dwellings - details of layout, scale, landscaping and appearance. (The outline planning application was NOT an environment impact assessment application)	10/06/2021		7	0	7	0	0	7																	7
UTT/21/0009/DFO	Land south of the Farmhouse, Old Mead Road, Henham, Hertfordshire	Details following outline approval UTT/18/3370/OP for the erection of up to 9 no. dwellings - details of layout, appearance and landscaping.	26/07/2021		9	0	9	0	0	0	1	4	4														9

UTT/18/2049/FUL	Land To The South Of The Street Takeley CM22 6LY	Erection of 8 no. residential units and associated parking.	25/06/2019		8	0	8	0	0	6	2														8
UTT/20/0028/DFO	Land Off Stevens Lane Felsted	Details following outline permission UTT/17/0649/OP (granted under appeal ref: APP/C1570/W/18/3205707) - Details of access, appearance, landscaping, layout, scale for 7 no. dwellings	07/10/2020		7	0	7	0	0	0	0	0	4	3											7
UTT/21/1755/DFO	Land to the south of Braintree Road, Felsted, Essex	Details following outline approval UTT/18/3529/OP (approved under appeal reference APP/C1570/W/19/3234739) for the erection of up to 30 no. Dwellings with associated roads and infrastructure - details of appearance, landscaping, layout and scale.	04/11/2021		30	0	30	0	0	0	0	10	10	10											30
UTT/20/2380/PAO3	The Old Mill Haslers Lane Dunmow CM6 1XS	Prior Notification of change of use of a building from office (use Class B1) to 12 no. dwellings (use Class C3)	16/11/2020		12	0	12	0	0	0	12														12
UTT/21/3269/DFO	Land To The North West Of Henham Road Elsenham Hertfordshire	Details following outline approval UTT/17/3573/OP (approved under appeal reference APP/C1570/W/19/3243744) for access road infrastructure to serve up to 350 new homes and associated uses - details of appearance, landscaping, layout and scale.	17/12/2021		350	0	350	0	0	10	117	49	49	49	49	27									350
UTT/20/2220/DFO	Land West Of Woodside Way Woodside Way Dunmow	Details following outline approval UTT/13/2107/OP and UTT/18/1826/DFO - details of layout, scale, landscaping and appearance relating to the development of the site to provide 326 residential dwellings and associated infrastructure works	19/02/2021		326		326	0	0	50	93	49	49	49	36										326
UTT/20/3329/DFO	Land To The South West Of London Road Little Chesterford	Reserved Matters application, seeking approval of appearance, layout, scale and landscaping, for 76 dwellings following approval of outline planning permission UTT/19/0573/OP.	21/02/2022		76	0	76	0	0	14	62														76
UTT/20/2148/DFO	Land To The North And East Of Priory Lodge Station Road Little Dunmow	Details following outline approval UTT/17/3556/OP - details of appearance, landscaping, layout and scale (Outline application with all matters reserved except for access for the demolition of all commercial buildings and removing of commercial storage and the erection of 8 no. detached dwellings, modifying the existing access to Priory Lodge)	24/02/2021		7	0	7	0	0	0	0	0	4	3											7
UTT/20/3419/DFO	Land West Of Woodside Way Woodside Way Dunmow	Details following outline approval UTT/13/2107/OP and UTT/18/1826/DFO - details of layout, scale, landscaping and appearance relating to the development of the site to provide 464 residential dwellings and associated landscaping and infrastructure works	29/03/2021		464	0	464	0	44	127	126	49	49	49	20										464
UTT/21/0692/FUL	Marstons, Start Hill, Stane Street, Great Hallingbury, Bishops Stortford, Hertfordshire, CM22 7TA	Demolition of existing dwelling and erection of 8 no. dwellings, along with other associated development including access, car parking and landscaping	13/05/2021		8	1	7	0	0	0	0	-1	4	4											7
UTT/20/0864/FUL	Land BehindThe Old Cement WorksThaxted RoadSaffron WaldenEssex	Erection of 35 Dwellinghouses (Revised scheme to that approved under UTT/16/1444/OP and UTT/17/3038/DFO)	12/07/21		35	0	35	0	0	0	0	7	14	14											35
UTT/19/1789/FUL	Land at Pound Hill, Little Dunmow	Residential development comprising 14 dwellings (use class C3), vehicular access, public open space, sustainable drainage systems and all other associated hard/soft landscaping and infrastructure.	21/05/2021		14	0	14	0	0	0	0	7	7												14
UTT/21/2337/FUL	Barnmead, Start Hill, Stane Street, Great Hallingbury, CM22 7TA	Conversion of garages from plots 2-5 into living accommodation and adding a room in the roof of plots 2 and 3 (amendment to previously approved application No. UTT/18/1982/FUL).	24/09/2021		9	1	8	0	0	-1	0	0	4	5											8
UTT/21/2465/DFO UTT/23/1046/FUL	Land south of Radwinter Road, Radwinter Road, Saffron Walden, Essex	Details following outline approval UTT/17/3426/OP (approved under appeal APP/C1570/W/19/3227368) for extra care housing (use class C2) together with associated infrastructure including road, drainage and access - details of appearance, landscaping, layout and scale	01/10/2021		72	0	72	0	0	0	16	28	28												72
UTT/20/0614/OP	Land At Claypits Farm Bardfield Road Thaxted CM6 3PU	Outline application for demolition of existing buildings and erection of 14 no. dwellings with all matters reserved except access and layout (alternative scheme to that approved under planning permission UTT/18/0750/OP)	28/10/2021		14	0	14	0	0	0	0	0	0	0	0	7	7								14
UTT/20/1098/FUL	Land To The East Of Tilekiln Green Great Hallingbury	Construction of 15 new dwellings, including 6 affordable dwellings, vehicular access and associated parking and landscaping	01/11/21		15	0	15	0	0	0	15														15
UTT/21/1121/DFO	Land South Of Green Corners Latchmore Bank Little Hallingbury Hertfordshire	Details following outline application UTT/19/1896/OP for 5 no. dwellings. Details of layout, appearance, scale and landscaping	29/11/2021		5	0	5	0	0	0	5														5
UTT/20/0604/OP	Land South Of Vernons Close Mill Road Henham Hertfordshire	Outline permission with all matters reserved except access for the erection of 45 no. dwellings	30/11/21		45	0	45	0	0	0	0	0	0	0	0	22	23								45

UTT/20/3395/FUL	Tiggers, Ongar Road, Dunmow, Essex, CM6 1EX	1 no. Additional dwelling above garaging and amendments to the gardens of plots 2, 3, 4 and 5 of previously approved application UTT/18/3089/FUL  [UTT/18/3089/FUL: Removal of existing mobile home and erection of 9 no. residential dwellings.]	10/12/2021		10	1	9	0	2	7																		9	
UTT/19/2354/OP	Land To The West Of Buttleys Lane Dunmow	Outline application for the construction of up to 60 dwellings with a new vehicular access to be agreed in detail and all other matters to be reserved.	19/01/22		60	0	60	0	0	0	0	0	0	0	0	22	22	16											60
UTT/18/2574/OP	Land south of Stortford Road, Dunmow	Hybrid planning application with: Outline planning permission (all matters reserved except for points of access) sought for demolition of existing buildings (excluding Folly Farm) and development of up to 332 dwellings, including affordable housing, 1,800 sqm Health Centre (Class D1) and new access from roundabout on B1256 Stortford Road together with provision of open space incorporating SuDS and other associated works. Full planning permission sought for demolition of existing buildings (including Staggs Farm) and development of Phase 1 to comprise 108 dwellings, including affordable housing, a new access from roundabout on B1256 Stortford Road, internal circulation roads and car parking, open space incorporating SuDS and play space and associated landscaping, infrastructure and other works. 14ha of land to be safeguarded for education use via a S.106 Agreement   Land South Of Stortford Road Dunmow	21/01/2022		440	1	439	0	0	0	0	0	0	10	49	49	55	55	55	49	49	49	19						439
UTT/20/0223/FUL	The Cottage, Molehill Green, Takeley, CM22 6PQ	Demolition of existing terrace houses, Village Stores, Meadow View and The Cottage, merging their plots to enable the erection of 6 no. Terrace houses with associated parking and landscaping including new access road.	17/02/2022		6	3	3	0	0	0	0	3																3	
UTT/22/2763/DFO	Land east of Warehouse Villas, Stebbing Road, Stebbing, Essex	Reserved matters application consisting of details of appearance, landscaping, layout and scale of the 10 no. Market Housing Plots 7 - 16 following outline application UTT/19/0476/OP for the erection of 17 dwellings.	23/02/2022		10	0	10	0	0	0	0	5	5															10	
UTT/22/0676/DFO	Land east of Warehouse Villas, Stebbing Road, Stebbing, Essex	Reserved matters application consisting of details of layout, scale, landscaping and appearance of the Affordable Housing Plots 1-7 following outline application UTT/19/0476/OP for the erection of 17 dwellings	23/02/2022		7	0	7	0	0	0	0	7																7	
UTT/22/0070/FUL	Oakbourne Hammonds Road Hatfield Broad Oak CM22 7JN	Demolition of existing residential outbuildings, the erection of a garage to serve existing dwelling, and erection of 5 no. detached dwellings with associated private garden and garage, and new access road from existing public highway	10/03/2022		5	0	5	0	0	0	0	0	5															5	
UTT/20/3429/FUL	The Gate Inn 74 Thaxted Road Saffron Walden CB11 3AG	Proposed conversion of existing restaurant (A3) to 2 no. dwellings (C3), including part demolition of single storey rear elements and erection of ground floor and first floor extensions. Erection of 3 no. detached dwellings to rear of site, utilising existing access of Thaxted Road, with associated parking and hard/soft landscaping.	16/03/2022		5	0	5	0	0	0	0	0	5															5	
UTT/21/2924/FUL	The Star Inn Market Place Great Dunmow CM6 1AX	Change of use from hotel to 3no. two bedroom flats and 2no. one bedroom flats	18/03/2022		5	0	5	0	0	0	2	3																5	
UTT/21/3095/FUL	Falaise And Montjoy The Street Takeley Bishops Stortford CM22 6QP	Demolition of existing pair of semi detached dwellings and the construction of six new residential dwellings and associated access, parking and landscaping.	19/04/2022		6	2	4	0	0	0	0	1	3															4	
UTT/21/3182/FUL	Land To The East Of Station Road Little Dunmow Essex	Proposed erection of 9 no. detached dwellings, provision of new access and associated landscaping and parking.	22/04/2022		9	0	9	0	0	0	0	4	5															9	
UTT/22/0152/DFO	Land West Of Parsonage Road Takeley	Details following outline application UTT/19/0393/OP (approved under appeal reference APP/C1570/W/19/3234530), details of appearance, landscaping, layout and scale for the erection of 110 no. dwellings with associated open space, landscaping and other drainage and highway infrastructure.	04/05/2022		110		110	0	0	0	33	49	28															110	
UTT/20/2632/FUL	Land West Of London Road Newport Essex	Construction of 89 new dwellings, vehicular access from London Road and associated parking, open space and landscaping. Including the provision of ball catch netting for the recreation club, a car park and associated access for Newport Primary School including landscaping improvements, an off-site playground highway improvements to the bridleway and associated development.	24/05/2022		89	0	89	0	0	0	37	20	20	12														89	
UTT/21/2755/OP	Cannons Yard Bedlars Green Bedlars Green Great Hallingbury CM22 7UZ	Outline application with all matters reserved for 14 no. dwellings (Class C3), parking, landscaping and all associated development	31/05/2022		14	0	14	0	0	0	0	0	0	0	0	7	7											14	

UTT/22/1172/FUL (+ See Notes)	Dunmow Farm The Broadway Great Dunmow Essex CM6 3BJ	Proposed conversion of building into 2 no. Dwellings (revised scheme to previously approved application UTT/20/3219/FUL).	06/06/2022		9	0	9	0	0	0	6	3													9
UTT/19/3173/FUL	Lea Hall Dunmow Road Hatfield Heath CM22 7BL	Proposed refurbishment of Lea Hall including the addition of new detached garage and detached swimming pool building. Conversion of barns and cottage to 8 no. Dwellings. Demolition of existing stables to be replaced by 3 no. Dwellings with cart lodges and associated landscaping.	24/06/2022		11	0	11	0	0	0	0	5	6												11
UTT/21/3339/FUL	Old Cottage Start Hill Stane Street Great Hallingbury Bishops Stortford Hertfordshire CM22 7TG	Proposed erection of 7 no. dwellings including the closure of existing access, creation of new access and associated infrastructure.	28/06/2022		7	0	7	0	0	0	0	0	3	4											7
UTT/19/0462/FUL	Land West Of Hall Road Elsenham Essex	Full planning application comprising a residential development for 130 dwellings (including affordable housing); the provision of open space; play areas; car parking; new pedestrian linkages; landscaping and ancillary works, with access off Hall Road, and the change of use of 0.371ha of agricultural land for educational use.	27/07/2022		130	0	130	0	0	0	0	0	0	49	49	32									130
UTT/20/1882/FUL	Land At Sunnybrook Farm Braintree Road Felsted Essex	Construction of 24 no. dwellings and school related community car park served via a new access from Braintree Road, complete with related infrastructure and landscaping	19/08/2022		24	0	24	0	0	0	0	0	8	8	8										24
UTT/22/0355/FUL	Land South Of Wicken Road Clavering Essex	Proposed erection of 5 no. detached dwellings, detached garages and associated development.	22/08/2022		5	0	5	0	0	0	5													5	
UTT/21/2649/FUL	Land Rear Of Malt Place Cornells Lane Widdington CB11 3SP	Demolition of five existing buildings, and erection of three new buildings forming 10 residential dwellings. Alternative scheme to that approved under references UTT/20/2154/FUL, UTT/20/0876/FUL and UTT/20/3016/FUL	05/09/2022		10	0	10	0	0	0	0	0	0	5	5										10
UTT/22/1103/DFO	Land to the west of Stortford Road, Clavering, Essex	Details following outline application UTT/20/2639/OP for the erection of 31 no. dwellings and 38 no. parking spaces - details of appearance, landscaping, layout and scale	05/09/2022		31	0	31	0	0	0	28	3												31	
UTT/22/1078/DFO	Land West Of Bury Farm Station Road Felsted Essex	Reserved matters application, following approval of UTT/22/1078/DFO, for appearance, landscaping layout and scale, for the proposed development of a doctors surgery and 38 dwellings. To be considered in conjunction with UTT/22/1080/FUL	07/09/2022		38	0	38	0	0	0	18	10	10											38	
UTT/21/2509/OP	Land South Of (East Of Griffin Place) Radwinter Road Swards End Essex	Outline application for the erection of up to 233 residential dwellings including affordable housing, with public open space, landscaping, sustainable drainage system (SuDS) and associated works, with vehicular access point from Radwinter Road. All matters reserved except for means of access	21/09/2022		233	0	233	0	0	0	0	0	0	0	0	49	49	49	49	37					233
UTT/20/0264/OP	Land To The West Of Thaxted Road Debden Essex	Outline permission with all matters reserved for the erection of 25 no. private and affordable dwellings	03/10/2022		25	0	25	0	0	0	0	0	0	0	0	12	13							25	
UTT/22/2290/OP	Station House Station Road Little Dunmow Essex CM6 3HG	Outline planning application with all matters reserved except access, for the demolition of dwelling and all outbuildings and erection of 8 no. dwellings	14/10/2022		8	1	7	0	0	0	0	0	0	3	4									7	
UTT/22/2232/DFO	Land at Lindsell Car Breakers, Holders Green Road, Lindsell, Dunmow, Essex, CM6 3QL	Details following outline application UTT/21/0690/OP for the demolition of existing bungalow and car breakers/scrap yard buildings, removal of outdoor storage associated with car breakers/scrap yard, and erection of 5 no. detached dwellings. Closure of existing access and creation of new private drive. Associated landscaping - details of access, appearance, landscaping, layout and scale	17/10/2022		5	1	4	0	0	0	0	0	0	2	2									4	
UTT/20/0422/FUL	Land North Of Cox Ley Cox Ley Hatfield Heath Hertfordshire	Erection of 12 no. dwellings including new access and associated landscaping. Creation of parking area for adjacent playing field.	17/10/2022		12	0	12	0	0	0	0	0	0	6	6									12	
UTT/22/1307/FUL	J F Knight Roadworks Ltd Copthall Lane Thaxted Essex CM6 2LG	Proposed demolition of all existing buildings and structures. Erection of 8 no. dwellings and associated amenity space, parking, landscaping and ancillary works	26/10/2022		8	0	8	0	0	0	5	3												8	
UTT/22/1939/DFO	Land North Of Ashdon Road Ashdon Road Saffron Walden	Details following outline application UTT/17/3413/OP - details of layout, appearance, landscaping and scale, for the development of 55 dwellings together with associated open space, landscaping, parking and supporting infrastructure	27/10/2022		55	0	55	0	0	0	5	15	15	15	5									55	
UTT/22/2094/DFO	Marlensdale Burton End Stansted Essex CM24 8UF	Details following outline application UTT/19/2666/OP for the demolition of existing agricultural buildings and erection of 5 no. dwellings - details of access, appearance, layout and scale.	27/10/2022		5	0	5	0	0	0	0	0	0	5										5	

UTT/22/2190/DFO	Land Opposite Roding Hall Dunmow Road High Roding Essex	Details following outline application UTT/20/2759/OP (approved under appeal reference APP/C1570/W/21/3277289) for 5 no. dwellings - details of access, appearance, landscaping, layout and scale	31/10/2022		5	0	5	0	0	0	0	0	0	5														5	
UTT/22/2185/FUL	Land At The Former Takeley Service Station Dunmow Road Takeley Essex CM22 6SP	Proposed redevelopment of the Dunmow Road Car Park to provide 8 no. Dwellings including associated parking and landscaping works.	02/11/2022		8	0	8	0	0	0	0	0	4	4														8	
UTT/21/2719/FUL	Land North Of Braintree Road Dunmow	Proposed erection of 32 no. self build and custom build dwellings	04/11/2022		32	0	32	0	0	0	0	0	0	10	11	11												32	
UTT/21/2488/OP	Land East Of Parsonage Road Takeley	Outline planning application with all matters reserved except access for up to 88 dwellings (including affordable housing and self/custom-build plots), as well as public open space, children's play area, landscape infrastructure including a buffer to Priors Wood Ancient Woodland and all other associated infrastructure	09/11/2022		88	0	88	0	0	0	0	0	0	0	0	0	22	22	22	22									88
UTT/21/3311/OP	Land West Of Garnetts Dunmow Road Takeley	Outline planning application with all matters reserved, for up to 155 dwellings (including affordable housing and self/custom build plots), as well as public open space, children's play area, land retained in agricultural use, landscaping and all other associated infrastructure	09/11/2022		155	0	155	0	0	0	0	0	0	0	0	0	52	52	51										155
UTT/22/2950/PAQ3	Building At Marks Hall Marks Hall Lane Margaret Roding Essex	Prior Notification of change of use of agricultural building to 5 no. dwellings	13/12/2022		5	0	5	0	0	0	0	0	0	5														5	
UTT/22/1433/FUL	Barns At Glebe Farm Mill End Green Road Great Easton Essex	Demolition of existing buildings and the erection of five dwellings with associated garaging, landscaping and operational development (Following grant of prior approval for change of use to create five dwellings)	28/12/2022		5	0	5	0	0	0	0	5																5	
UTT/21/0245/FUL	Venn House Tenterfields Great Dunmow CM6 1HH	Demolition of existing buildings and construction of 12 no. residential dwellings (Use Class C3) with associated landscaping, access, and infrastructure.	04/01/2023		12	1	11	0	0	0	0	0	5	6														11	
UTT/21/1495/FUL	Land East Of The Stag Inn Duck Street Little Easton Essex	Erection of 44 residential units and 3 commercial units (flexible space); inclusion of 3 additional plots for self-build homes; together with associated access, carparking and landscaping	16/01/2023		47	0	47	0	0	0	0	7	15	15	10													47	
UTT/22/3287/PAQ3	Bradleys Barn Brick Kiln Lane Rickling Green	Prior Notification of change of use of agricultural building to 5 no. dwellings	25/01/2023		5	0	5	0	0	0	0	0	5															5	
UTT/22/1836/DFO	Watch House Watch House Road Stebbing Dunmow Essex CM6 3SS	Details following outline application UTT/21/0330/OP for erection of 3 detached dwellings and 2 semi-detached dwellings with associated accesses and garaging - details of appearance, landscaping, layout and scale	30/01/2023		5	0	5	0	0	0	0	0	5															5	
UTT/22/1764/FUL	Woodside Farm Gallows Green Road Great Easton Essex CM6 3QS	Demolition of existing dwelling and erection of replacement dwelling. Alterations to existing access to provide a type f minor access road. Demolition of 4568.8 square metres of intensive poultry rearing/production buildings and associated hardstandings/structures. Erection of 4 no. detached dwellings with associated garaging, parking and gardens. Provision of ecology areas.	31/01/2023		5	1	4	0	0	0	0	-1	5															4	
UTT/22/2632/FUL	Land Adjacent To The Green Man Mill End Green Road Great Easton Essex	Erection of 5 no. dwellings with associated parking and landscaping.	23/02/2023		5	0	5	0	0	0	0	5																5	
UTT/23/0169/PAQ3	Barns 2,3 And 5 At Parsonage Farm Parsonage Lane Barnston Essex	Prior Notification of change of use of 2 no. agricultural buildings to 5 no. dwellings.	13/03/2023		5	0	5	0	0	0	0	0	5															5	
UTT/20/1929/OP	Helena Romanes School Parsonage Downs Dunmow CM6 2AT	Outline application with all matters reserved except access for the erection of up to 200 dwellings, demolition of existing school buildings, public open space, landscaping, sustainable drainage system and vehicular access from the B1008 Parsonage Downs.	13/03/2023		200	0	200	0	0	0	0	0	0	0	0	50	50	50	50										200
UTT/22/2917/OP	Land West Of Clatterbury Lane Clavering Essex	Outline planning application with all matters reserved except access for five dwellings with landscaping and associated infrastructure.	24/03/2023		5	0	5	0	0	0	0	0	0	5														5	
UTT/19/1437/FUL	77 High Street Great Dunmow CM6 1AE	Demolition of existing buildings and erection of 29 no. Retirement Living (Category II Sheltered Housing) apartments for the elderly with associated communal facilities, car parking and landscaping	16/03/2021		29	0	29	0	0	29																		29	
UTT/19/2388/DFO	Land North Of Water Lane Stansted	Approval of reserved matters following outline application UTT/16/2865/OP. Details of appearance, landscaping and layout relating to the redevelopment of the former gas holder site to provide 9 no. dwellings.	19/06/2020		9	0	9	0	0	0	0	0	4	5														9	
UTT/19/2900/DFO	Bricketts London Road Newport CB11 3PP	Details following outline application UTT/16/1290/OP - Details of appearance, landscaping, layout and scale for 11 dwellings	21/08/2020		11	0	10	-1	0	11																		11	
UTT/20/0757/DFO	Land West Of Maranello Watch House Green Felsted CM6 3EF	Details following outline application UTT/18/1011/OP (granted under appeal ref: APP/C1570/W/18/3210501) for 28 dwellings. Details of appearance, landscaping, and scale.	23/07/2020		28	0	28	0	0	28																		28	
UTT/19/2852/FUL	Land West Of Stortford Road Clavering	Technical Details pursuant to Planning in Principle ref UTT/18/3326/PIP for the erection 8 dwellings	24/07/2020		8	0	8	0	0	5	3																	8	

UTT/19/1508/FUL	Land East Of St Edmunds Lane Dunmow	Construction of 22 Custom/ Self Build Dwellings (Revised Schemes to UTT/17/3623/DFO)	25/06/2020			22	1	21	0	7	12	0	2														21	
UTT/20/3475/CLE	Pauls Farm Little Bardfield Road Little Bardfield CM7 4TN	Existing use of 5 no. caravans as residential dwellings.	18/04/21			5	0	5	0	5	0																5	
UTT/22/2760/PINS	Land East of Station Road, Elsenham	S62A/2022/0012 Outline Planning Application with all matters Reserved except for the Primary means of access for the development of up to 200 residential dwellings along with landscaping, public open space and associated infrastructure works.	11/04/23			200	0	200	0	0	0	0	0	0	0	0	50	50	50	50								200
UTT/21/2461/DFO	Land To The West Of Isabel Drive And Off Stansted Road Elsenham	Reserved Matters (Appearance, Landscaping, Layout and Scale) for 99 residential dwellings (Use Class C3), and associated works to include details required by Conditions; 17 (sound insulation measures) and 19 (Surface water drainage scheme) of planning permission ref: UTT/19/2470/OP	12/04/23			99	0	99	0	0	0	40	20	20	19													99
UTT/23/0489/PAQ3	Barns At Little Smiths Green Farm Bumpstead Road Hempstead	Prior Notification of change of use of 2 no. agricultural buildings to 5 no. dwellings.	17/04/23			5	0	5	0	0	0	0	0	0	5													5
UTT/22/3178/DFO	Land East And North Of Clifford Smith Drive Watch House Green Felsted	Details following outline application UTT/19/2118/OP for the erection of up to 41 no. dwellings - details of appearance, landscaping, layout and scale. Application to discharge conditions 7 and 8 (Surface Water Drainage), 11 (access arrangements), 12 (pedestrian link), and 22 (Energy Statement)	27/04/23			41	0	41	0	0	0	0	0	0	15	15	11											41
UTT/22/2936/FUL	Land South Of Bardfield Road/East Of Claypits Villas Bardfield Road Thaxted	8 no. dwellings with associated infrastructure (amendments to previously approved application UTT/19/3166/FUL - approved at appeal ref: APP/C1570/W/20/3265617).	05/05/23			8	0	8	0	0	0	0	0	0	4	4												8
UTT/22/3258/PINS	Land To The West Of Thaxted Road Saffron Walden Essex	S62A/2022/0014- Outline application with all matters reserved except for access for up to 170 dwellings, associated landscaping and open space with access from Thaxted Road	30/05/23			170	0	170	0	0	0	0	0	0	0	0	49	49	49	23								170
UTT/22/2174/PINS	Land South Of Henham Road Elsenham	S62A/2022/0007 - Town and Country Planning Act 1990 (Section 62A Applications) Residential development comprising 130 dwellings, together with a new vehicular access from Henham Road, public open space, landscaping and associated highways, drainage and other infrastructure works (all matters reserved for subsequent approval apart from the primary means of access, on land to the south of Henham Road, Elsenham)	14/06/23			130	0	130	0	0	0	0	0	0	0	0	49	49	32									130
UTT/20/2908/OP	Land South Of Bedwell Road Ugley	Outline application for up to 50 market and affordable dwellings, public open space and associated highways and drainage infrastructure - all matters reserved except access.	15/06/23			50	0	50	0	0	0	0	0	0	0	0	25	25										50
UTT/23/0271/FUL	Land South Of Grange Place High Lane Stansted	Erection of a detached building to accommodate 9 no. flats and associated works including new access, parking and hard and soft landscaping.	23/06/23			9	0	9	0	0	0	0	0	0	4	5												9
UTT/22/2519/DFO	Land To The North Of Stewarts Way Manuden	Approval of reserved matters following UTT/19/0022/OP including appearance, landscaping, layout and scale for 22 dwellings, including 40% housing. Children's nursery/pre-school (Class D1) with associated parking. Creation of vehicular and pedestrian access from The Street. Provision of public open spaces, play area, landscaping and Resource Centre. Provision of associated infrastructure.	06/07/23			22	0	22	0	0	0	0	0	0	11	11												22
UTT/23/1471/DFO	Sparlings Farm Chelmsford Road Barnston Essex CM6 1LP	Details following outline application UTT/21/2245/OP (all matters reserved except for access and layout for 5 dwellings), details of appearance, landscaping and scale, to include the Landscape and Ecological Management plan (UTT/23/1484/DOC).	07/08/23			5	0	5	0	0	0	0	0	0	5													5
UTT/22/2208/FUL	Parkside Abbey Lane Saffron Walden Essex CB10 1AQ	Proposed redevelopment of Parkside Retirement Housing, including the demolition of existing building and erection of new building to provide 24 no. apartments with associated parking, bin storage and communal gardens including alterations to existing site access.	10/08/23			24	18	6	0	0	0	0	-18	0	24													6

UTT/21/1708/OP	Land East Of Highwood Quarry Little Easton Essex	Outline planning application with the details of external access committed. Appearance, landscaping, layout (including internal access), scale reserved for later determination. Development to comprise: between 1,000 and 1,200 dwellings (Use Class C3); up to 21,500 sq m gross of additional development for Use Classes: C2 (residential institutions care/nursing home); E(a-f & g(i)) (retail, indoor recreation, health services and offices); F1(a) (Education); F2(a-c) (local community uses); car parking; energy centre; and for the laying out of the buildings, routes, open spaces and public realm and landscaping within the development; and all associated works and operations including but not limited to: demolition; earthworks; and engineering operations. All development, works and operations to be in accordance with the Development Parameters Schedule and Plans.	11/09/23		1200	0	1200	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	1200
UTT/23/1045/DFO	Land East Of London Road Great Chesterford Essex	Details following outline application UTT/20/2724/OP for 111 no. dwellings - details of appearance, landscaping, layout and scale.	15/09/23		111	0	111	0	0	0	0	0	0	13	49	49																111
UTT/23/0177/FUL	Land Rear Of Canada Cottages Stortford Road Dunmow CM6 1DA	Erection of 5 dwellings.	18/10/23		5	0	5	0	0	0	4	1																			5	
UTT/23/0068/FUL	Grove Court Nursery Rise Great Dunmow Essex CM6 1XW	Proposed alterations and refurbishment of existing supported living housing block to reduce the number of units from 31 to 25 replacing bedsits with 1 and 2 bedroom flats. Formation of new access ramp to main entrance and refurbishment of main entrances. Formation of new secondary access to courtyard garden and renewal of landscaped gardens.	31/10/23		25	31	-6	0	0	0	0	0	-31	25																	-6	
UTT/21/3565/DFO	Land North Of Shire Hill Farm Shire Hill Saffron Walden Essex	Approval of reserved matters subject to permission UTT/17/2832/OP for up to 100 dwellings, for the following: - Layout - Strategic highway masterplan for the spine road- Scale- Public open space- Landscaping - Appearance Permission UTT/17/2832/OP	20/10/23		100	0	100	0	0	0	0	0	0	2	49	49																100
UTT/22/0457/OP	Land To The East Of High Lane Stansted	Outline application with all matters reserved except for access for up to 30 no. dwellings, parking, landscaping, access and all associated development.	14/11/23		30	0	30	0	0	0	0	0	0	0	0	0	15	15														30
UTT/23/2534/PAQ3	Agricultural Buildings South Of Quoins Onslow Green Barnston Essex	Prior Notification of change of use of agricultural building to 5 no. dwellings	29/11/23		5	0	5	0	0	0	0	0	0	5																		5
UTT/22/2555/PIP	Land to the east of 39 Radwinter Road Swards End Saffron Walden Essex CB10 2LR	Application for permission in principle for the erection of max. 6 dwellings.	04/12/23		6	0	6	0	0	0	0	0	0	0	0	0	3	3														6
UTT/23/2617/FUL	Bonningtons Yard Station Road Takeley Essex CM22 6SQ	Demolition of existing buildings and erection of 7 no. dwellings and associated work	15/12/23		7	0	7	0	0	0	0	0	0	3	4																	7
UTT/23/1182/OP	Land At Holmwood Whiteditch Lane Newport Saffron Walden Essex CB11 3UD	Outline application with all matters reserved except access for the erection of 5 no. dwellings	29/12/23		5	0	5	0	0	0	0	0	0	0	5																	5
UTT/23/3211/PAQ3	Agricultural Buildings At Wheats Farm Stagden Cross Road High Easter Essex	Prior Notification of change of use of agricultural buildings to 5 no. dwellings	19/02/24		5	0	5	0	0	0	0	0	0	5																		5
UTT/23/2735/FUL	Land At Old Mead Road Henham Hertfordshire	Proposed residential development containing 7 no. dwellings along with access, carparking, landscaping and associated infrastructure.	20/02/24		7	0	7	0	0	0	0	0	0	3	4																	7
UTT/23/2228/DFO	Sabre House Dunmow Road Stebbing Essex CM6 3LF	Approval of Reserved Matters (layout, scale, landscaping and appearance) pursuant to outline planning permission UTT/21/0333/OP relating to the erection of 9 no. dwellings	28/02/24		9	0	9	0	0	0	0	0	0	4	5																	9
S62A/2023/0026	Land West of Robin Hood Road, Eisenham	Outline application for the erection of up to 40 dwellings with all matters reserved except for access	26/02/24		40	0	40	0	0	0	0	0	0	0	0	0	20	20														40
S62A/2023/0021	Moors Field, Station Road, Little Dunmow, Essex	Description of proposed development: Application for the approval of reserved matters for appearance, landscaping, layout and scale for 160 dwellings and a countryside park pursuant to conditions 1 and 2 of outline planning permission UTT/21/3596/OP	27/03/24		160	0	160	0	0	0	0	0	0	0	49	49	49	13														160
S62A/2023/0027	Warish Hall Farm, Smiths Green Lane, Takeley, Essex CM22 6NZ	Erection of 40no. dwellings, including open space landscaping and associated infrastructure	13/03/24		40	0	40	0	0	0	0	0	0	10	15	15																40
UTT/20/2105/OP	Land To The North Of De Vigier Avenue Saffron Walden Essex	Outline planning permission with all matters reserved except for access for the erection of up to 12 dwellings with associated landscaping, parking and support infrastructure.	27/09/23		12	0	12	0	0	0	0	0	0	0	0	0	6	6														12

TOTAL COMMITTED DEVELOPMENT				234	740	828	551	613	792	625	499	880	692	527	396	239	202	171	100	100	100	100	100	100	100	100	8489		
TOTAL COMMUNAL ESTABLISHMENTS (SEE BREAKDOWN BELOW)				0	0	0	0	0	20	20	46	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	
WINDFALL ALLOWANCE				0	0	0	0	0	0	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	1540	
LAPSE RATE				0	0	0	-17	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-51	
TOTAL DELIVERY				234	740	828	534	596	795	755	655	1029	802	637	506	349	312	281	210	210	210	210	210	210	210	210	210	10103	
<b>COMMUNAL ESTABLISHMENTS</b>																													
UTT/23/0062/DFO	Land East Of Parsonage Road Takeley	Details following outline application UTT/19/0394/OP for a 66 bed care home - details of appearance, landscaping, layout and scale	14/12/23		37	0	37	0	0	0	0	0	0	0	0	37											37		
UTT/20/2007/FUL	Land South Of Radwinter Road (former Printpack Site) Saffron Walden	Demolition of existing buildings and erection of a discount foodstore, a 70 bed care home and 49 no. retirement living apartments with access, car parking, landscaping and associated works.	21/12/2022		88	0	88	0	0	0	0	0	20	20	9	39											88		
<b>TOTAL COMMUNAL ESTABLISHMENTS</b>				N/A	N/A	N/A	N/A	N/A	125	0	125	0	0	0	20	20	46	39	0	0	0	0	0	0	0	0	0	125	
<b>DRAFT ALLOCATIONS</b>																													
N/A	Church End East, Great Dunmow	N/A	N/A	Great Dunmow 009	715	0	715	0	0	0	0	0	0	0	0	0	67	67	67	67	67	67	67	67	67	67	45	715	
N/A	Land east of B1008, Great Dunmow	N/A	N/A	Great Dunmow 017	203	0	203	0	0	0	0	0	0	0	0	0	0	49	49	49	23	33	0	0	0	0	0	203	
N/A	Land south of Radwinter road and land south of Thaxted road, Saffron Walden	N/A	N/A	Saffron Walden 001 + 003 + 006 + 008 + 037	879	0	879	0	0	0	0	0	0	0	0	0	75	81	81	81	81	81	81	81	81	81	75	879	
N/A	Walpole Meadows North, East of Pennington Lane, Stansted Mountfitchet	N/A	N/A	Stansted 015	270	0	270	0	0	0	0	0	0	0	0	0	49	49	49	49	49	25					270		
N/A	East of High Lane, Stansted Mountfitchet	N/A	N/A	Stansted 013 + 023	55	0	55	0	0	0	0	0	0	0	0	0	20	20	15								55		
N/A	Land east of Station Road, Elsenham	N/A	N/A	Henham 006	110	0	110	0	0	0	0	0	0	0	0	0	49	49	12								110		
N/A	NE Takeley	N/A	N/A	Takeley 007 + 016 + Little Canfield 003	1506	0	1506	0	0	0	0	0	0	0	0	0	56	110	150	150	160	160	160	150	150	150	110	1506	
<b>TOTAL DRAFT ALLOCATIONS</b>					3738	0	3738	0	0	0	0	0	0	0	0	0	0	316	425	423	396	380	366	308	298	298	298	230	3738
<b>NEWPORT AND LARGER VILLAGE ALLOWANCES</b>																													
N/A	Clavering	N/A	N/A	N/A	122	0	122	0	0	0	0	0	0	0	0	0	0	0	0	20	20	21	21	20	20		122		
N/A	Debden	N/A	N/A	N/A	29	0	29	0	0	0	0	0	0	0	0	0	0	0	0	14	15						29		
N/A	Felsted	N/A	N/A	N/A	104	0	104	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	4		104		
N/A	Hatfield Broad Oak	N/A	N/A	N/A	115	0	115	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	15		115		
N/A	Henham	N/A	N/A	N/A	121	0	121	0	0	0	0	0	0	0	0	0	0	0	0	20	20	21	20	20	20		121		
N/A	Stebbing	N/A	N/A	N/A	109	0	109	0	0	0	0	0	0	0	0	0	0	0	0	20	20	20	20	20	9		109		
N/A	Newport	N/A	N/A	N/A	300	0	300	0	0	0	0	0	0	0	0	0	0	0	0	40	40	40	40	40	40	20	300		
<b>TOTAL NEWPORT AND LARGER VILLAGE ALLOWANCES</b>					900	0	900	0	0	0	0	0	0	0	0	0	0	0	0	0	154	155	142	141	140	108	40	20	900

Housing Target Annualised	Local Plan Housing Target	Completions During Plan Period	Commitments Deliverable During Plan Period	Lapsed Permissions Assumption	Windfall Assumption	Non-Strategic Allocation Allowance	Strategic Allocations Deliverable During Plan Period	Total Delivery During Plan Period	Buffer Above Local Plan Housing Target
675	13,500	1,802	6,812	-51	1,540	900	3,738	14,741	9.2%

**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 people<sup>1</sup>, with a projected further increase to 107,507<sup>2</sup> 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)<sup>3</sup> 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"<sup>4</sup>.

**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)



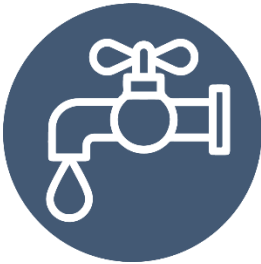
**Green infrastructure, open space and sports**

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 2012<sup>5</sup>. 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.

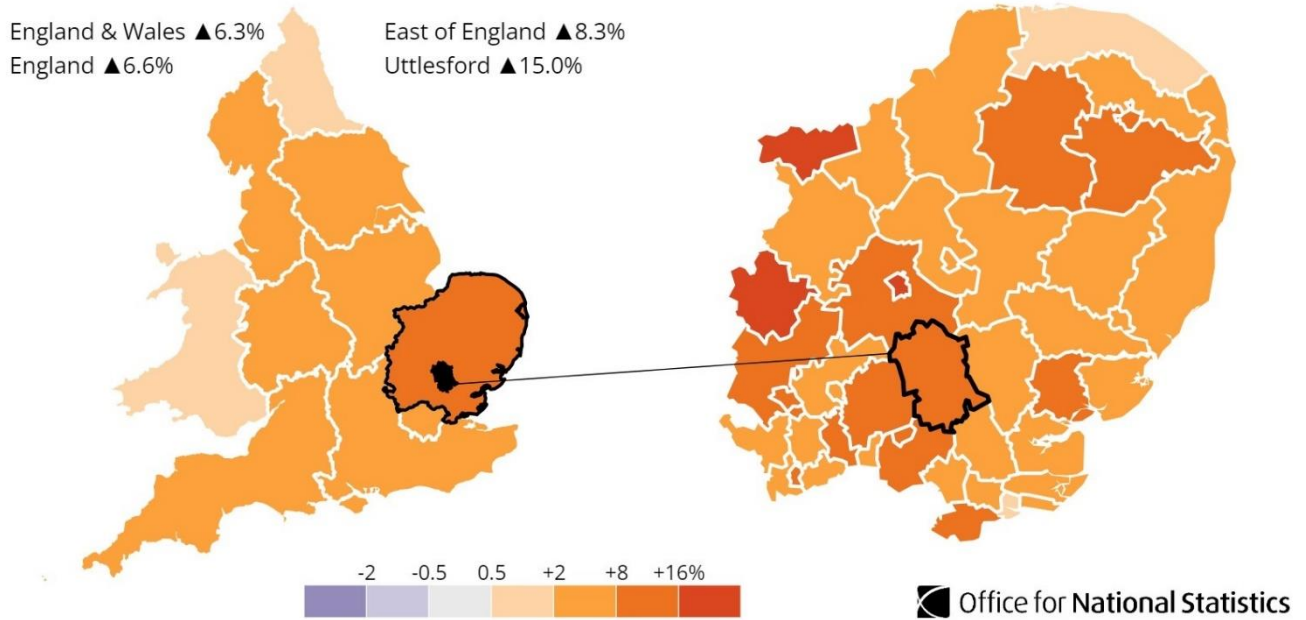
#### Uttlesford context

##### Population

**2.1** Based on the data from the Office for National Statistics<sup>6</sup>, 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)<sup>7</sup>

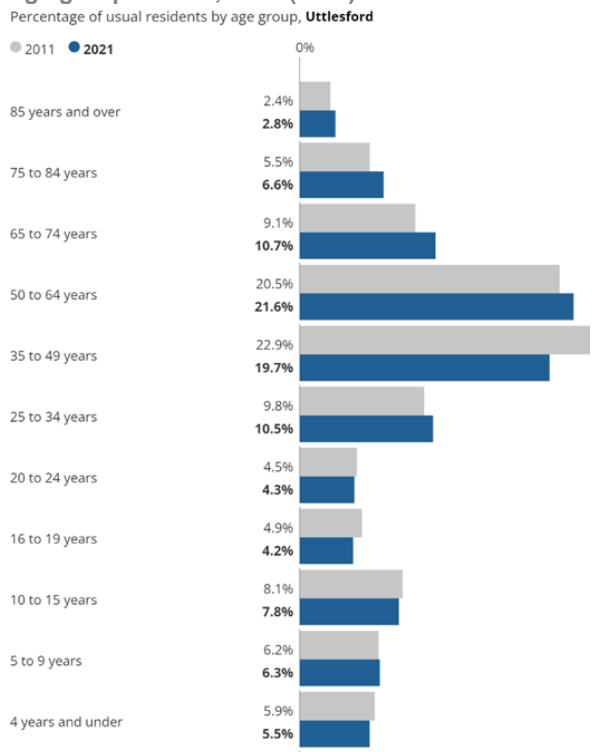
Population change in Uttlesford: Census 2011 to Census 2021



**2.2** Based on the household projections for England<sup>8</sup>, 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 kilometre<sup>9</sup>), 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 2019<sup>10</sup>, 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)<sup>1</sup> 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 2019<sup>11</sup>.

**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-employed<sup>12</sup>. 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%)<sup>13</sup>.

**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%)<sup>14</sup>.

**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 2021<sup>15</sup>, 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+ cars<sup>16</sup>.

**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

<sup>1</sup> 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

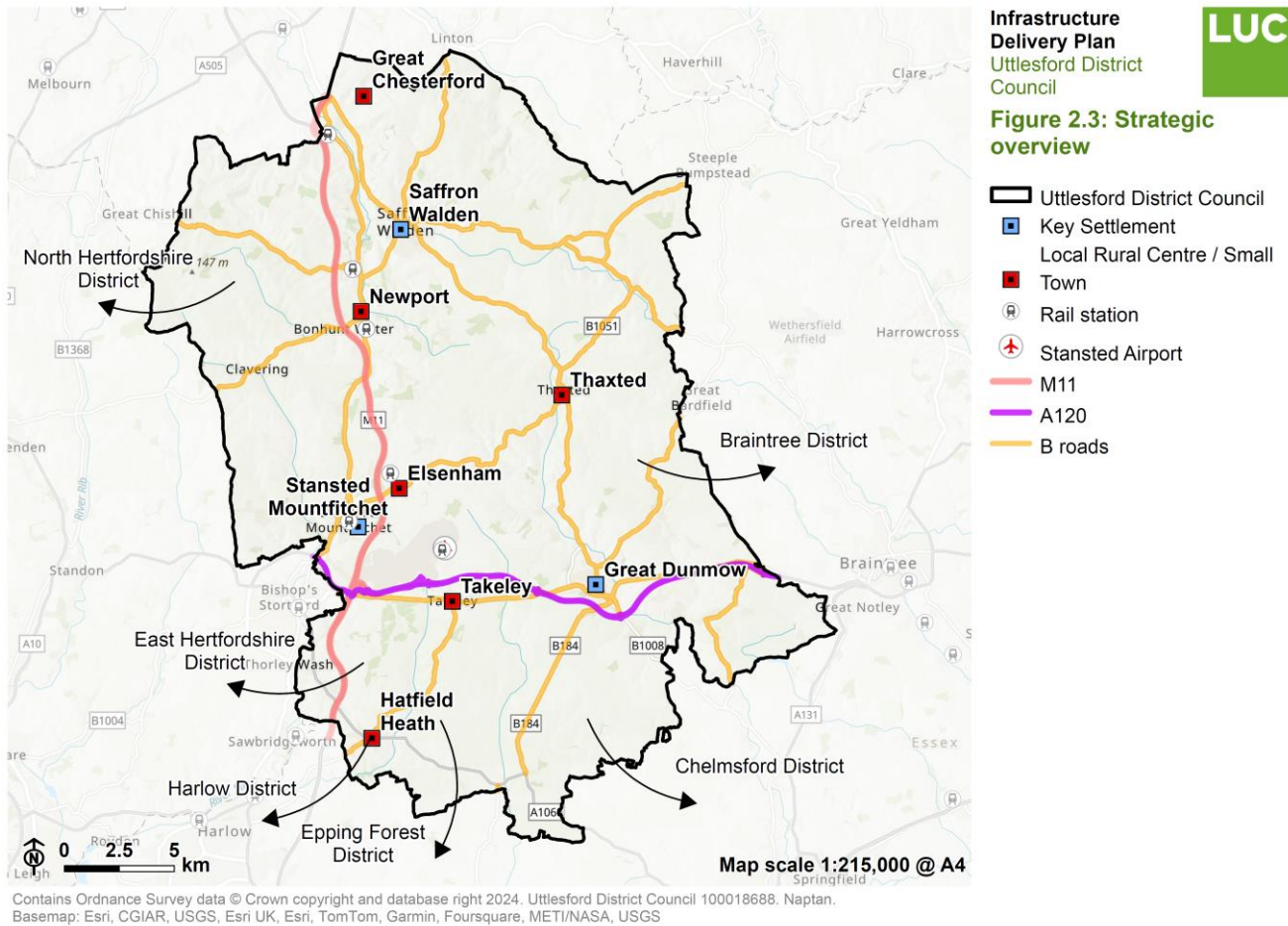
### Surrounding context

**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 <sup>nd</sup> February 2021 and Section 2 for Braintree District Council was adopted on 25 <sup>th</sup> July 2022 <sup>17</sup> . 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 <sup>18</sup> : 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 <sup>19</sup> (2018). Plan period: 2011- 2031.	19,500	N/A	22,000 jobs	N/A
Cambridge - The Cambridge Local Plan <sup>20</sup> (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) <sup>21</sup> . R18 consultation undertaken, Submission timetabled for Summer/Autumn 2025 <sup>22</sup> . Plan period: to 2041	N/A	51,732	N/A	66,600 jobs
East Hertfordshire - East Hertfordshire Local Plan <sup>23</sup> (2018). Plan period: 2011-2033.	18,458	N/A	10,800 jobs	N/A
Epping Forest – Epping Forest Local Plan (2023) <sup>24</sup> Plan period: 2011 - 2033.	11,400	N/A	Between 16 and 19 Hectares (Ha) of employment land	N/A
Chelmsford Local Plan <sup>25</sup> (2020). Plan period: 2013 – 2036. Chelmsford Local Plan Review preferred options consultation expires 19 June 2024 <sup>26</sup> .	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 <sup>27</sup> , adopted November 2022. Plan period: 2011-2031.	13,000	N/A	30.5 Ha of employment land	N/A
Harlow - Harlow Local Plan <sup>28</sup> (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><b>Cambridge South station</b></p> <p>The new station is proposed to be built by 2025<sup>29</sup>. 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 Campus<sup>30</sup>. 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><b>A10 improvements</b></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 2020<sup>31</sup>. 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><b>Cambridge South East Transport</b></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 stage<sup>32</sup>. This is likely to improve journey times for those travelling between Cambridge and Uttlesford.</p>
Braintree	Transport	<p><b>A120 Braintree to A12</b></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><b>A12 Chelmsford to A120 widening scheme</b></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 junctions<sup>33</sup>. 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><b>Improvements to the Marks Farm Roundabout on the A120/A131 junction east of Braintree<sup>34</sup></b></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><b>Chelmsford North East Bypass</b></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"> <li>■ 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;</li> <li>■ 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.</li> </ul> <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><b>Beaulieu Park rail station<sup>35</sup></b></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><b>Millennium Way Slip roads</b></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><b>Great Eastern Mainline Investment Programme</b></p> <p>The Great Eastern Main Line Study (July 2019)<sup>36</sup> 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"> <li>■ upgrading overhead cables;</li> <li>■ Bow Junction reconfiguration;</li> <li>■ increase of line speeds between London Liverpool Street and Norwich;</li> <li>■ replacement of existing rolling stock to increase capacity (including on the Southminster Line);</li> <li>■ increases to track capacity north of Chelmsford.</li> </ul> <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><b>The Water Recycling Centre (WRC) at Great Leighs<sup>37</sup></b></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><b>Increased Rail Capacity</b></p> <p>Additional rail capacity through longer carriages (funded by Network Rail) are to be provided for journeys into London<sup>38</sup>. 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><b>East Herts Rapid Transport System</b></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 Hertfordshire<sup>39</sup>.</p>
East Hertfordshire	Education	<p><b>Expanded and new secondary schools in Bishop's Stortford</b></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 demand<sup>40</sup>. 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><b>Secondary school expansion in Leventhorpe</b></p> <p>Leventhorpe School in Sawbridgeworth is currently considering a project to expand by 2FE<sup>41</sup>. 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.

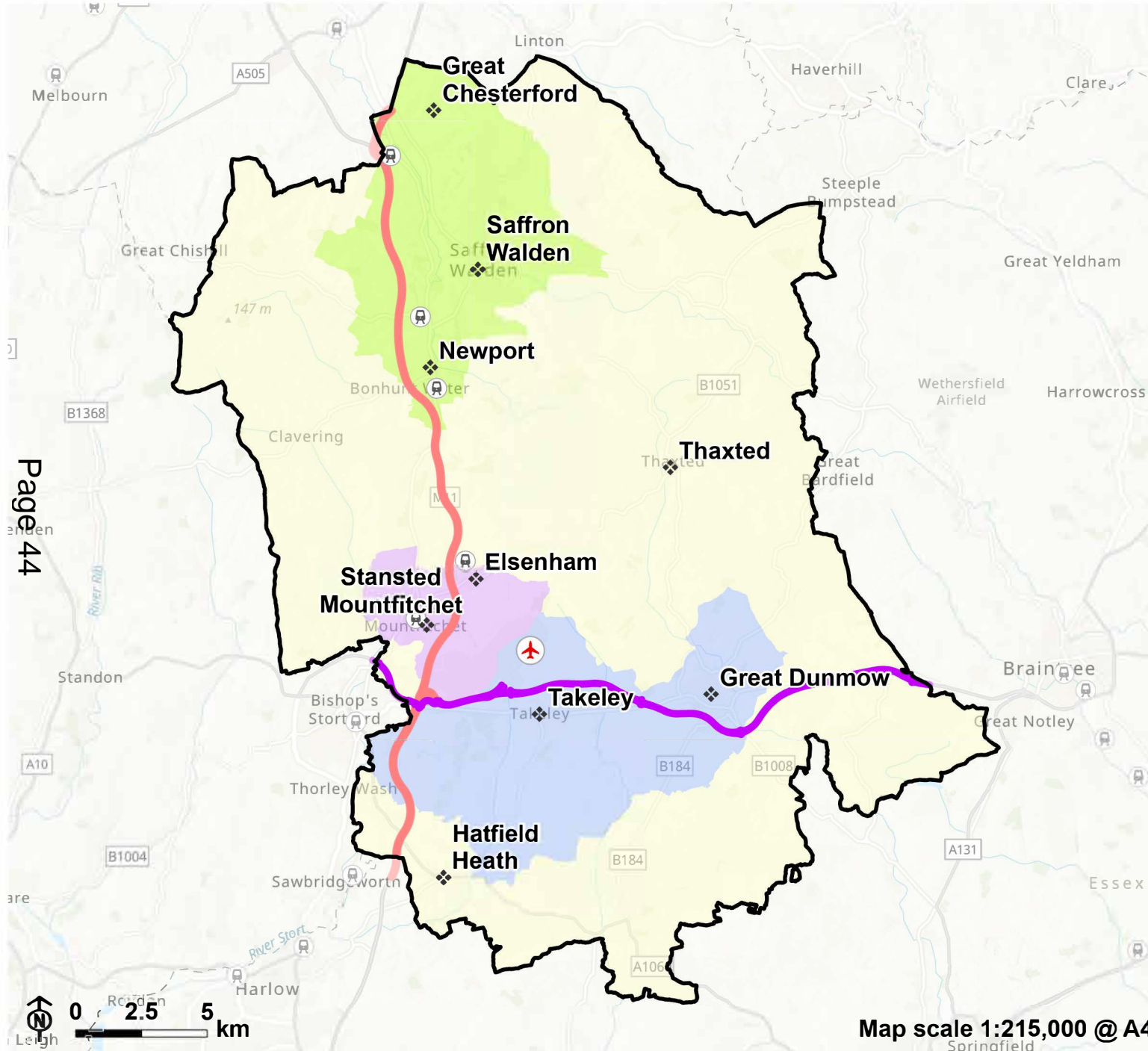
**Table 2.3: Proposed growth in Uttlesford Submission Local Plan 2021-2041**

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
<b>Total</b>		<b>1,179</b>
South Uttlesford	Great Dunmow	884
	Takeley	1,506
<b>Total</b>		<b>2,390</b>
Stansted Mountfitchet and Elsenham	Stansted Mountfitchet	325
	Elsenham, within Henham parish	110
<b>Total</b>		<b>435</b>
Thaxted and Rural	Larger Villages	650
<b>Total proposed new dwellings over the plan period</b>		<b>4,654</b>

**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

## **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)<sup>42</sup> 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 average<sup>43</sup>. Residents in Uttlesford also travel further to work, compared to the residents of other Districts in Essex<sup>44</sup>.

**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 Transport<sup>45</sup>.

**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 Franchise<sup>46</sup>. 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 Study<sup>47</sup> 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 strategy<sup>48</sup> 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 2021<sup>49</sup>. 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 discussions<sup>50</sup>, ECC has prepared a Bus Service Improvement Plan<sup>51</sup> (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 Review<sup>52</sup>. 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 Uttlesford<sup>53</sup> 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 Plan<sup>54</sup> and 6-Month Report 2023<sup>55</sup> 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)<sup>56</sup> 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 System<sup>57</sup> provides transportation to those unable to access mainstream public transport. Further to this, as outlined in the ECC Education Transport Policy<sup>58</sup>, 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 by<sup>59</sup> :

- 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 checks<sup>60</sup>.

#### 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%<sup>61</sup> 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 / Districts<sup>62</sup>. 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 Study<sup>63</sup>.

**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 obligations<sup>64</sup>, and are secured through Section 106 and Section 278 agreements<sup>65</sup>. The Essex developer's guide to infrastructure contributions<sup>66</sup> 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 declaration<sup>67</sup>, 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 2011-2026<sup>68</sup> 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%)<sup>69</sup>. 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 parents<sup>70</sup>.

**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%)<sup>71</sup>.

**3.72** The Childcare Assessment Sufficiency Summary<sup>72</sup> 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 plan<sup>73</sup> 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 plan<sup>74</sup> 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 Guide<sup>75</sup>, 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 Contributions<sup>76</sup> 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 provided<sup>77</sup>.

### 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 2026/2027<sup>78</sup>. 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 prosperity<sup>79</sup>.

**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 2023<sup>80</sup>. 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 Strategy<sup>81</sup> 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 county<sup>82</sup>. 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 Way<sup>83</sup>. 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 facilities<sup>84</sup>.

**3.108** The Essex County Council Green Skills Infrastructure review<sup>85</sup> 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 Standards<sup>86</sup> 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 Flitch 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 allocations<sup>87</sup>.

**3.112** Hatfield Forest is a key site in Uttlesford, as it accounts for 75% of the provision of natural and semi-natural green space<sup>88</sup>. 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 condition<sup>89</sup>. 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 Forest<sup>90</sup> – 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 Flitch Way, a Local Nature Reserve (LNR) and Country Park forms a wooded linear pathway and cycle route (NCN16) along a former railway line. The Flitch 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 condition<sup>91</sup>. 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, equating 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 population<sup>92</sup>. 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 issues<sup>93</sup>;
- 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 population<sup>94</sup>. 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 Forest<sup>95</sup>;
- There are 119 amenity greenspace sites in Uttlesford, equating to 146.69Ha at a current provision of 1.6Ha per 1,000 population<sup>96</sup>. This is well above the Fields in Trust standard of 0.6Ha per 1,000 population. 78% of sites are considered to be high quality<sup>97</sup>;
- 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 population<sup>98</sup>. This is well below the Fields in Trust standard of 0.25Ha per 1,000 population. 86% of sites are considered to be high quality<sup>99</sup>;
- There are 29 sites classified as allotments in Uttlesford, equating to over 18.62Ha at a current provision of 0.2Ha per 1,000 population<sup>100</sup>. This is slightly below standards identified by the National Society of Allotment and Leisure Gardeners. 89% of sites are considered high quality<sup>101</sup>;
- The majority of the green spaces in Uttlesford (79%) are assessed as being above the threshold<sup>102</sup>;
- 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 settlements<sup>103</sup>.

### Highway Greening

**3.116** Everyday contact with nature is beneficial for health and well-being, and this is recognised in the Essex Green Infrastructure Strategy<sup>104</sup>. 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 traffic<sup>105</sup>. 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 norms<sup>106</sup>, 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 Strategy<sup>107</sup> 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 served<sup>108</sup>. 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 exceptions<sup>109</sup> :

- Swimming - There is a shortage of water space with a deficit of 152m<sup>2</sup> (a 4-lane 20m pool is 160m<sup>2</sup>);
- 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’s<sup>110</sup> Green Infrastructure Framework sets out the standards and recommendations for green infrastructure in England. The Essex Green Infrastructure Standards<sup>111</sup> 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 Paper<sup>112</sup>.

**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 SPD<sup>113</sup> 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 up<sup>114</sup>.

### 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 Strategy<sup>115</sup> 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 Strategy<sup>116</sup> 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 plan<sup>117</sup>, 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 Standard<sup>118</sup> 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 strategy<sup>119</sup> 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 Health<sup>120</sup>. 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 Strategy<sup>121</sup> 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 SPD<sup>122</sup>. 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 (m<sup>2</sup>) 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 Thaxted<sup>123</sup>.

**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 present<sup>124</sup>.

#### 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 Uttlesford<sup>125</sup>.

#### 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 Study<sup>126</sup>, 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 Study<sup>127</sup> 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 Water<sup>128</sup> 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 1<sup>129</sup> 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 Plan<sup>130</sup> 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 Plan<sup>131</sup> 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) plan<sup>132</sup> 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 Report<sup>133</sup> 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 issue<sup>134</sup>.

**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 portal<sup>135</sup> 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 issues<sup>136</sup>. 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 Uttlesford<sup>137</sup>, 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 needs<sup>138</sup>, 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 ongoing<sup>139</sup>.

**3.217** The UK Telecoms Infrastructure Review was published in 2018<sup>140</sup>. 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 premises<sup>141</sup>.

**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 infrastructure<sup>142</sup>.

### 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<sup>143,144</sup>.

### 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 2039-41<sup>145</sup>.

**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 Uttlesford<sup>146</sup>. 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 increase<sup>147</sup>.

**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 plan<sup>148</sup> 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 funding<sup>149</sup>. 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 consultation<sup>150</sup> 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 Strategy<sup>151</sup> 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 Guide<sup>152</sup> 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 Strategy<sup>153</sup> 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 Report<sup>154</sup> 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)<sup>155</sup>, 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 expected<sup>156</sup>.

### 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 Strategy<sup>157</sup> 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 design<sup>158</sup> 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 modelling<sup>159</sup> 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 Plan<sup>160</sup> 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 Plan<sup>161</sup> 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 million<sup>162</sup>. There are 50 fire stations provided by the authority. The Integrated Risk Management Plan<sup>163</sup> 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) <sup>164</sup> 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 regime<sup>165</sup>. 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 2021<sup>166</sup>. 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)<sup>167</sup>, 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 2019<sup>168</sup> 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		
Flitch 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

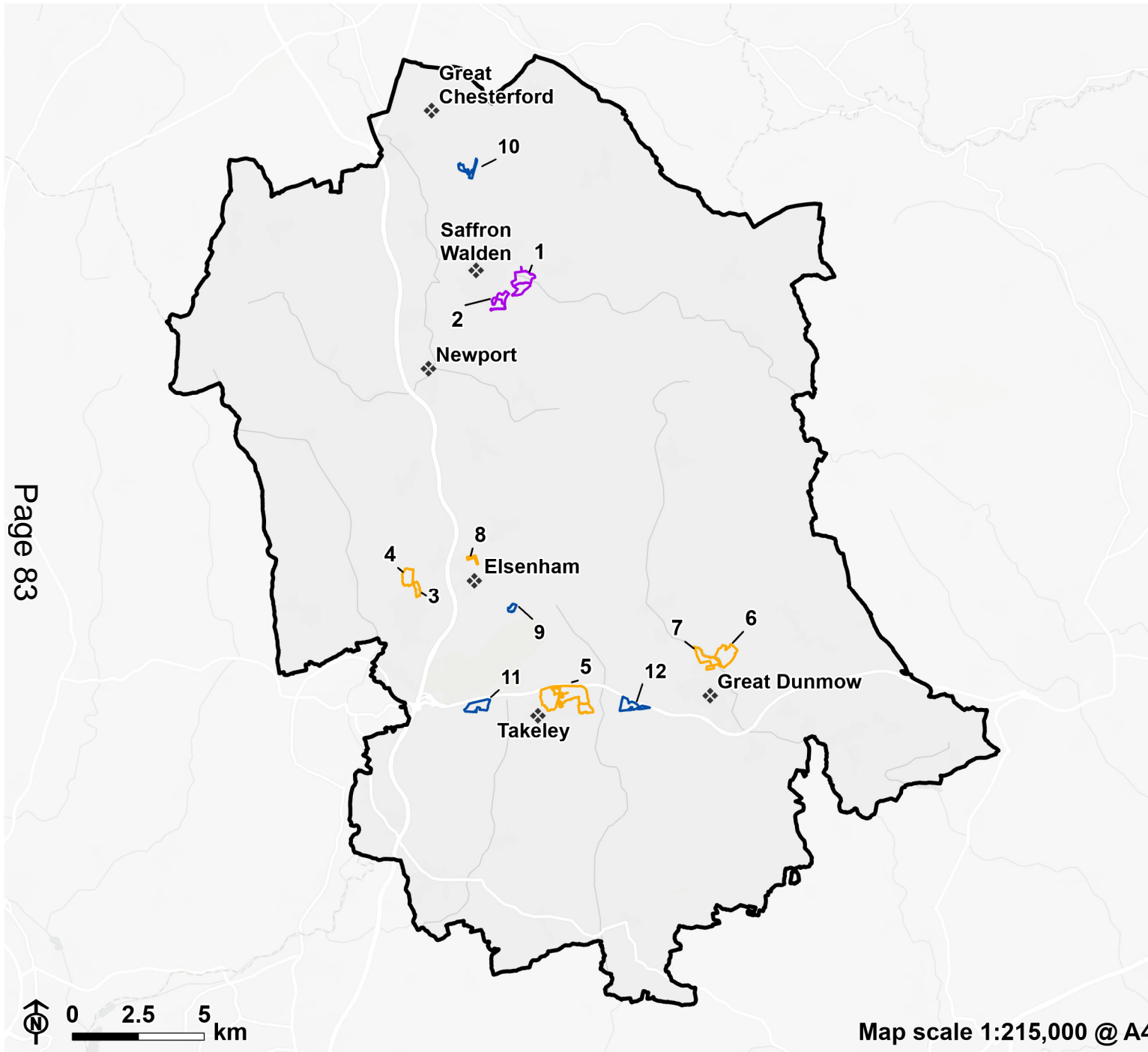
**B.1** The proposed strategic allocation sites on which this IDP report has been based are shown in **Figure B-1**, and set out in **Table B-1**.



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



Map scale 1:215,000 @ A4

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	

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**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 <sup>1</sup>
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

<sup>1</sup> (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 <sup>1</sup>
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

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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

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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

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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

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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

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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	
Page 194	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

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 <sup>1</sup>
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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G11	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
G12	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
G13	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
G14	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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G110	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
G111	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
G112	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

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 <sup>1</sup>
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

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 <sup>1</sup>
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
Page 104	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
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

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 <sup>1</sup>
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

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 <sup>1</sup>
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 <sup>1</sup>
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 <sup>1</sup>
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 <sup>1</sup>
					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 <sup>1</sup>
					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 <sup>1</sup>
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

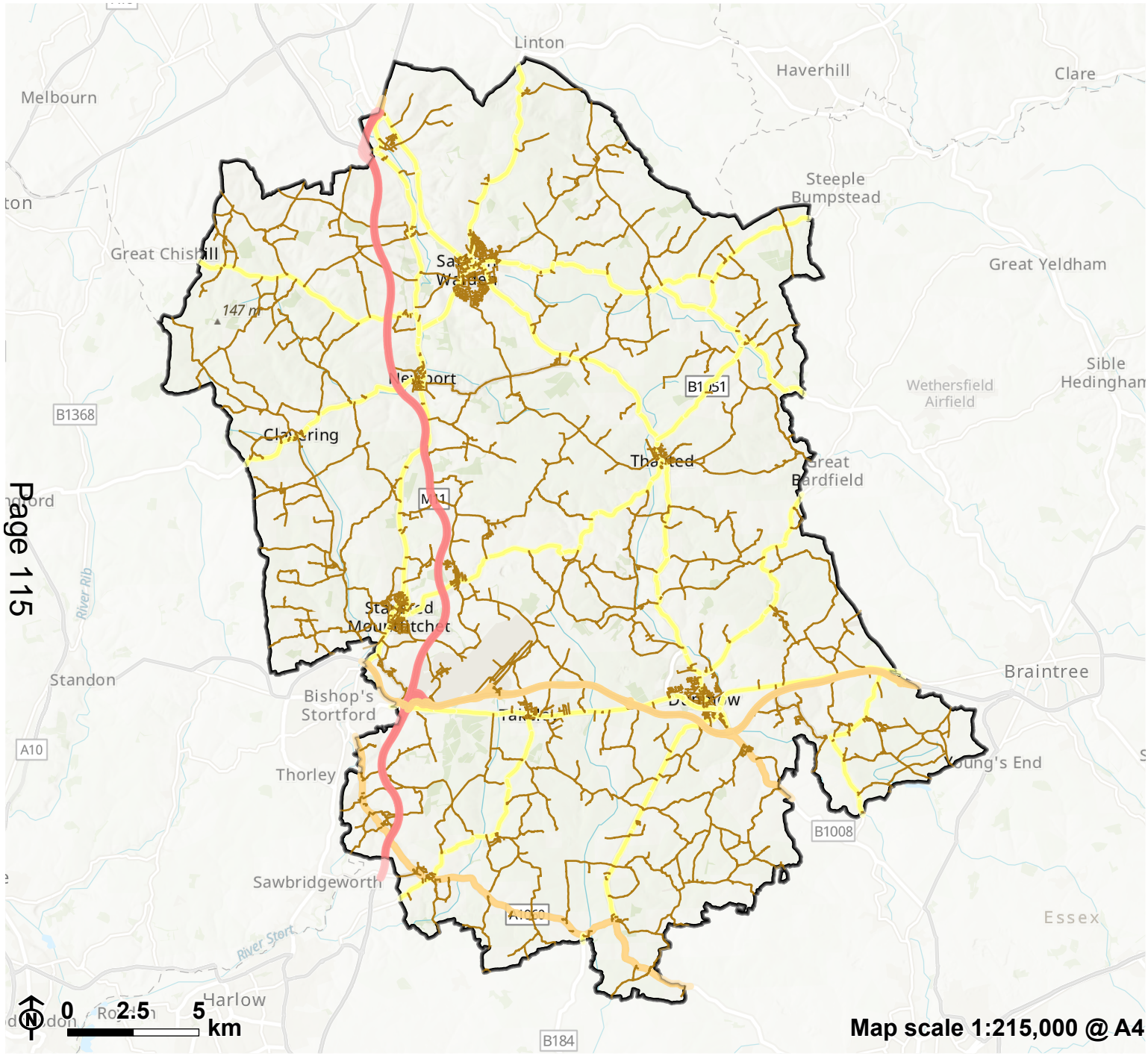
Ref	Infrastructure Category	Infrastructure Sub Category	Local Plan Spatial Area	Settlements	Description of Project/Proposal	Project Importance (Priority: Essential / Other)	Costs £ (Indicative)	Status (Funded/Not committed/TBC)	Funding (where known)	Main Delivery Partners	Phase <sup>1</sup>
U4	Utilities	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 <sup>1</sup>
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

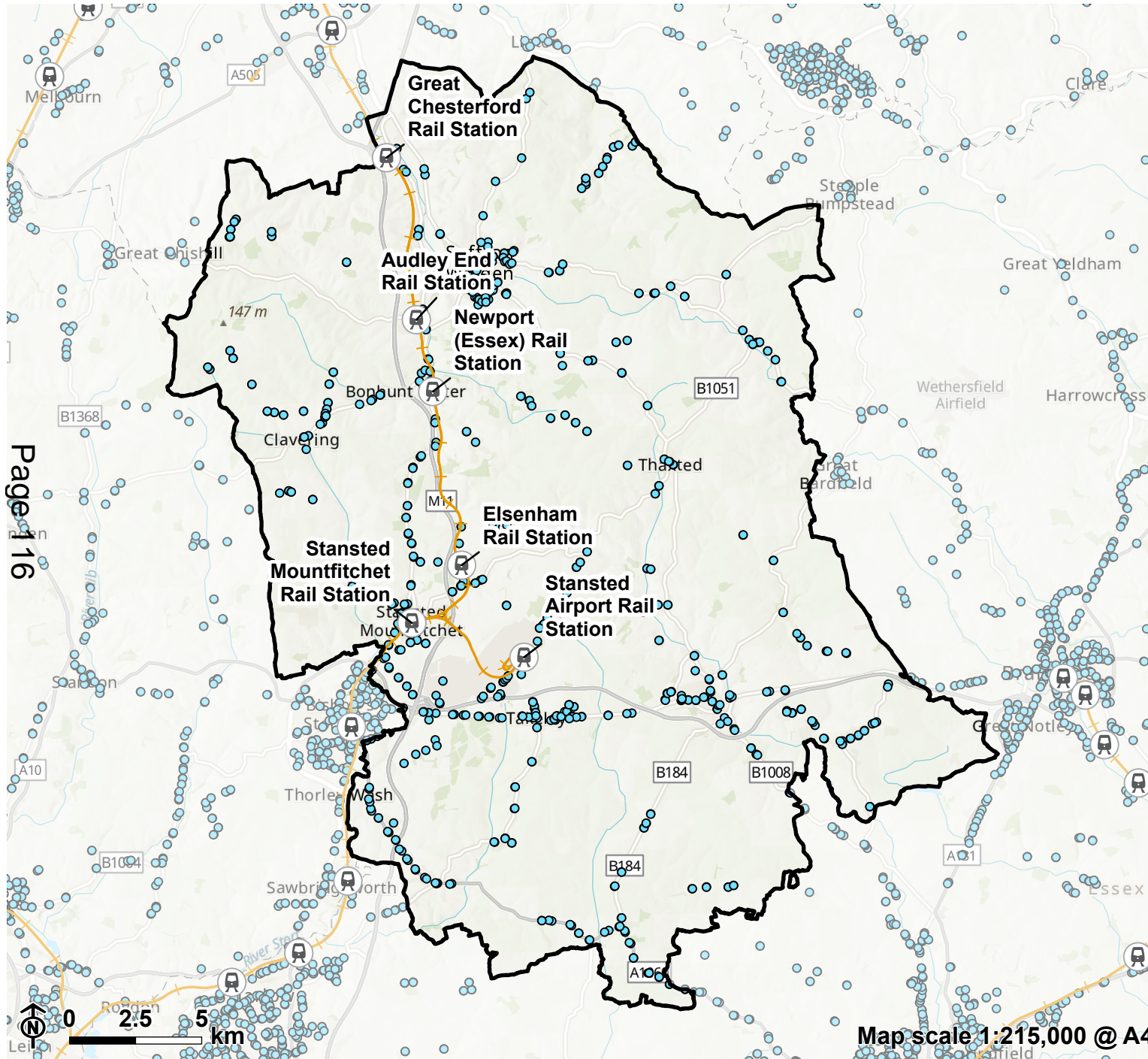


Map scale 1:215,000 @ A4

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**Figure D-2: Transport infrastructure**



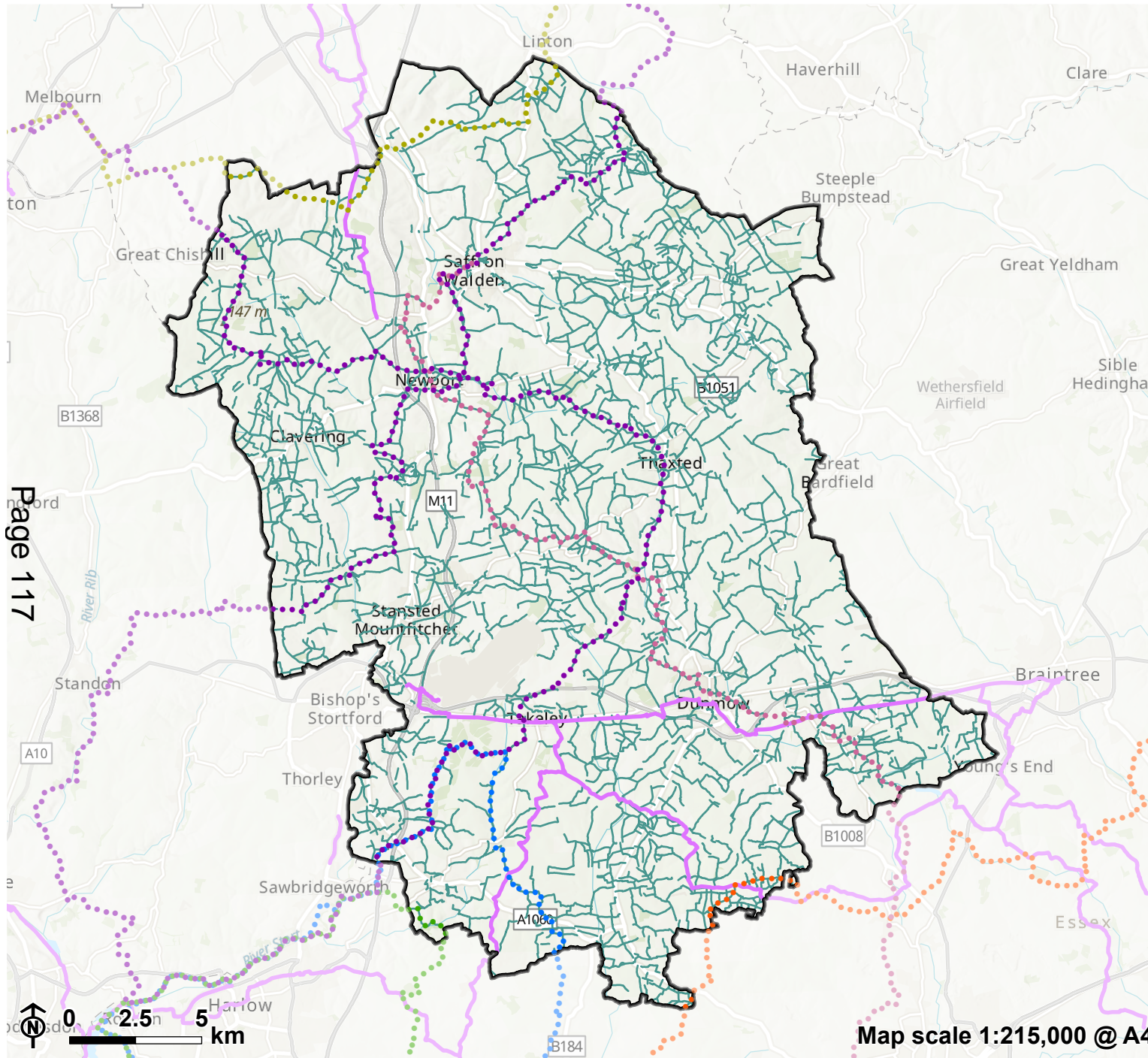
- Uttlesford District Council
- Bus stop
- Rail station
- Railway

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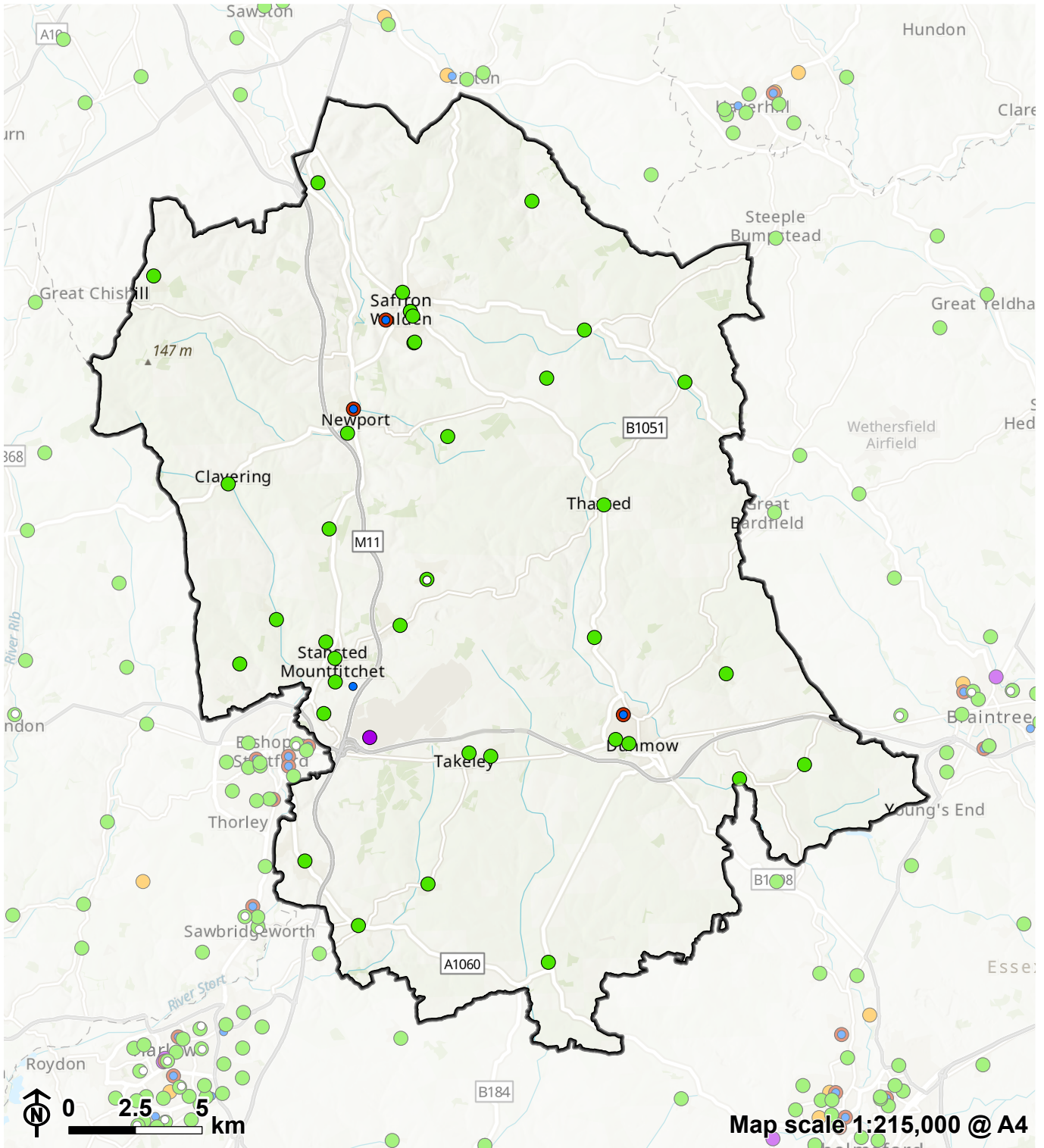
Map scale 1:215,000 @ A4



**Figure D-3: Transport infrastructure**



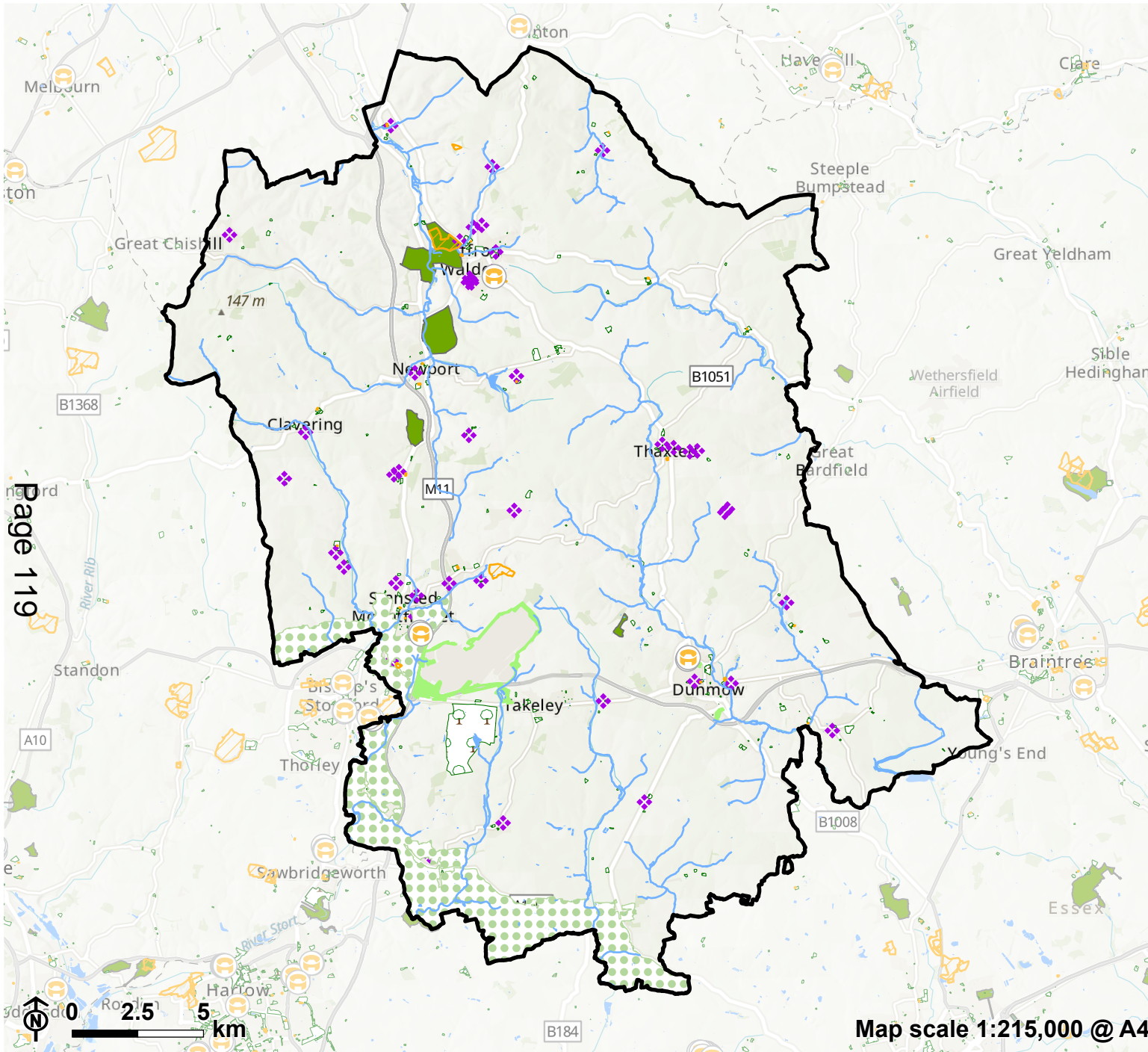
- Uttlesford District Council
- National Cycle Network
- Public Right of Way
- Long distance walking route
  - Essex Way
  - Harcamlow Way
  - Ickneild Way Trail
  - Saffron Trail
  - Stort Valley Way
  - Three Forests Way



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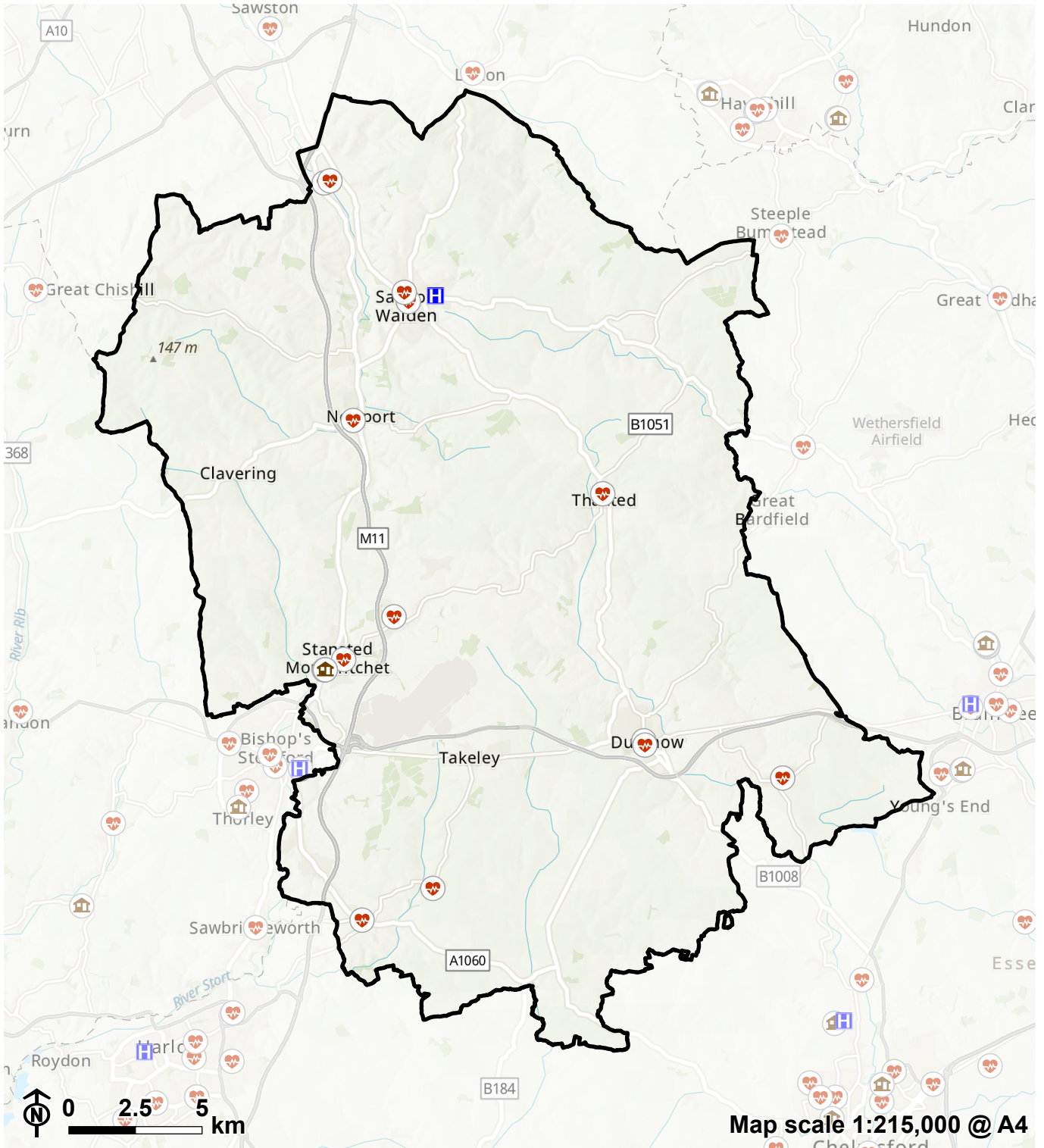
**Figure D-4: Education provision**

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



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

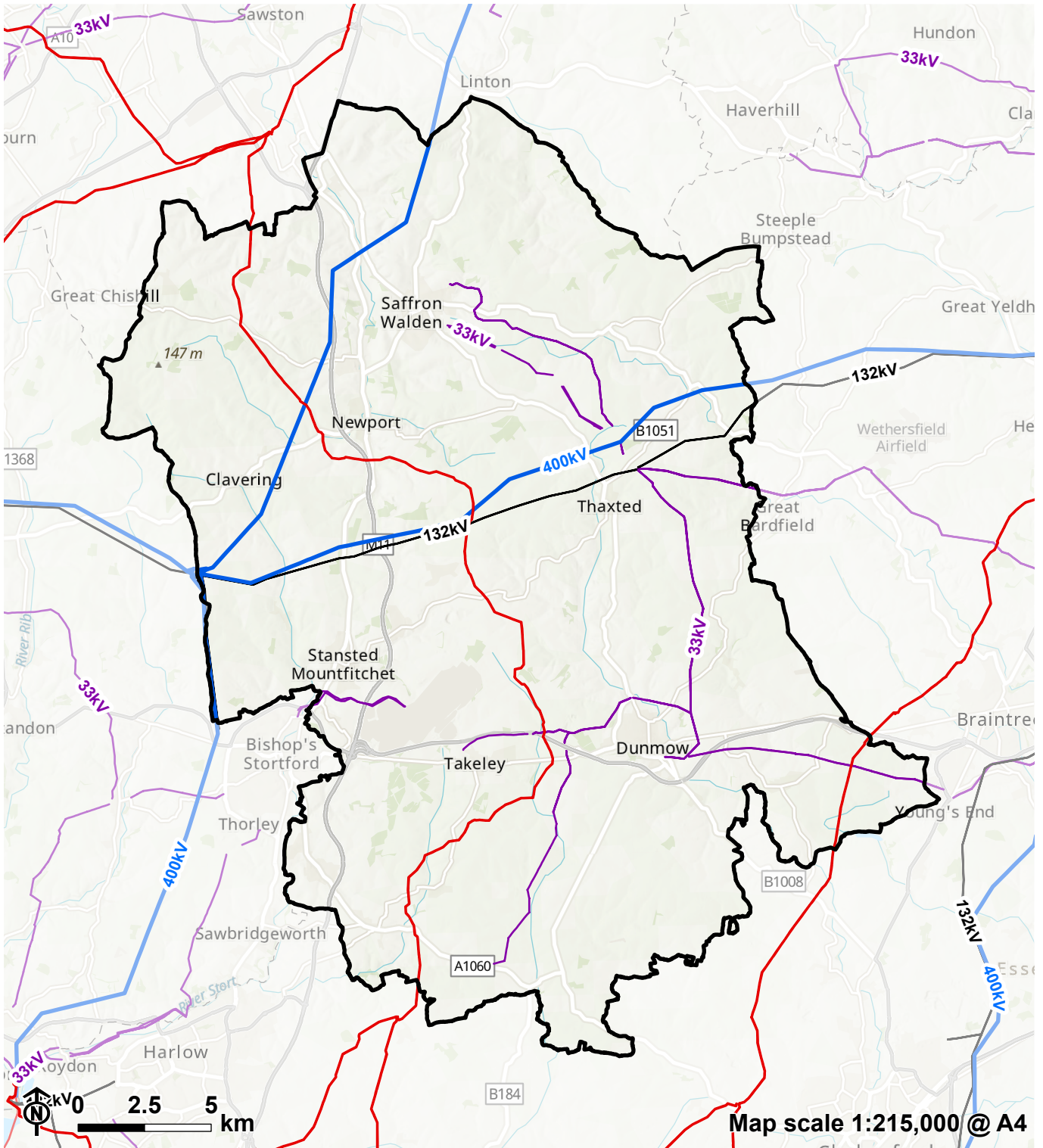
- Uttlesford District Council
- Allotment
- Indoor sports facility
- Amenity greenspace
- Metropolitan green belt
- Metropolitan green policy
- Outdoor sports facility
- Registered Parks and Gardens
- Waterbodies and watercourses



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**Figure D-6: Health and wellbeing**

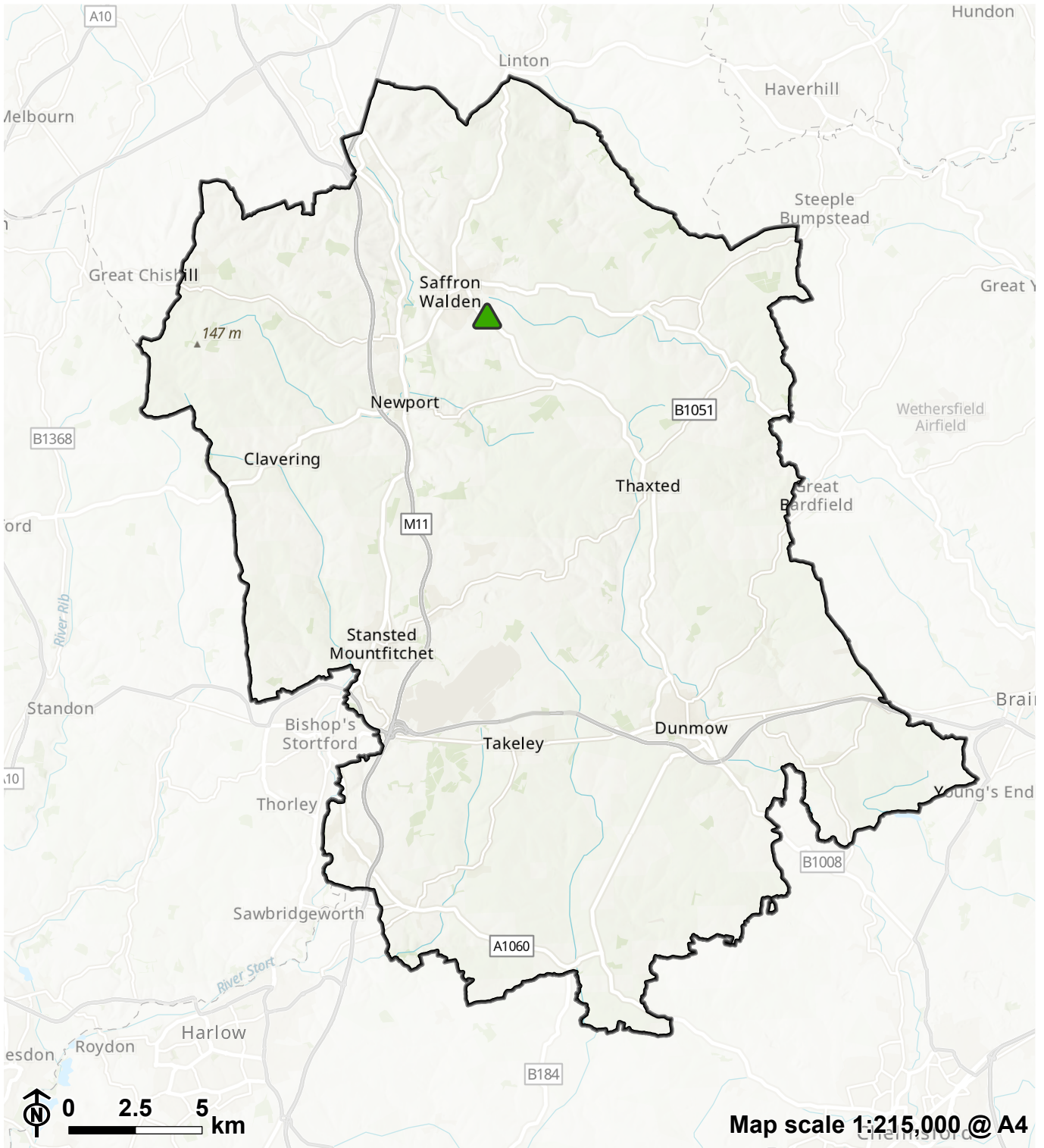
- Uttlesford District Council
- GP and health centre
- Extra care housing
- Hospital



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**Figure D-7: Utilities**

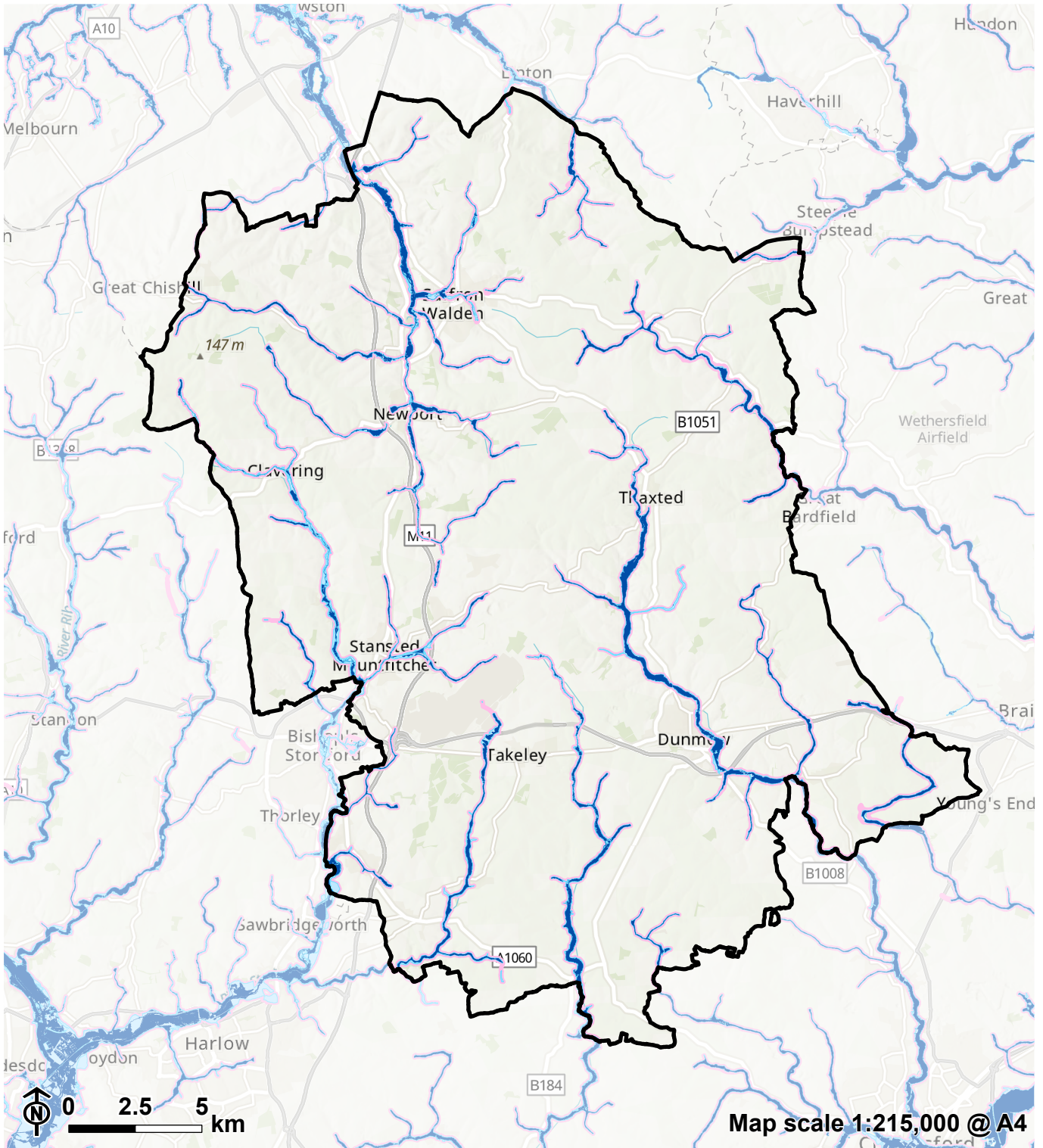
-  Uttlesford District Council
-  400kv Overhead Line (OHL)
-  132kv Overhead Line (OHL)
-  33kv Overhead Line (OHL)
-  Gas pipeline



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


**Figure D-8: Waste management**

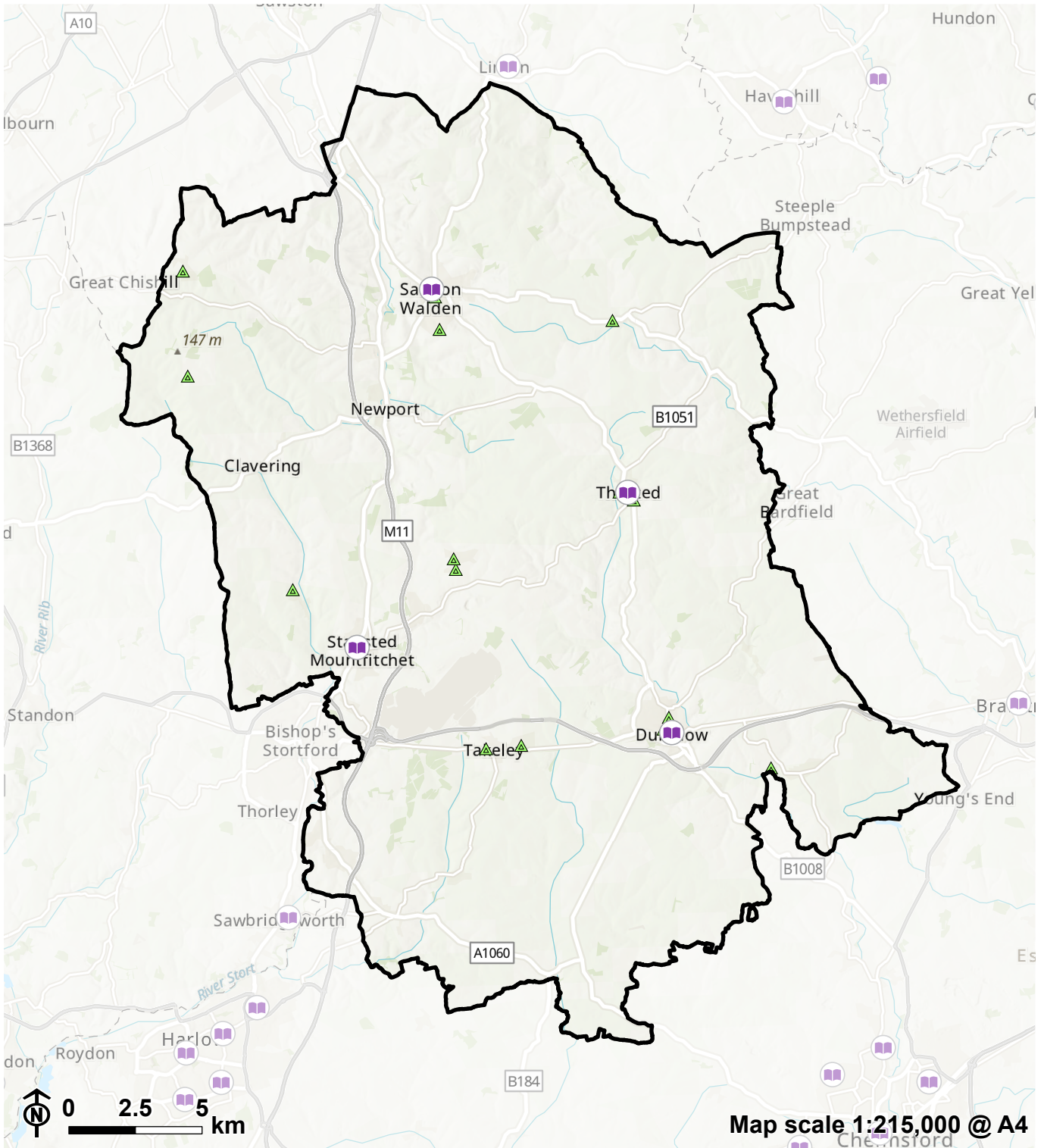
-  Uttlesford District
-  Council
-  Saffron Walden Recycling Centre



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**Figure D-9: Flooding and drainage**

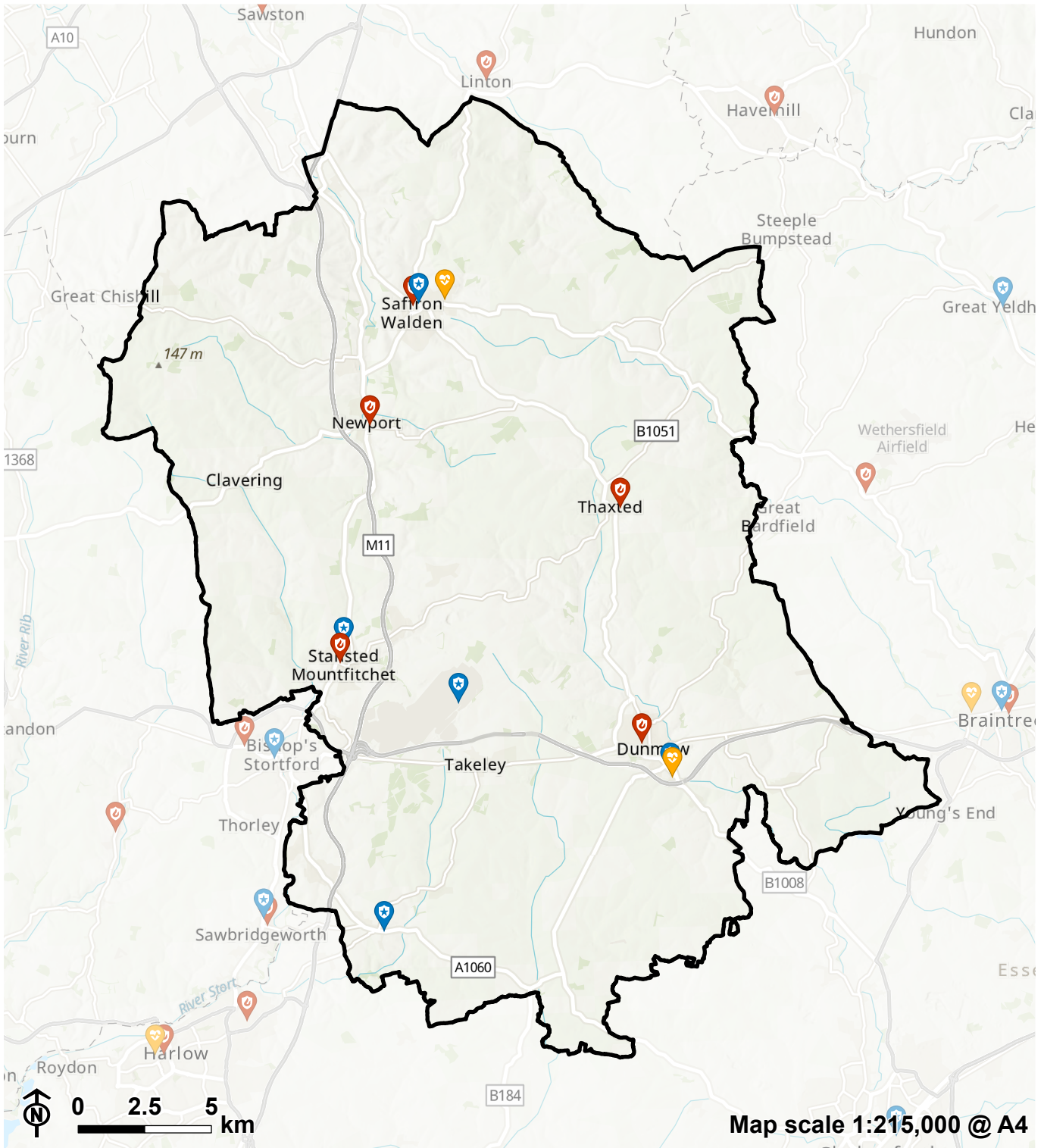
-  Uttlesford District
-  Council
-  Flood alert area
-  Flood zone 2
-  Flood zone 3



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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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# Uttlesford Landscape Character Assessment

## Uttlesford District Council

**Final report**  
Prepared by LUC  
October 2023



Version	Status	Prepared	Checked	Approved	Date
1	Draft	A Knight E Twaddle H Germiot V Kakar	K Davies	K Davies	September 2023
2	Final report	A Knight E Twaddle	K Davies	K Davies	October 2023



**Land Use Consultants Limited**

Registered in England. Registered number 2549296. Registered office: 250 Waterloo Road, London SE1 8RD. Printed on 100% recycled paper

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# Chapter 1

## Introduction and context

**1.1** LUC was commissioned in June 2023 to prepare the Landscape Character Assessment for Uttlesford District Council. This study updates the 2006 landscape assessment. The study area covers the whole of the district and is shown in **Figure 1.1**.

**1.2** The Uttlesford Landscape Character Assessment provides a robust evidence base to underpin the review of the Local Plan and to assist in the local planning process. It is intended to both inform work on policy development and development management, guiding development that is sympathetic to local character and the qualities of the landscape. It can help inform locational policies for strategic development as well as appropriate design and mitigation, providing baseline evidence for more detailed Landscape and Visual Impact Assessment (LVIA). It can also provide a framework for more detailed landscape studies and sensitivity assessments.

**1.3** Wider application of the Landscape Character Assessment includes land management, notably implementation of agri-environment schemes (including the new Environmental Land Management Scheme – ELMS), and land use change to achieve net zero, including opportunities for woodland creation.

**1.4** In summary, the document can be used to consider landscape character when considering any type of change. This includes opportunities for conserving existing character, strengthening, and enhancing character as well as opportunities to create new character.

**1.5** A User Guide is provided in **Appendix A**.

# The role of Landscape Character Assessment

1.6 Natural England defines landscape character as:

“a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse” **[See reference 1]**

1.7 Landscape character assessment is the process of identifying and describing such variations in character across a landscape. It seeks to identify and explain the unique combination of features and attributes (characteristics) that make different landscapes distinctive. The landscape is the result of the interaction between people and place which gives an area a local identity. The ‘landscape wheel’ below illustrates how the different natural, cultural, and perceptual attributes of a landscape combine to produce character. The process of Landscape Character Assessment is described in “An Approach to Landscape Character Assessment” (Natural England, October 2014).

1.8 Understanding the character of place and evaluating an area’s defining characteristics is a key component in managing growth sustainably and ensuring that the inherent character and qualities of Uttlesford’s landscape can continue to be appreciated. Understanding of character can be used to ensure that any change or development does not undermine whatever is valued or characteristic in a particular landscape and help guide positive change that conserves, enhances, restores, or creates local character.

Figure A: The Landscape Wheel (Natural England, 2014)

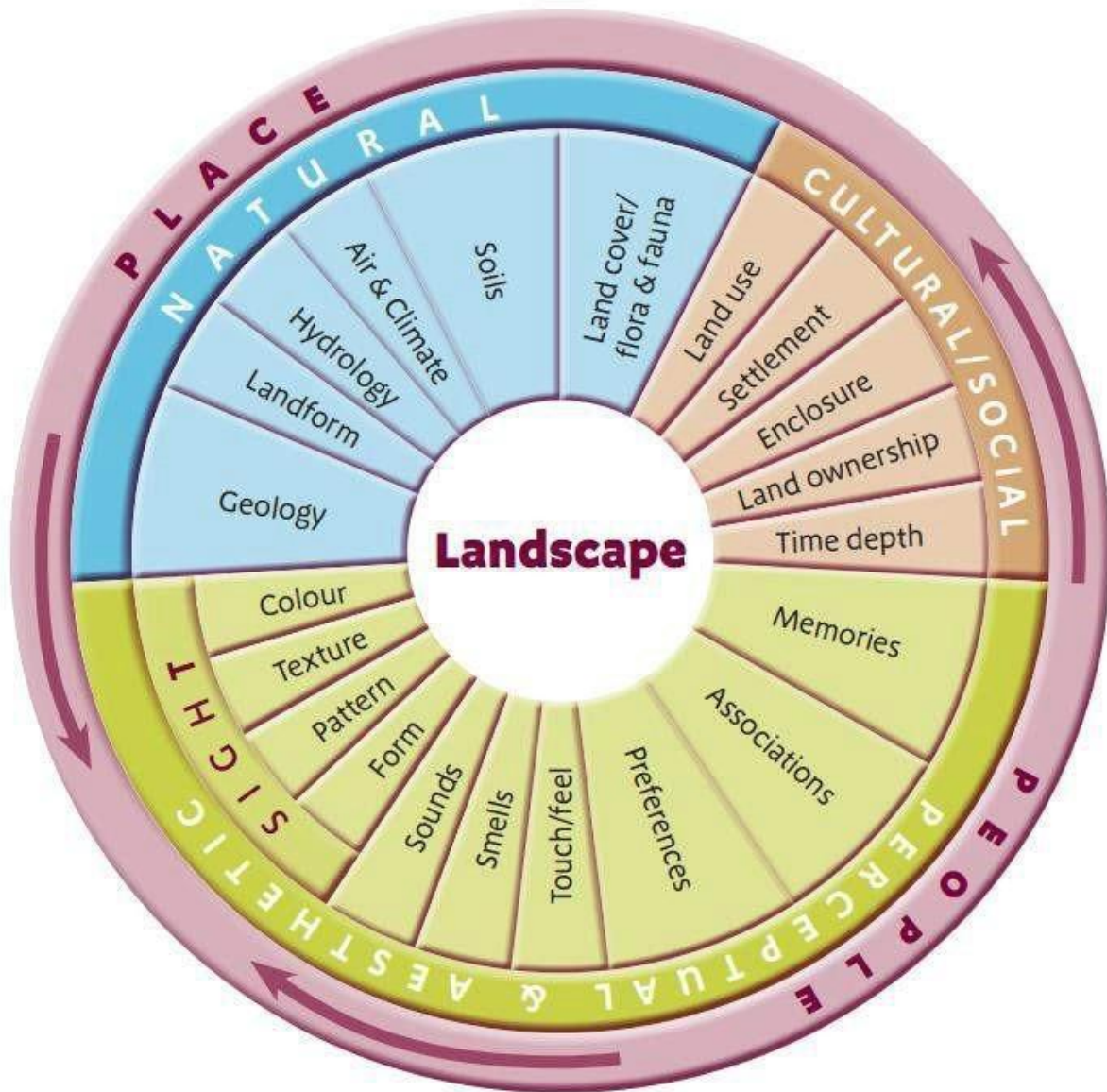
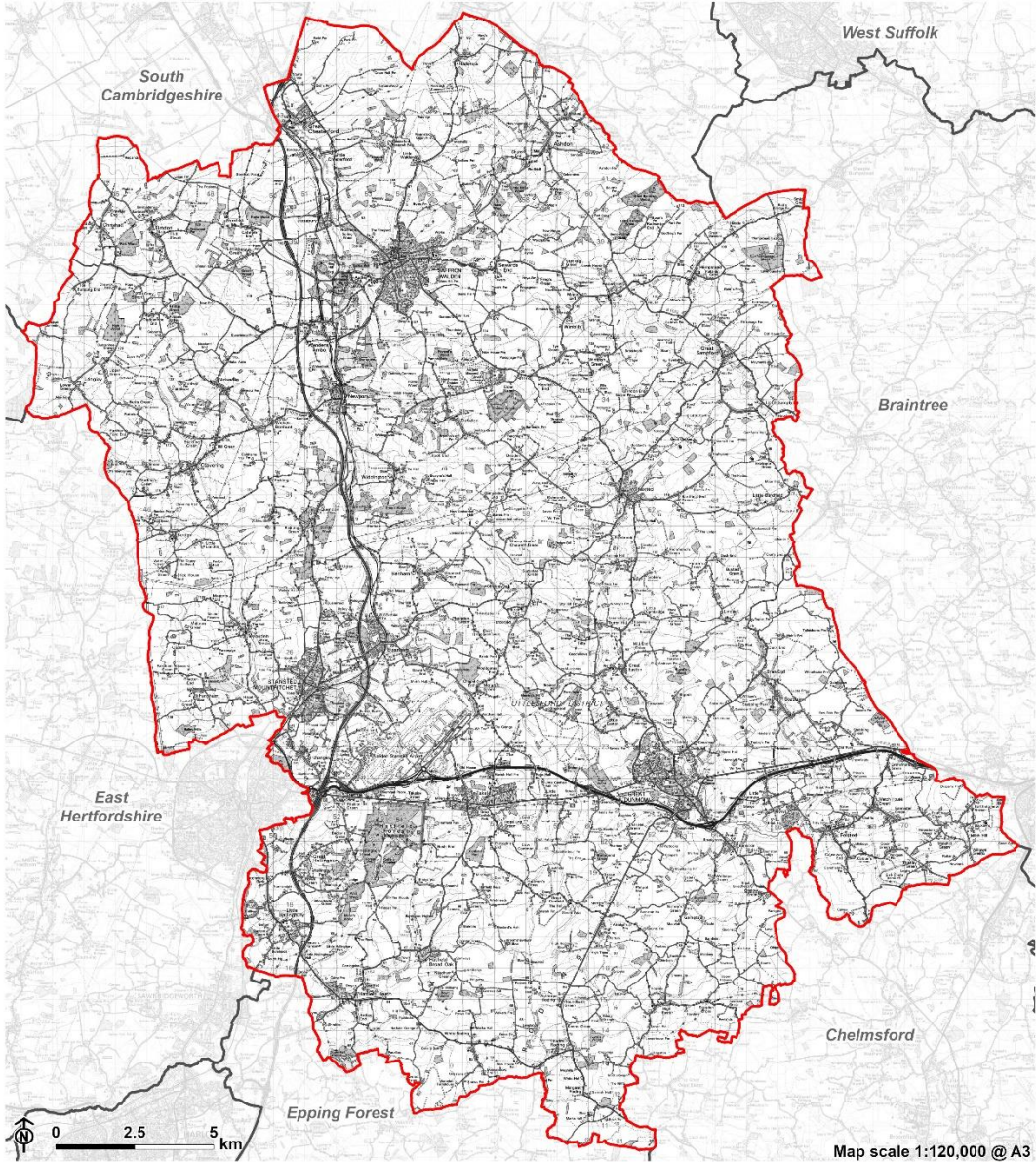


Figure 1.1: Location of Uttlesford

Figure 1.1: Study boundary and location

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Uttlesford District Council



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- Uttlesford district boundary
- Neighbouring local authority boundary



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## Policy context

### The European Landscape Convention

**1.9** The European Landscape Convention (ELC) came into force in the UK in March 2007. It establishes the need to recognise landscape in law; to develop landscape policies dedicated to the protection, management and planning of landscapes; and to establish procedures for the participation of the public and other stakeholders in the creation and implementation of landscape policies. The ELC definition of 'landscape' recognises that all landscapes matter, be they ordinary, degraded, or outstanding:

"Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors."

**1.10** The ELC puts emphasis on the whole landscape and all its values and is forward looking in its approach, recognising the dynamic and changing character of landscape. Specific measures promoted by the ELC of direct relevance to this study include:

- the identification and assessment of landscape; and
- improved consideration of landscape in existing and future sectoral and spatial policy and regulation.

**1.11** This Landscape Character Assessment builds on the 2006 Uttlesford Landscape Character Assessment and has regard for local landscape studies within the district, and landscape studies for adjacent authorities. This updated Landscape Character Assessment helps to reaffirm the importance of landscape, coordinate existing work and guide future work to protect, manage and plan the landscape.

## National Planning Policy Framework (NPPF)

**1.12** The revised NPPF, published in July 2021, states in paragraph 174 that:

Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.

**1.13** The NPPF is supported by Planning Practice Guidance which recognises the role that Landscape Character Assessment plays in helping to understand the character and local distinctiveness of the landscape. This assessment for Uttlesford provides evidence to help protect valued landscape and recognise the intrinsic character and beauty of the countryside.

## Local policies

**1.14** The new Uttlesford Local Plan will be delivered by the summer of 2024. This landscape character assessment will form a sound evidence base to support landscape policy in the local plan.

## Relationship to published landscape studies

**1.15** Landscape Character Assessment can be undertaken at a variety of scales and levels of detail. The Uttlesford Landscape Character Assessment is part of a hierarchy of landscape character assessment information cascading down from the national to the local level.

### National level

**1.16** At a national level, England is divided into 159 distinct National Character Areas (NCAs). Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. There are descriptive profiles available for each NCA setting out information on landscape character, changes in the landscape and an assessment of ecosystem services delivered (Natural England, 2014) [\[See reference 2\]](#).

**1.17** Uttlesford is covered by two NCAs:

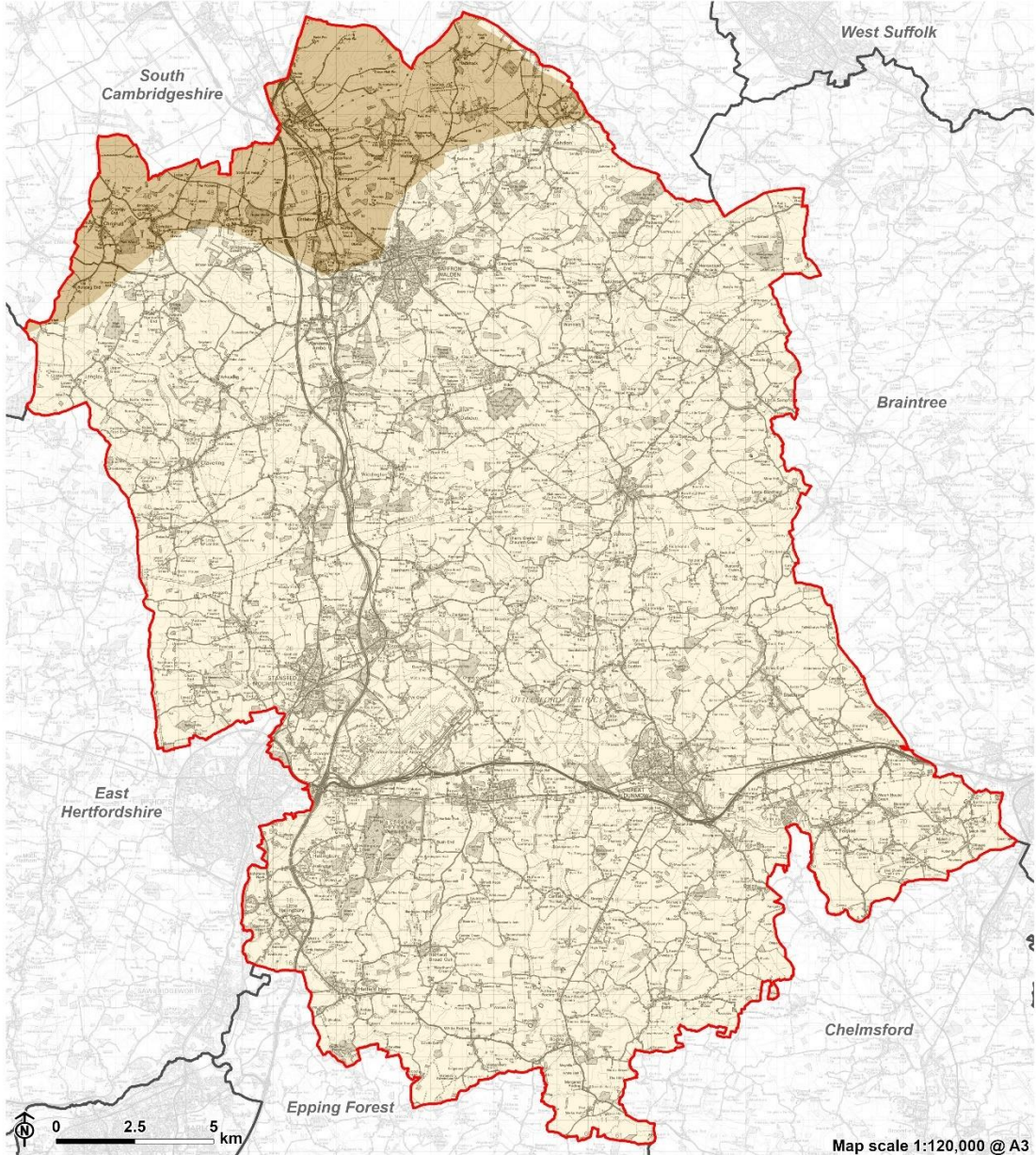
- **NCA 86 South Suffolk and North Essex Clayland** covers the majority of the district. It is an ancient landscape of wooded arable countryside, on a gently undulating chalky boulder clay plateau, with numerous small-scale river valleys that dissect the plateau.
- **NCA 87 East Anglian Chalk** covers the north of the district. It is a narrow chalk ridge of smooth, rolling chalkland hills, generally under cereal production.

**1.18** National landscape character areas within and surrounding Uttlesford district are illustrated on **Figure 1.3**.

Figure 1.2: National Character Areas

Figure 1.2: National Character Areas

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Uttlesford District Council



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- Uttlesford district boundary
- Neighbouring local authority boundary
- National Character Area**
- East Anglian Chalk
- South Suffolk and North Essex Clayland

12535\_002\_r0\_LCA\_ReportFigures/Figure 1.2: National Character Areas P 05/10/2023 EB:shayler\_h

# Chapter 2

## Method

### Approach

**2.1** This Landscape Character Assessment follows the method promoted by Natural England through 'An Approach to Landscape Character Assessment' (2014) [See reference 3], which embeds the principles of the European Landscape Convention (ELC) within it.

### Process of assessment

**2.2** The process for undertaking the study involved the following key stages:

- Review & baseline data collation;
- Desk-based study to update the LCA;
- Field survey; and
- Draft and final reporting.

**2.3** The initial desk-based stage involved the collation of a wide range of up-to-date mapped information to 'sense-check' the existing landscape classifications and to update the baseline. Designations relating to cultural heritage, nature conservation and landscape were checked for any changes since the original LCA. Data used within the report, including data collated in the GIS database is shown in **Appendix C**.

**2.4** The field survey involved checking key characteristics, collect perceptual information, take photographs and observe forces for change.

# Outputs

**2.5** This Landscape Character Assessment is presented by Landscape Character Area (LCA), arranged within their respective Landscape Character Types (LCT). These are provided in **Chapter 5**.

**2.6** Each LCT section begins with an overview map showing the location of the LCT within the district and provides a very short description of the type.

**2.7** The individual LCA profiles are structured as follows:

- A location map (1:25,000 scale) which shows the extent of the LCA and its relationship with other LCAs;
- Representative photographs of the area;
- Key characteristics in bullet point format, providing a thorough description of the character of the LCA;
- A description of the natural influences on the landscape including designated habitats;
- A description of the most significant cultural influences in the landscape including designated cultural heritage assets;
- A description of the most significant perceptual and aesthetic influences in the landscape;
- An evaluation comprising:
  - Landscape qualities – the landscape features and qualities that are particularly valued for their contribution to landscape character, i.e. if any one of these attributes ceased to exist it would change the character to the detriment of the landscape;
  - Forces for change acting on the landscape;
  - An overall landscape strategy to guide the future direction of the landscape based on opportunities for conservation, restoration, enhancement and creation; and

## Chapter 2: Method

- Guidance on how the strategy can be achieved to ensure future change respects local character. The guidelines can be considered as part of development management, for example guiding mitigation or enhancement, or influencing wider land management decisions for the rural environment.

## Chapter 3

# Formative influences

**3.1** This chapter summarises the main physical and cultural influences that have shaped the landscape of Uttlesford district. The detailed description of different LCTs, that appear in Chapter 5 of this report, highlight the key characteristics (both positive and negative) and valued attributes that are of most significance to the landscape concerned.

**3.2** The landscape of the district has evolved through the interaction of the natural environment and human activities, through the combination of physical and cultural influences. Physical influences such as geology and landform, together with the pattern of settlement and land use are key determinants of landscape character.

## Physical influences

**3.3** The physical components of the landscape have the most tangible and fundamental influences upon its character, being the most permanent and least changeable aspect of its appearance. The underlying geology creates the 'backbone' of the landscape. The actions of weathering, erosion and deposition alter the landform, consequently influencing hydrological patterns and affecting the nature of soil conditions. This affects how humans have used and continue to exploit the landscape for agriculture, settlement, and industry and, consequently, influences the nature of the vegetation and fauna that the landscape can support.

## Geology

**3.4** The oldest rocks in Uttlesford were laid down between 440 and 360 million years ago. The underlying geology is split into two distinct regions. To the

## Chapter 3: Formative influences

south, the majority of the district is underlain by the clays, silts and sands of the London Clay Formation formed during the Palaeogene period. The north of the district is underlain by chalk Formations, formed during the Cretaceous period, which form a series of low hills. Between these two main bedrock types, a narrowband of clay, silt and sand of the Thanet Formation and Lambeth Group runs from Stansted Mountfitchet through Thaxted and Little Sampford. Bedrock geology is shown in **Figure 3.1**.

**3.5** Overlying this bedrock are a number of different geological layers that have formed and undergone erosion through marine, fluvial and glacial processes between 135 million years ago to the present to form the present rock structure. The superficial geology is dominated by the deposition of glacial tills, gravels and sands laid down during the Quaternary Period when the area was subjected to periodic ice advances and retreats as the climate cooled and warmed. This led to a complex mix of glacial, proglacial and periglacial deposits overlying each other, forming gently undulating hills and valleys with a corresponding mixture of soils and vegetation cover. Along the river courses alluvial sand and gravels provide well-drained fertile soils on undulating valleys. Superficial geology is shown in **Figure 3.2**.

**3.6** The majority of soils within the district are lime-rich loamy and clayey, with impeded drainage, and have high natural fertility. In the north around Saffron Walden and Great Chesterford soils are lime-rich and have a reduced natural fertility; while Great Dunmow and Stebbing are slightly acid and have low natural fertility. The majority of the district is classified as Grade 2 (very good) soils, with Grade 3 (good) along the course of the Rivers Chelmer, Cam and Stort. Agricultural Land Classification is shown in **Figure 3.3**.

## Landform and hydrology

**3.7** The landform is generally rolling, generally between 70 metres and 100 metres. The highest altitudes are in the north-west, reaching 130 metres, where the chalk hills outcrop as an extension of the Chilterns. Slopes are less steep in the south and south-east of the district, to the west of Saffron Walden.

## Chapter 3: Formative influences

**3.8** Uttlesford has a large intricate network of rivers and streams, which largely run north-south. Principal watercourses within Uttlesford are the Cam, Chelmer, Pant, Pincey Brook, Roding, Stansted Brook and Stort. Most of the rivers run to the Thames river basin or towards the North Sea; only the Cam flows northward into Cambridgeshire. To the north the valleys become steeper and more deeply cut. The topography and drainage pattern are shown in **Figure 3.4**.

## Land cover and ecological character

**3.9** The rural landscape is predominantly used for arable agriculture, with some improved pasture on flat or gently undulating land. The rich soils are intensively cultivated, and large cereal fields are a major feature of the landscape. The arable field margins occasionally support uncommon plants such as cornflower, broad-leaved cudweed, corn cleavers and shepherd's needle.

**3.10** There are significant areas of remaining semi-natural habitat that make an important contribution to the area's distinctive character. The presence and distribution of these habitats is strongly influenced by geology and landform, and include woodland, grassland, freshwater and open water habitats. Many sites where these habitats occur are nationally designated as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) at Hatfield Forest and Hales Wood, or locally designated as Local Wildlife Sites (LWS) or Local Nature Reserves (LNR). Nature conservation designations are shown on **Figure 3.5**.

**3.11** Woodlands are scattered across the district, with the largest continuous area at Hatfield Forest. Hatfield Forest is designated as a SSSI and NNR. It is the last small Royal Forest to remain virtually intact in character and composition. Ancient woodland, practically all of which have been coppiced since medieval times or earlier, is found throughout the district on the various soil types. They provide valuable habitats for invertebrates, dormouse and breeding birds. Many of the areas of ancient woodland are ancient Pedunculate Oak-Hornbeam coppice with standards. Woodland coverage is shown on **Figure 3.6**.

## Chapter 3: Formative influences

**3.12** There are a number of broad types of grassland determined by the plant species, which are largely influenced by the soil type and underlying geology. A lot of the grassland has been drained and agriculturally improved for pasture, but some remnant semi-natural grasslands of conservation importance remain. These include two small areas of calcareous grassland on the chalk hills at Debden Water SSSI near Newport, and a further small area of calcareous grassland as well as unimproved neutral grassland at Ashdon Meadows SSSI near Saffron Walden.

**3.13** Hedgerows are important landscape and ecological features, linking woodland blocks and integrating them with areas of farmland, as well as providing a valuable, complex wildlife habitat. Hedgerows also line most rural lanes, and alongside the species-rich verges and hedgebanks can be diverse reservoirs of native wildflowers. Hedgerow management varies, creating different character and visual effects where they have been over-trimmed, rejuvenated, dense and well managed or tall and overgrown.

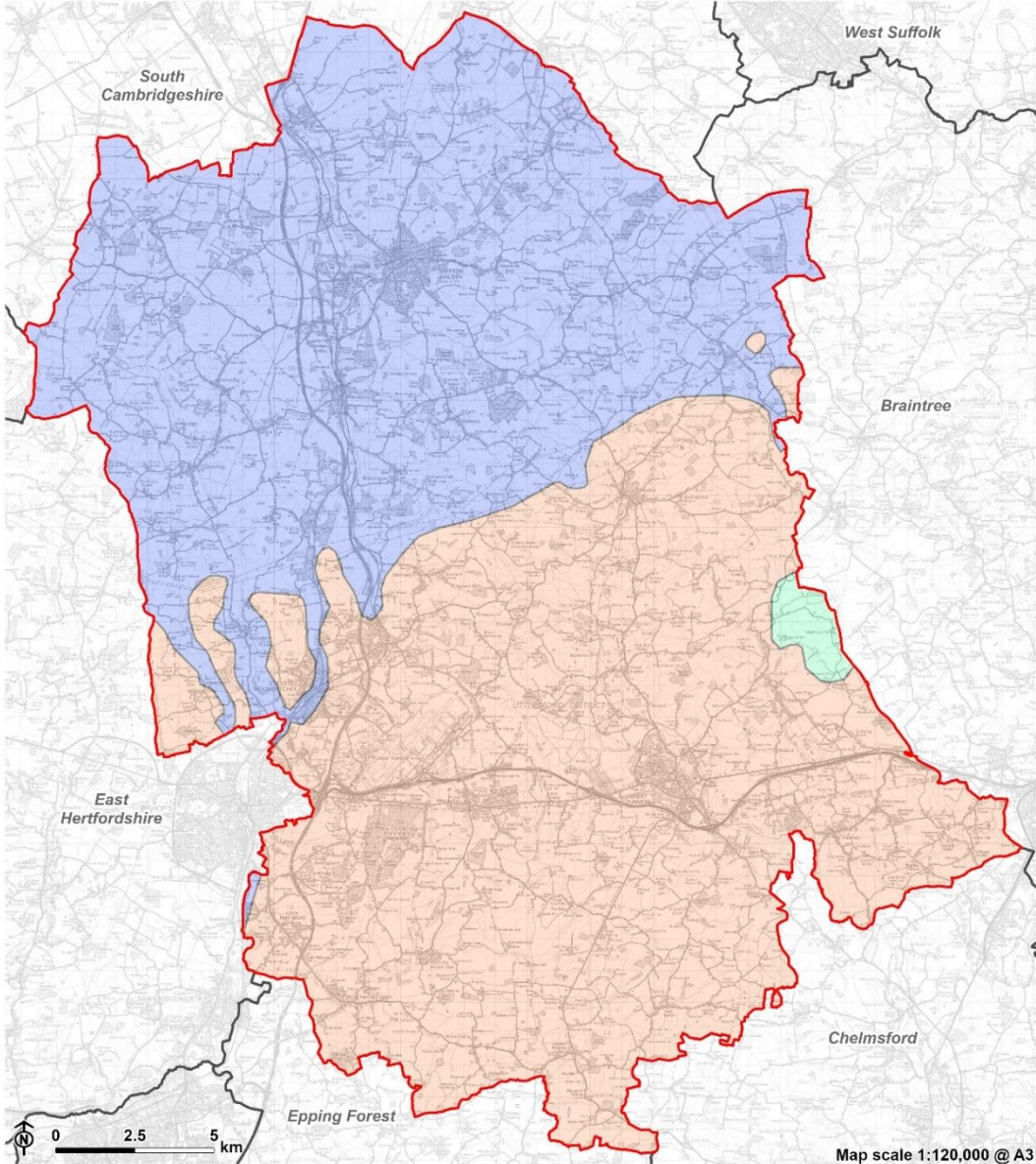
**3.14** There is relatively little recorded wetland habitat in Uttlesford. Open water habitat in rivers and streams are found throughout the district. Many have been modified for flood alleviation or drainage. The rivers support a varied aquatic and emergent flora and scarce plants. Chalk streams and rivers in the north of the district, which rise from the chalk aquifer, are particularly rich in species. A number of animal species occur in the rivers, including the freshwater pea mussel, the white clawed crayfish, otters and water voles. The river corridors also provide rich foraging habitats for many of the ten species of bat recorded in East of England.

Chapter 3: Formative influences

Figure 3.1: Bedrock geology

Figure 3.1: Bedrock geology

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Uttlesford District Council



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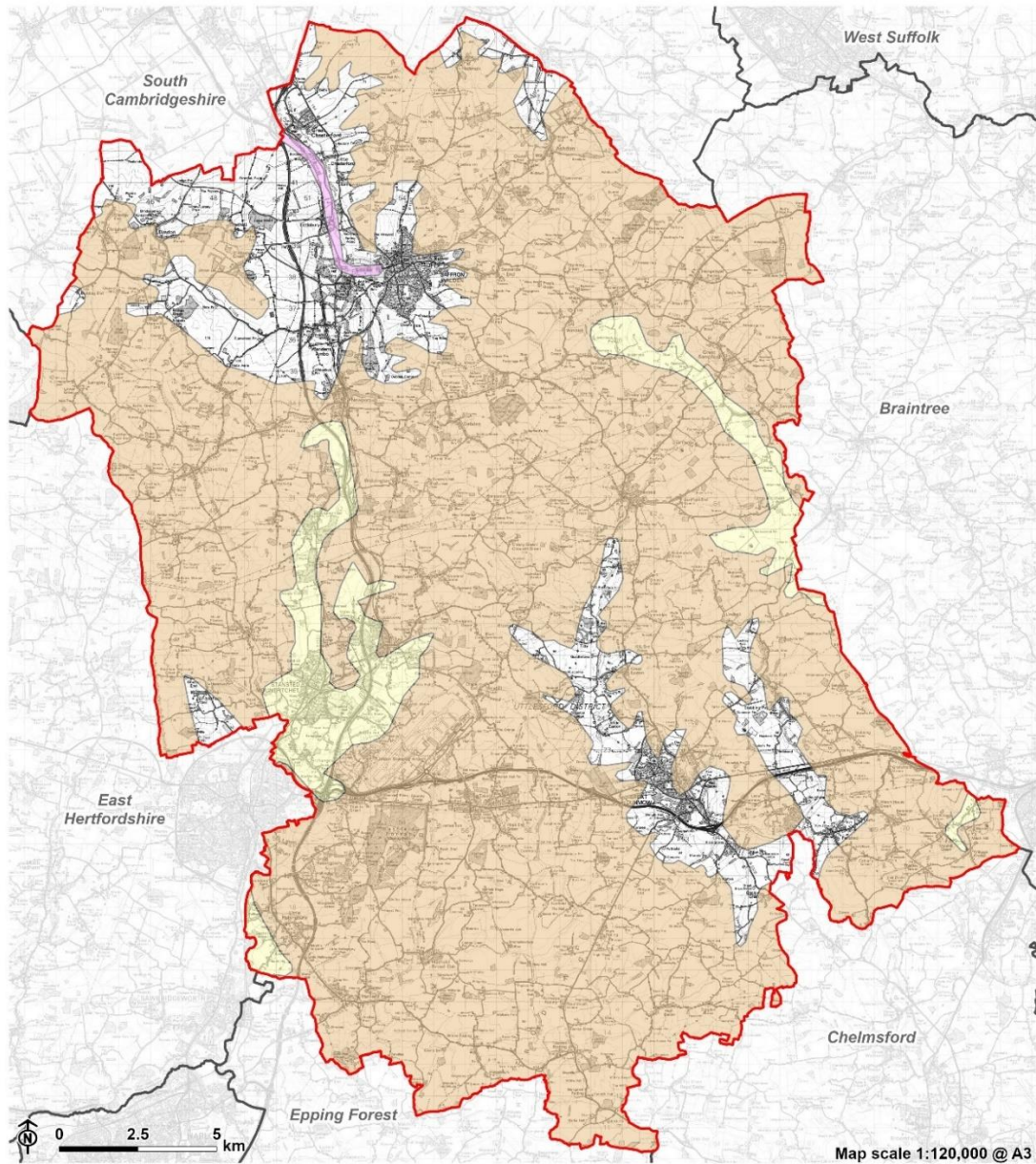
- Uttlesford district boundary
- Neighbouring local authority boundary
- Bedrock**
- Chalk
- Clay, Silt, Sand And Gravel
- Gravel, Sand, Silt And Clay

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Figure 3.2: Superficial geology

Figure 3.2: Superficial geology

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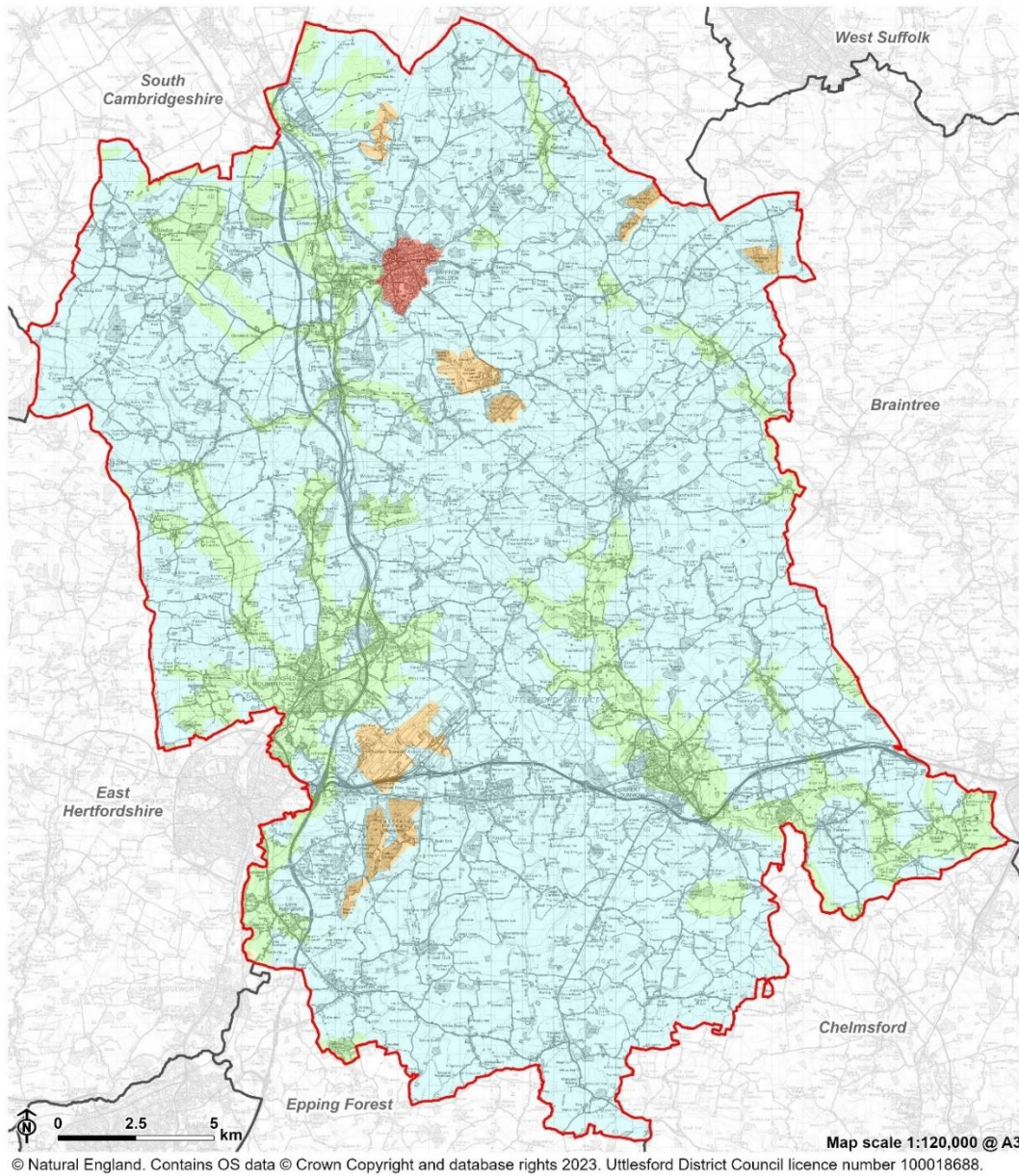
- Uttlesford district boundary
- Neighbouring local authority boundary
- Superficial**
- Alluvial Deposits - Clay, Silt And Sand
- Glacigenic Deposits - Diamicton (Clay, Sand And Gravel)
- Glaciofluvial Deposits - Sand And Gravel

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Figure 3.3: Agricultural Land Classification

Figure 3.3: Agricultural Land Classification

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Uttlesford District Council



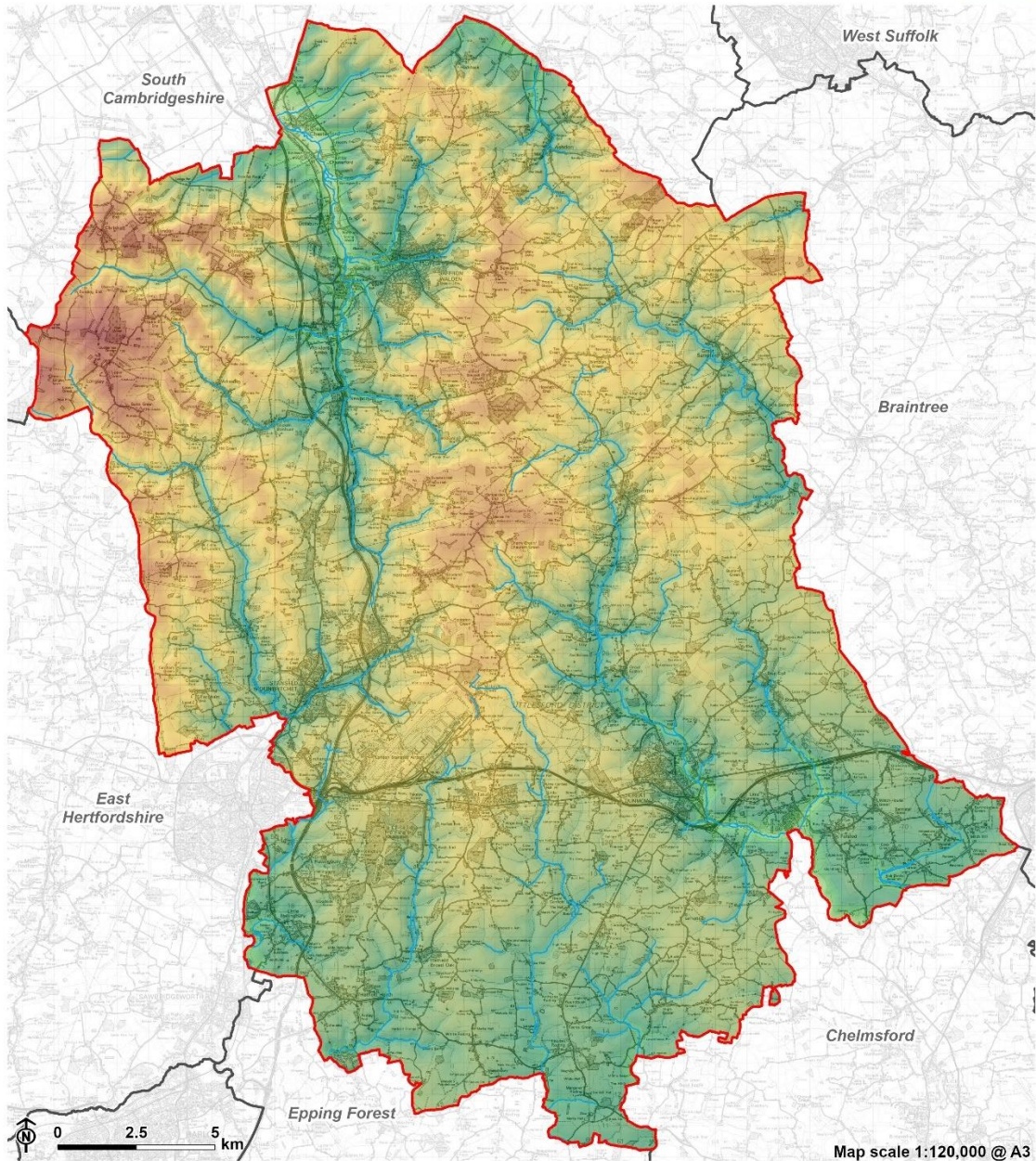
- Uttlesford district boundary
- Neighbouring local authority boundary
- ALC Grades**
- Grade 2
- Grade 3
- Grade 4
- Non Agricultural
- Urban

12535\_002\_r0\_LCA\_ReportFigures/Figure 3.3: Agricultural Land Classification P 05/10/2023 EB:shayler\_h

Figure 3.4: Watercourses and topography

Figure 3.4: Topography and watercourses

Uttlesford LCA update  
Uttlesford District Council



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- Uttlesford district boundary
- Neighbouring local authority boundary
- Watercourse
- Elevation (m)**
- High: 150
- Low: 36

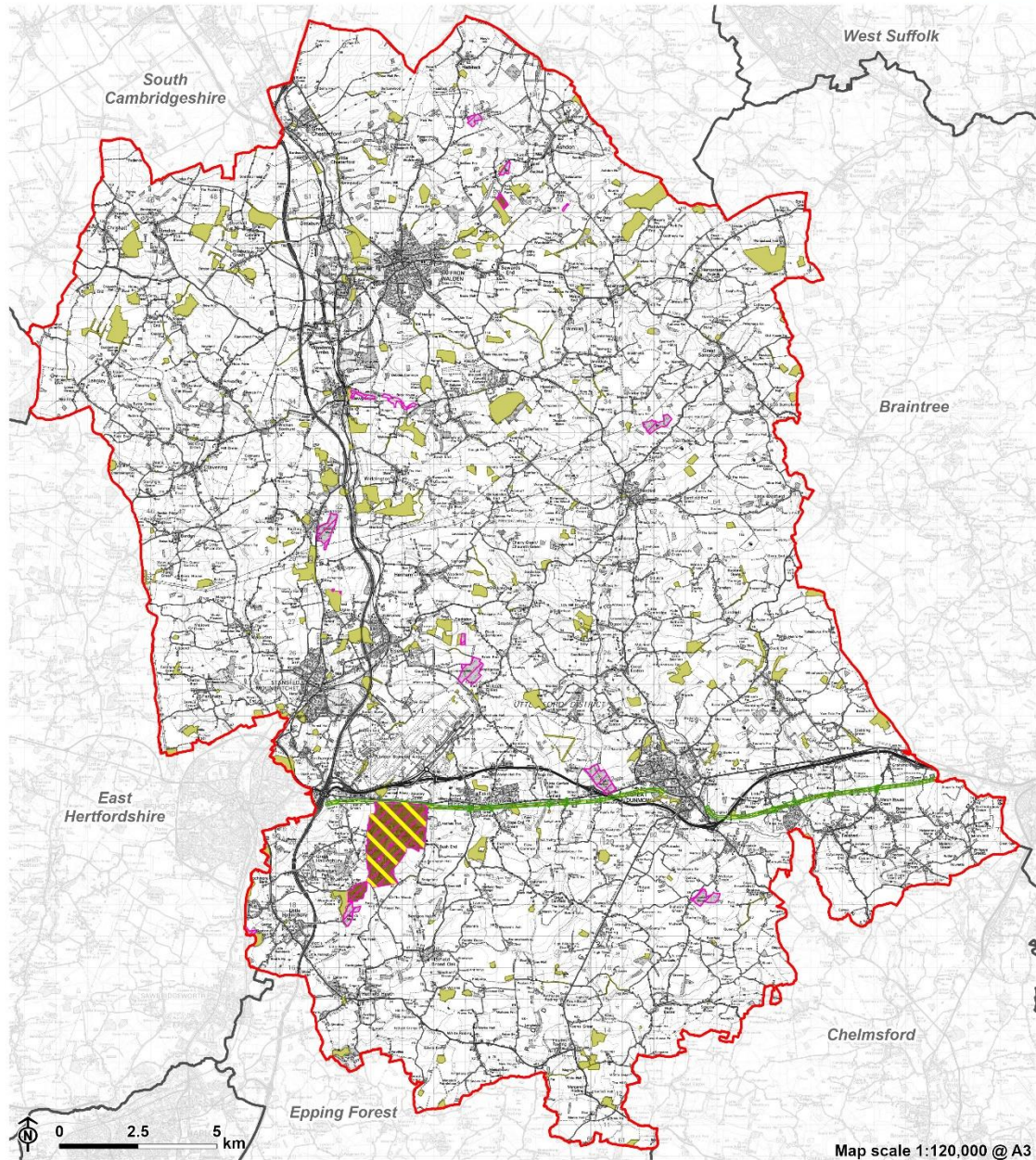
12535\_002\_r0\_LCA\_ReportFigures/Figure 3.4: Topography and watercourses P 05/10/2023 EB:shayler\_h

## Chapter 3: Formative influences

### Figure 3.5: Nature conservation designations

Figure 3.5: Nature conservation designations

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Uttlesford District Council



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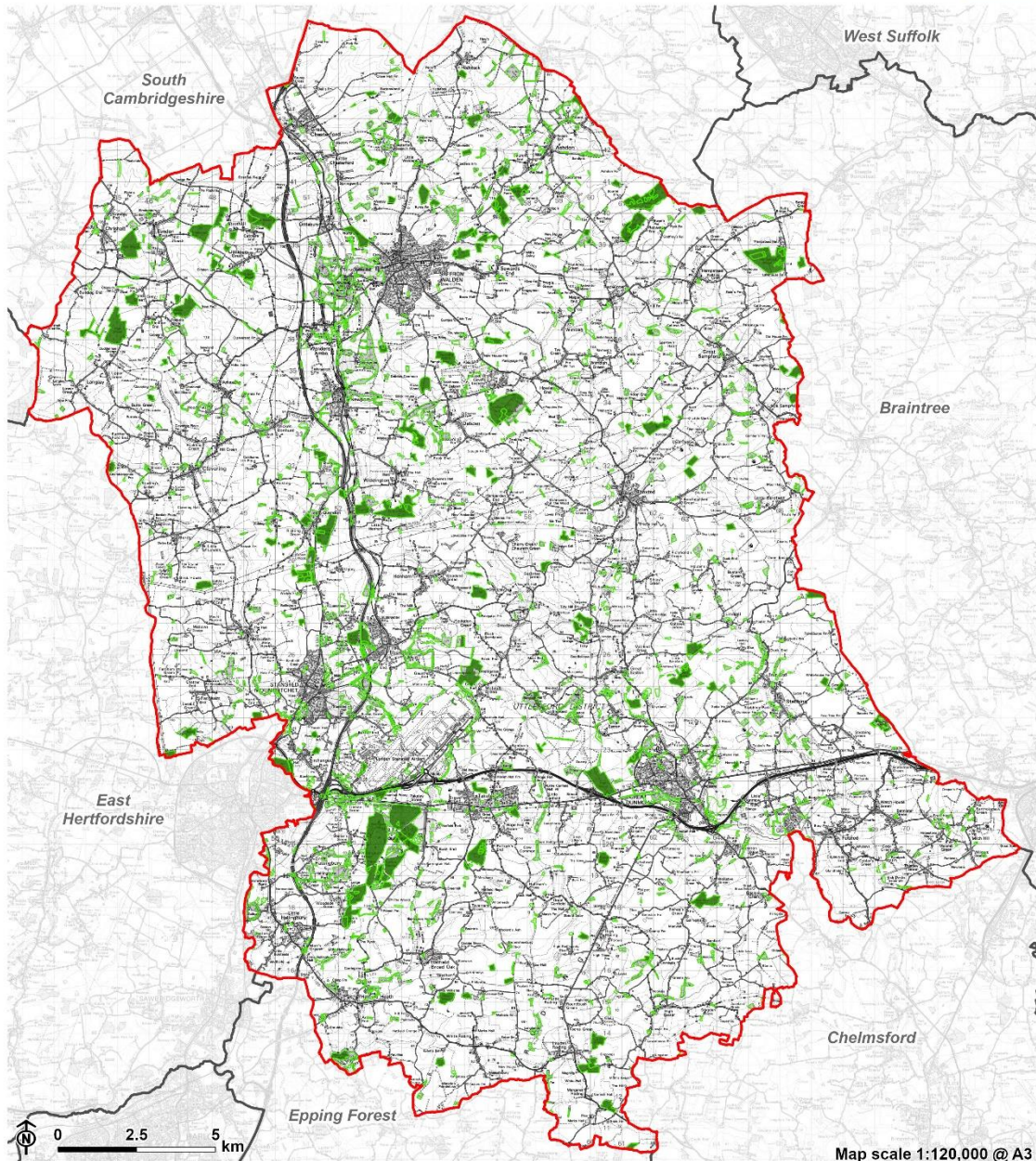
- Uttlesford district boundary
- Neighbouring local authority boundary
- National Nature Reserve
- Site of Special Scientific Interest
- Country park
- Local Nature Reserve
- Local Wildlife Site

12535\_002\_r0\_LCA\_ReportFigures/Figure 3.5: Nature conservation designations P 05/10/2023 EB:shayler\_h





Figure 3.6: Woodland coverage

Figure 3.6: Woodland coverage

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Uttlesford District Council



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-  Uttlesford district boundary
-  Neighbouring local authority boundary
-  Ancient woodland
-  National Forest Inventory

Map scale 1:120,000 @ A3

12535\_002\_r0\_LCA\_ReportFigures/Figure 3.6: Woodland coverage 05/10/2023 EB:shayler\_h

# Cultural influences

**3.15** Uttlesford contains a wealth of archaeological sites, monuments and historic assets that reflect a long history of human settlement. These assets, many of which are statutorily designated, play a large part in defining the character of the landscape and the individuality of particular settlements.

**3.16** There are 72 Scheduled Monuments covering prehistoric to modern periods, and 36 Conservation Areas, which vary in size from Saffron Walden to country estates and tiny villages. Approximately 3,700 listed buildings display a variety of styles representative of the best of architectural and historic designs from many centuries. There are also seven Registered Parks and Gardens, and numerous locally important parks and gardens. Cultural heritage designations are shown on **Figure 3.7**. This chapter is based on the Uttlesford District Historic Environment Characterisation Project (2009) [[See reference 4](#)].

## Prehistoric (700,000 BCE -45 CE)

**3.17** The first evidence of human occupation and activity in Uttlesford is from the warmer inter-glacial periods. Flint tools have been discovered from the Palaeolithic (500,000 – 10,000 BCE), largely in the gravels of the river valleys. These may have been preferred areas for early hunter-gatherers, or it may be that finds have survived better in the gravel conditions. The district was largely covered in wildwood forests at this period. Mesolithic (c.8000 BCE) finds indicate that Uttlesford was occupied during this period, with the river valleys providing focal points and possible routeways into the district.

**3.18** During the Neolithic period (4000 – 2200 BCE) agriculture began, at first only augmenting rather than replacing the existing hunter-gather economy, land management practices dramatically altered, and probably involved increased clearance of woodland and more permanent settlement. Excavations have

## Chapter 3: Formative influences

found evidence of flint-knapping, pottery and possible sarsen stones at Newport and Stansted.

**3.19** The Bronze Age (2200 – 700 BCE) saw an increase in the size and social complexity of communities, and, notably, the first use of metalworking which allowed significant clearance of woodland and increase in agriculture. Many cropmark ring-ditches, the remains of early and middle Bronze Age barrows, have been identified across the district. By the Late Bronze Age (c 1000 BCE) the economy was fully agricultural, and evidence of the first definite settlements date to this period, including sites on the present location of Stansted Airport and the M11.

**3.20** During the Iron Age (800 BCE – 45 CE) settlement developed rapidly. The area formed the border between the Iron Age tribes of the Trinovantes and the Catuvellauni. Excavations and aerial photography indicate that settlement was widespread across the district, not just in the river valleys. Hillforts are the largest surviving monuments in the landscape from this period, including Ring Hill Camp in Littlebury, which sits on the summit of a hill overlooking the River Cam.

## Roman (43 – 410 CE)

**3.21** Great Chesterford was the second largest walled Roman settlement in Essex. It began as a fort, and was replaced by a large and apparently planned town. A wall was built in the 4<sup>th</sup> century surrounding most of the settlement. Other Roman settlements were located at Great Dunmow and Leaden Roding, while smaller villas and farmsteads were located along the Roman roads towards Colchester and Harlow. Forts within the region may have been established after 60 CE in the aftermath of the Boudican rebellion.

### Anglo-Saxon (410 – 1066 CE)

**3.22** Saxon occupiers reused earlier settlements in Uttlesford, and also built new towns around, but at a distance from, the former Roman towns, which is probably not an accident. It seems to be an acknowledgement of the strategic importance of river confluences and the significance of the former Roman town, together with a desire to keep at a distance from them.

**3.23** The present distribution of settlements, including church and hall sites, was already in place by the end of the Saxon period, as shown by their inclusion in the Domesday Book (1086).

### Medieval (1066 – 1540 CE)

**3.24** Motte and Bailey castles from the early-medieval period can still be seen at Saffron Walden and Stansted Mountfitchet and were probably established on unsettled sites by the new Norman lords.

**3.25** Saffron Walden thrived as a centre for saffron production and the cloth trade, while Thaxted had a thriving cutlery industry. Many of the smaller settlements including Hatfield Broad Oak, Newport and Thaxted retain much of their original medieval extent and appearance.

**3.26** The settlement pattern was essentially dispersed, with numerous farmsteads and moated sites, and church/hall complexes and greens forming focal points. The historic, winding and often sunken lanes which cross the district also mostly date from the Medieval period. Deer parks, hunting forests and parkland developed during the Saxon and medieval periods. Hatfield Forest is the best-preserved Royal hunting forest in Britain, first created for Henry I around 1100.

**3.27** While the 13<sup>th</sup> century was a time of great prosperity and agricultural expansion, the 14<sup>th</sup> century was beset by economic and social unrest, poor

## Chapter 3: Formative influences

harvests, wars, epidemics and rebellion. Many more marginal settlements were abandoned, never to be re-occupied.

**3.28** Religious structures are some of the most striking features of the medieval landscape to survive, including parish churches, monastic establishments and religious houses. Leez Priory, south of Felsted, was one of 11 Augustinian houses in Essex, and contains all the main elements including remains of outer court buildings, foundations and fishponds.

## Post-medieval and Industrial (1540 CE to present)

**3.29** The 17<sup>th</sup> century brought the creation of large parks and landscape gardens, many of which were built on the early estates of the medieval period. These were usually set within parkland landscapes, such as Audley End House and designed in formal styles influenced by the fashions of continental Europe. By the 18<sup>th</sup> century the towns were expanding with new trade, the prosperity of which can be seen in some of the buildings such as the churches and the Town Halls. This wealth came from wool and silk, however much of the trade and wealth went to neighbouring Colchester.

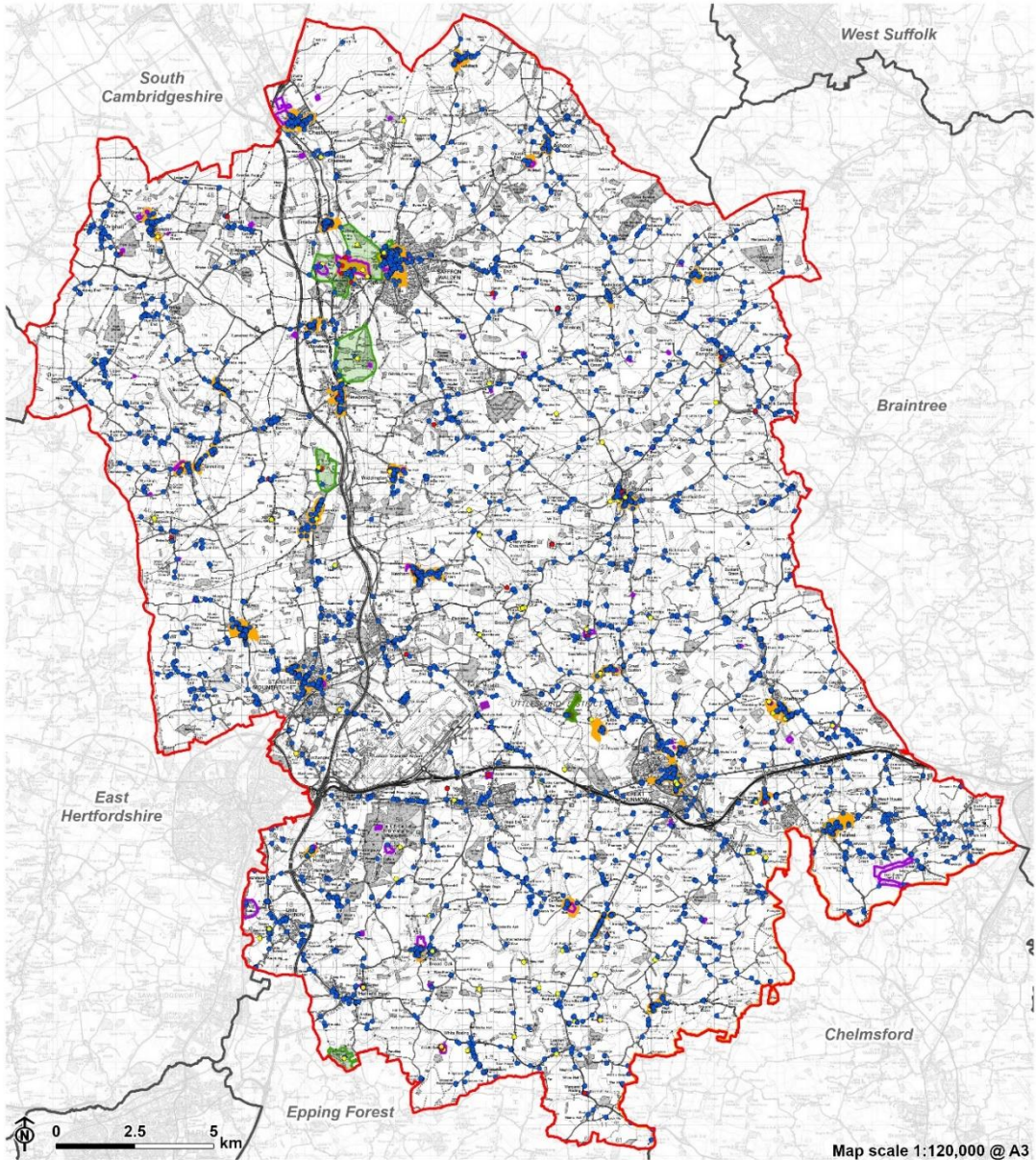
**3.30** Railways were built across the district in the Victorian time, providing increased access to the towns and resulting industrialisation, although industries were largely based on agriculture. The main trades included maltings, breweries, tanneries, brickworks and textiles. The majority of the railway lines have since been decommissioned.

**3.31** The modern period saw a change in the nature and scale of agriculture and altered the landscape structure through the amalgamation of smaller fields, and widespread removal of hedgerows. Characteristic barns and agricultural buildings were converted to housing. Airfields and defence lines built during the Second World War are also more recent additions to the landscape.

Figure 3.7: Cultural heritage designations

Figure 3.7: Cultural heritage designations

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Uttlesford District Council



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- Uttlesford district boundary
- Neighbouring local authority boundary
- Conservation Area
- Heritage at Risk
- Scheduled Monuments
- Registered Parks and Gardens
- Listed building (grade)**
- I
- II\*
- II

12535\_002\_r0\_LCA\_ReportFigures/Figure 3.7: Cultural heritage designations P 05/10/2023 EB:shayler\_h

# Perceptual influences

**3.32** The overall perception of Uttlesford is of a rural district, with a strong agricultural influence, and limited settlement, despite its proximity to Cambridge and London.

**3.33** Settlements are largely concentrated in the south of the district along the A120 between Bishop's Stortford and Braintree. Limited trunk roads and railway connections, particularly in the north and east of the district result in a surprisingly remote character in places.

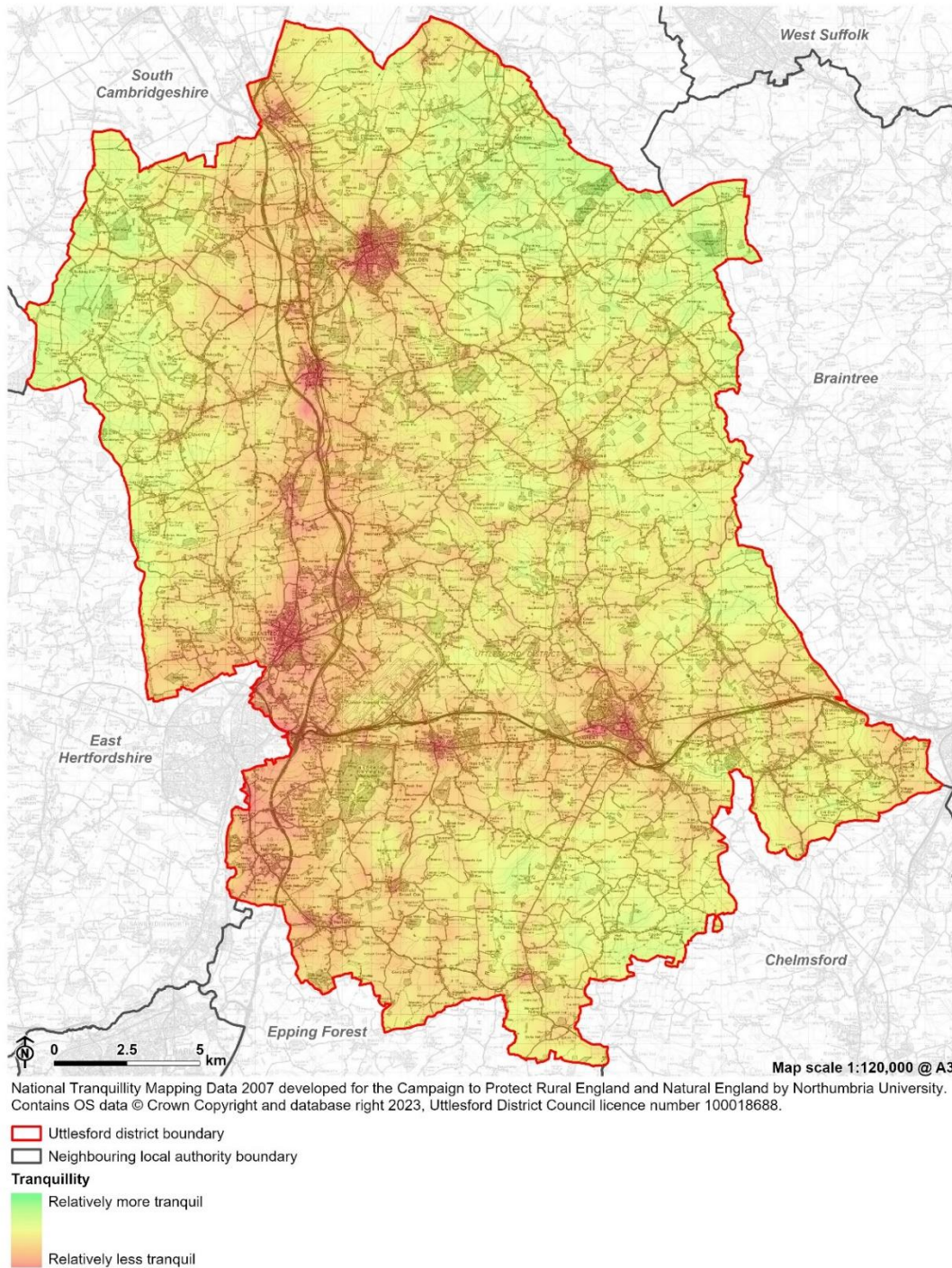
**3.34** The M11, A120 and Stansted Airport have the largest modern influence on the local landscape character, and locally reduce perceptions of tranquillity. However, the Countryside Protection Zone (CPZ) policy has ensured that Stansted Airport remains 'an airport in the countryside', and its visual influence is limited. The most tranquil areas of the district are in the east, north and west, as shown on **Figure 3.8**.

**3.35** Stansted Airport is the greatest source of light pollution with the district. The south belt of the district is impacted by the airport, A120 and large towns and village including Great Dunmow. Other light sources across the district are the main towns and villages and the M11. Very dark skies are found in small pockets in the north-east and north-west, as shown on **Figure 3.9**.

Figure 3.8: Tranquillity

Figure 3.8: Tranquillity

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Uttlesford District Council

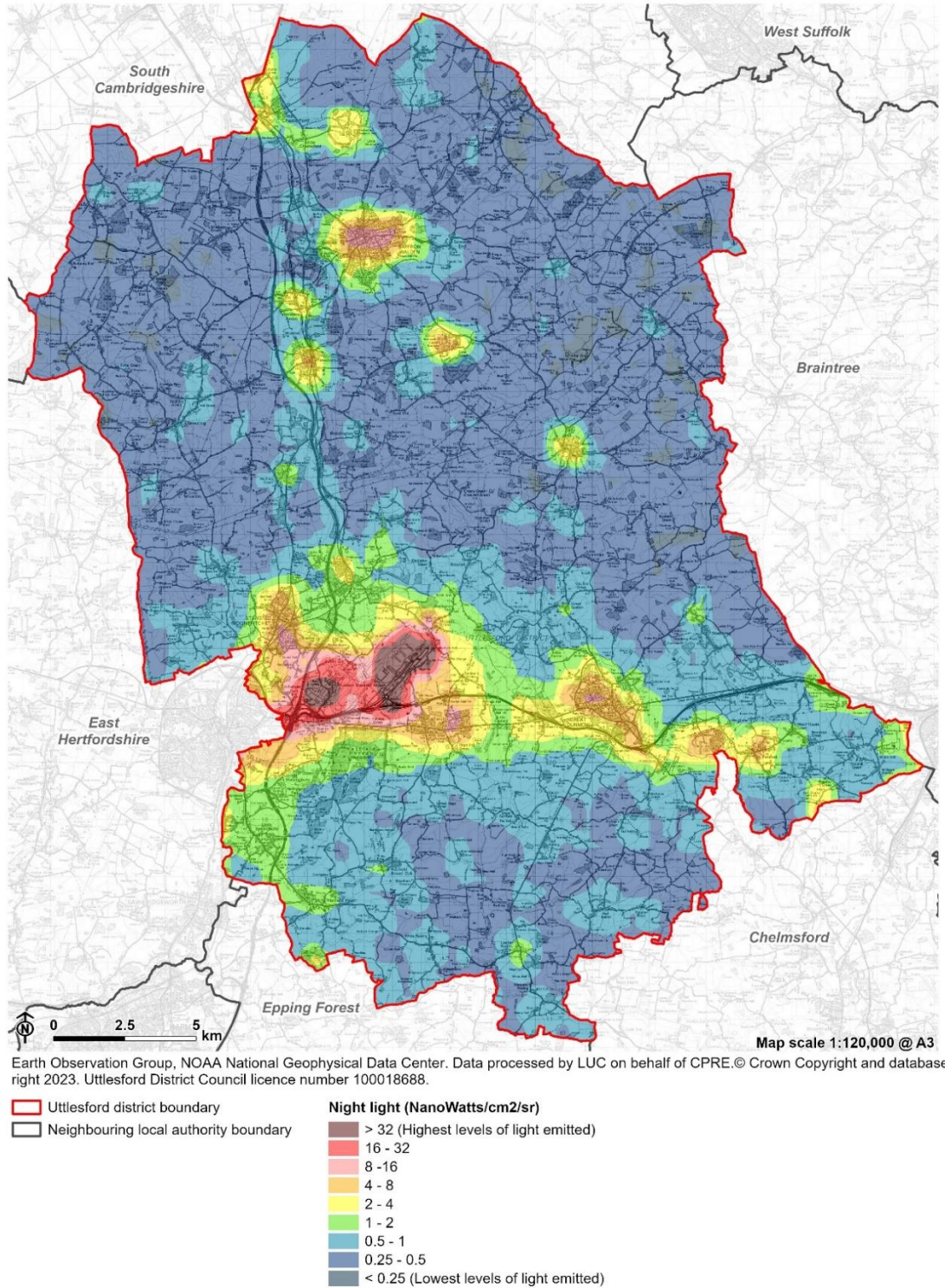


12535\_002\_r0\_LCA\_ReportFigures/Figure 3.8: Tranquillity P 05/10/2023 EB:shayler\_h

Figure 3.9: Dark night skies

Figure 3.9: Dark night skies

Uttlesford LCA update  
Uttlesford District Council



12535\_002\_r0\_LCA\_ReportFigures/Figure 3.9: Dark night skies P 05/10/2023 EB:shayler\_h

## Chapter 4

# Forces for change and issues

**4.1** Uttlesford's landscape is constantly changing through human activity and natural processes. The cumulative effects of these processes can considerably alter the character of the landscape.

**4.2** The individual Landscape Character Area (LCA) profiles include reference to key pressures, past, present and future, derived from a review of relevant information relating to land use, agricultural trends and development pressures. The main pressures that have potential to influence the landscape character of Uttlesford are set out below.

## Climate change

**4.3** Climate change is a major pressure on rural landscapes and is likely to result in increasingly unpredictable weather with hotter drier summers, more intense rainfall and longer dry periods resulting in the need for agriculture to adapt to grow different crops and develop more flexible and responsive land management practices. Hotter summers and increases in temperatures could result in increased demands for agricultural irrigation. Responses to climate change may also result in pressure for development of renewable energy.

**4.4** Climate change resulting in more extreme weather could alter the species composition of existing species-rich woodlands and hedgerows, favouring species with lower water demand. Increasing incidences of pathogens may change the species mix of woodlands and higher temperatures and prolonged drought are likely to put woodlands under further stress and increase the risk of wildfires.

**4.5** Climate change is also likely to affect other important semi-natural habitats, particularly river and wetland habitats throughout the district. This will include

## Chapter 4: Forces for change

water shortages in summer and increased water flows and flooding in winter, causing potential damage to habitats and species. These changes may manifest themselves within the natural environment through changes in habitats and a decline of flora and fauna which are unable to adapt quickly enough to the changing conditions. Longer drier summers may affect dry grassland and increase the risk of fire. The changing seasons may also disturb migrating birds and invertebrates, as there will be an increasing mismatch in timing of the arrival of migratory species and food sources, affecting neutral grassland and woodland as well as intertidal habitats.

**4.6** River valleys are at high risk of flooding from watercourses. Measures to provide flood protection may lead to conflict between defences and wildlife value. Increased frequency of flooding can lead to increased runoff of pollutants from the land. Conversely, hotter and drier summers result in lower summer river flows, which means there is less water available for dilution and dispersion of pollutants such as nutrients and contaminated sediments. The risk of eutrophication and algal blooms increases the longer nutrients remain in a water body.

**4.7** Uttlesford District Council declared a climate and ecological emergency on 30 July 2019. It is committed to achieving net-zero carbon status for council owned property by 2030 and protecting and enhancing biodiversity. The Climate Crisis Strategy 2021-2030 sets a clear direction for the council for tackling the climate crisis. Mitigation and adaption to climate change, to achieve net-zero, is also changing the landscape. This includes the demand for renewable energy including new solar installations, wind farms, and associated grid connections.

## Agricultural change

**4.8** Changes in agricultural practices result in the need for farmers to diversify their operations to remain economically viable. In Uttlesford this has resulted in intensive arable farming and amalgamation of fields, which has changed the pattern and texture of the landscape. A decline in the traditional management of some field boundaries has led to fragmented or lost hedgerows and lost hedgerow trees. This erodes the underlying pattern of the landscape and has

## Chapter 4: Forces for change

also contributed to the fragmentation of semi-natural habitats and reductions in biodiversity. A reduction in traditional pasture grazing of sheep and cattle, and an increase in horse grazing also alters the landscape character of the district.

### Development pressure

**4.9** Uttlesford is a rural district, however it is still subject to pressure for development and accompanying infrastructure, particularly major housing development. This poses a challenge, and potential opportunities, for the existing landscape character.

**4.10** UDC have indicated that housing development is likely to come forward in allocations around Great Dunmow, Takeley and Priors Green, Stansted Mountfitchet, Thaxted, Newport, and Saffron Walden.

**4.11** While these sites have not been formally approved at the time of writing, and may be subject to change, these allocations have been mapped to show the potential future growth in Uttlesford. This LCA has not sought to presuppose the final layout of these allocations. It recognises that within the boundaries large areas will not be developed for residential use, but will form important areas for open space, Suitable Alternative Natural Green Spaces (SANGS) and other amenity uses. Such areas will play an important role in shaping and defining the landscape in and around the urban areas.

**4.12** Away from the main settlements, there is a characteristic pattern of dispersed, small rural settlement, often set around traditional village greens.

## Chapter 5

# Landscape character of Uttlesford

**5.1** This landscape classification identifies 3 generic landscape character types (LCTs), each representing a distinct identity and common geology, topography, land use and cultural pattern, listed in **Table 5.1** and illustrated in **Figure 5.1**.

**5.2** The LCTs are subdivided into local landscape character areas (LCAs), which are discrete geographic areas that possess the characteristics described for the landscape type, but have recognisable local identity. The classification identifies 19 LCAs, listed below and shown on **Figure 5.2**.

### LCT A River Valley includes:

- A1 Cam
- A2 Stort
- A3 Pant
- A4 Upper Chelmer

### LCT B Farmland Plateau includes:

- B1 Ashdon
- B2 Hempstead
- B3 Debden
- B4 Thaxted
- B5 Broxton
- B6 Lindsell
- B7 Hatfield Forest

## Chapter 5: Landscape character of Uttlesford

- B8 Stebbing Green
- B9 Roding
- B10 Barnston
- B11 Felsted

**LCT C Chalk Upland** includes:

- C1 Elmdon
- C2 Arkesden
- C3 Langley
- C4 Berden

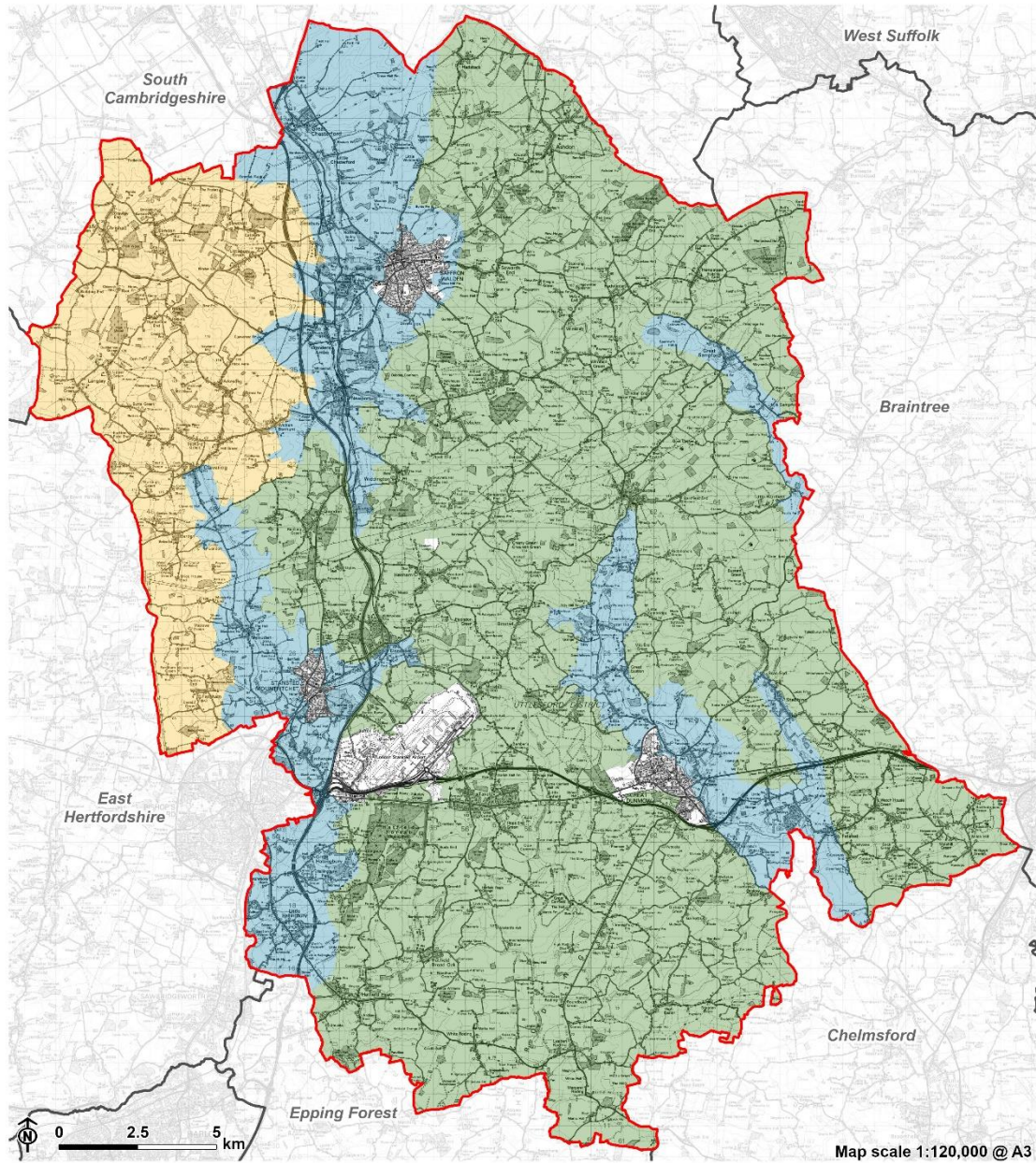
**5.3** It is important to note that boundaries between one LCT or LCA and the next are transitional and there is rarely a clearcut change 'on the ground'.

**5.4** This assessment has been mapped at a scale of 1:25,000 which provides an appropriate level of detail for the landscape character assessment at the strategic district scale. In considering any change in one character area the impact on views to/ from and the character of neighbouring areas should also be considered.

Figure 5.1: Landscape Character Types of Uttlesford district

Figure 5.1: Landscape Character Types

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Uttlesford District Council



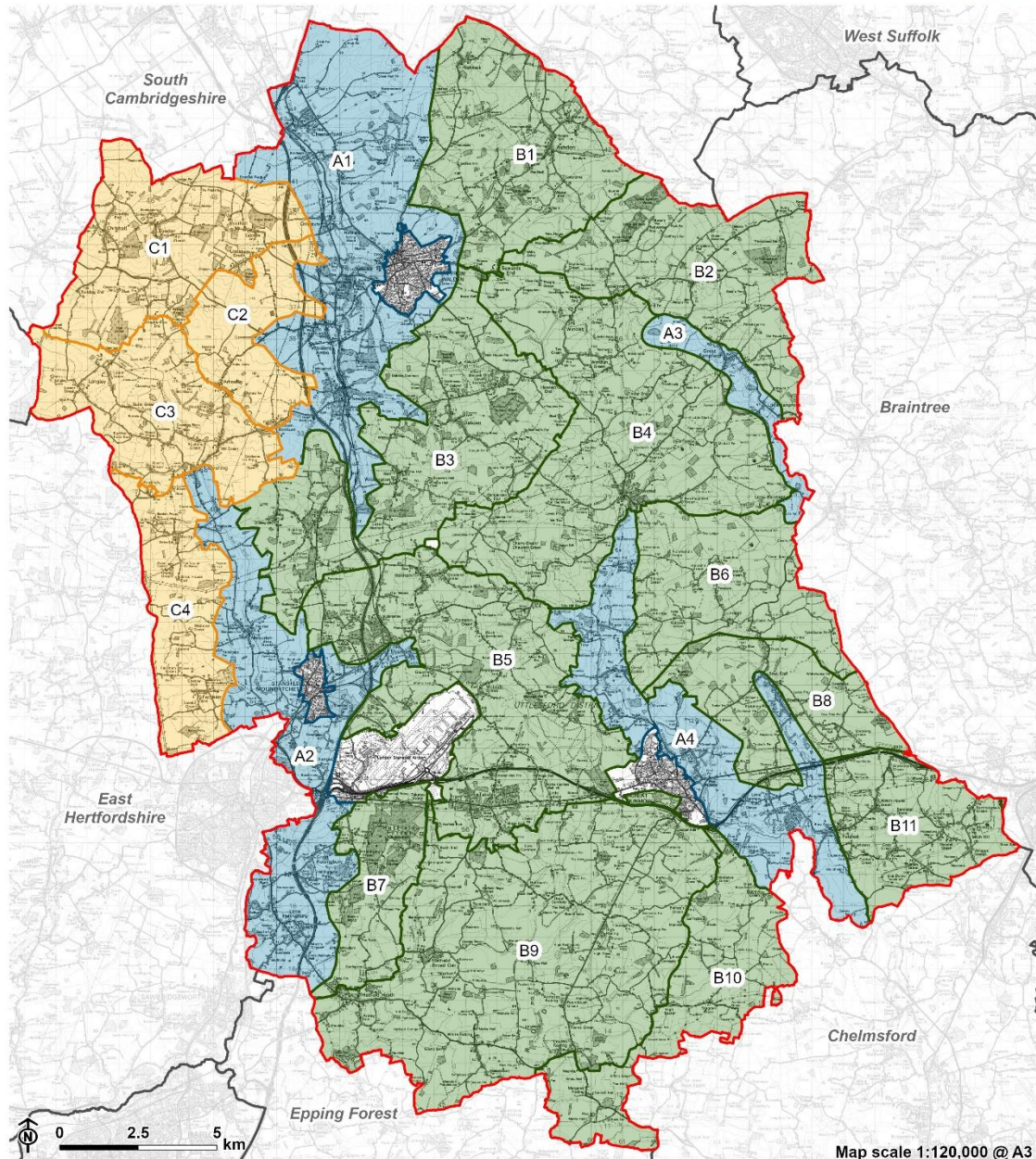
- Uttlesford district boundary
- Neighbouring local authority boundary
- Landscape Character Type**
- Chalk Upland
- Farmland Plateau
- River Valley

12535\_002\_r0\_LCA\_ReportFigures/FIG5.1: Landscape Character Types P 05/10/2023 EB:shayler\_h

Figure 5.2: Landscape Character Areas in Uttlesford

Figure 5.2: Landscape Character Areas

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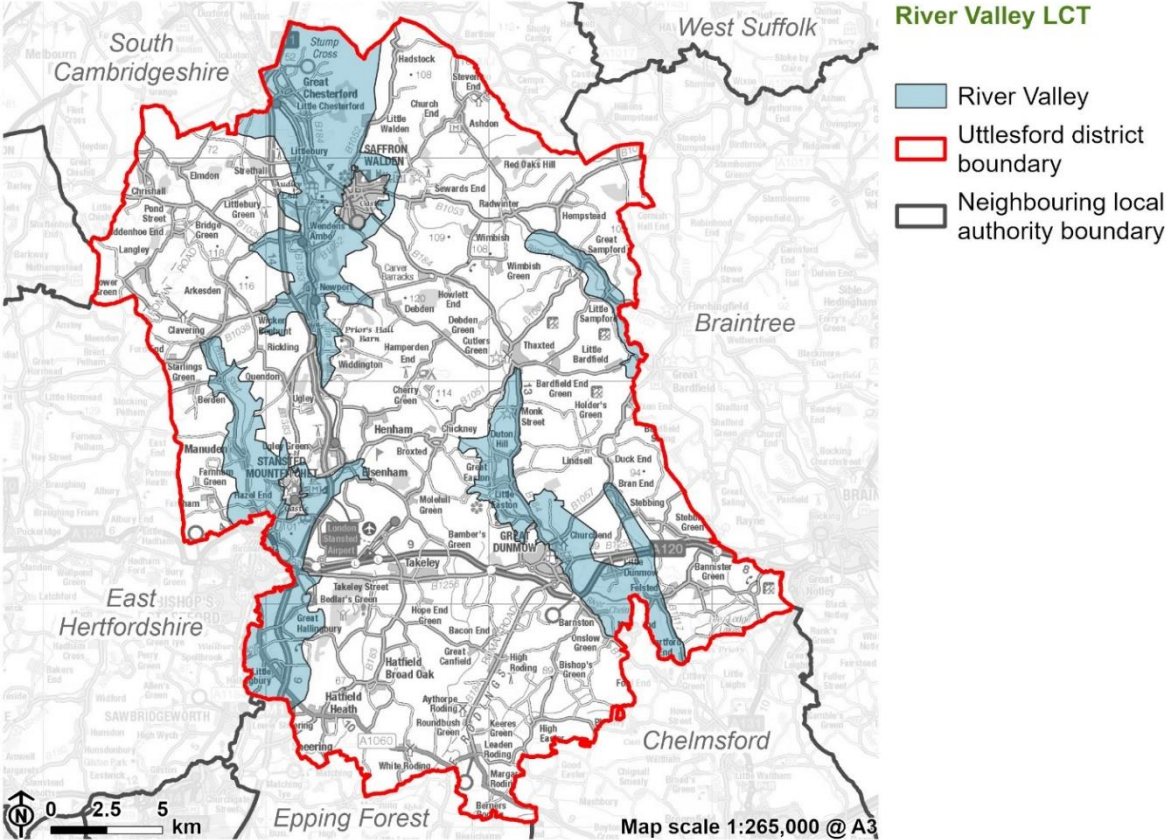
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- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"> <li><span style="color: red;">▭</span> Uttlesford district boundary</li> <li><span style="border: 1px solid black; display: inline-block; width: 10px; height: 10px;"></span> Neighbouring local authority boundary</li> </ul> <p><b>Landscape Character Area</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">▭</span> River Valley</li> <li>A1: Cam River Valley</li> <li>A2: Stort River Valley</li> <li>A3: Pant River Valley</li> <li>A4: Upper Chelmer River Valley</li> </ul> | <ul style="list-style-type: none"> <li><span style="color: green;">▭</span> Farmland Plateau</li> <li>B1: Ashdon Farmland Plateau</li> <li>B2: Hempstead Farmland Plateau</li> <li>B3: Debden Farmland Plateau</li> <li>B4: Thaxted Farmland Plateau</li> <li>B5: Broxted Farmland Plateau</li> <li>B6: Lindsell Farmland Plateau</li> <li>B7: Hatfield Forest Farmland Plateau</li> <li>B8: Stebbing Green Farmland Plateau</li> </ul> | <ul style="list-style-type: none"> <li>B9: Roding Farmland Plateau</li> <li>B10: Barnston Farmland Plateau</li> <li>B11: Felsted Farmland Plateau</li> <li><span style="color: yellow;">▭</span> Chalk Upland</li> <li>C1: Elmton Chalk Upland</li> <li>C2: Arkesden Chalk Upland</li> <li>C3: Langley Chalk Upland</li> <li>C4: Berden Chalk upland</li> </ul> |
|--|---|---|

12535\_002\_r0\_LCA\_ReportFigures/FIG5.2: Landscape Character Areas 05/10/2023 EB:shayler\_h

# Landscape Character Type A: River Valleys

Figure 5.3: Location of LCT A River Valleys



5.5 The key characteristics of this Landscape Character Type (LCT) are:

- U-shaped or shallow landform which dissects boulder clay or chalky till plateau.
- Main river valley served by several tributaries.
- Flat or gently undulating valley floor.
- Contrast between intimate and wooded character on the valley floor and open character on valley sides.
- Settlement concentrated on the valley sides.

## LCT A: River Valleys

**5.6** The following Landscape Character Areas (LCAs) are located within the River Valley LCT:

- A1 Cam River Valley
- A2 Stort River Valley
- A3 Pant River Valley
- A4 Upper Chelmer River Valley

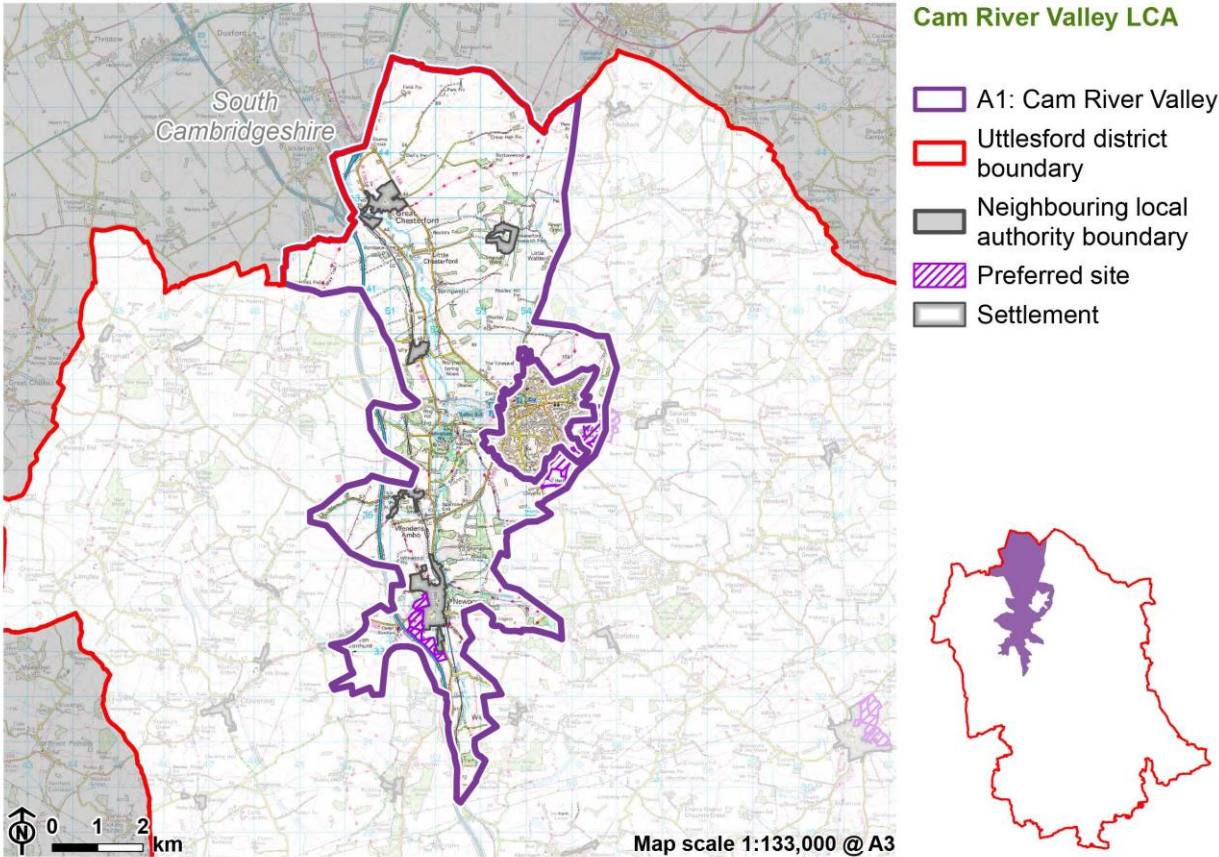
# LCA A1: Cam River Valley

## Location and summary

5.7 This character area consists of a broad, rolling and open river valley drained by the River Cam and its tributaries, Debden Water and Wicken Water. Settlement is concentrated in Saffron Walden, which lies in the east.

5.8 Located in the north of the district, it is defined by the extent of the valley as it cuts through the chalky uplands to the north west and the clayland plateau to the south east. It extends from the Cambridgeshire-Essex border in the north to Newport at the M11 and the B1383 intersection. Saffron Walden is excluded from the assessment, as a larger urban area.

Figure 5.4: Location of A1 Cam River Valley



**Figure 5.5: Typical view of the LCA: Rolling arable fields with small woodland blocks**



## Key characteristics

### Geology, soils, topography and drainage

- A U-shaped valley of rolling, open farmland.
- The narrow river corridors of the Cam and its tributaries, Debden Water and Wicken Water wind through the rolling landform.
- A bedrock of chalky boulder clay gives rise to fertile soils.

### Land use and field patterns

- A landscape dominated by intensive arable farmland with some grazing pasture along the eastern slopes surrounding settlements.
- A large-scale regular field pattern reflecting late enclosure and later agricultural intensification. Fields are enclosed by low hedges, often fragmented, drainage ditches and occasional trees.

### Trees and woodland cover

- An open landscape with limited tree cover except for small copses and riparian trees along the well-vegetated riverbanks.
- Areas of ancient woodland usually occur as large regular blocks associated with historic parks and gardens.

### Semi-natural habitats and biodiversity

- Small deciduous woodlands, unimproved grassland and fen habitats, some along road verges, provide variety within the intensively farmed landscape, most of which are designated as Local Wildlife Sites.
- Open water and lakeside habitats at Debden Water (SSSI) as well as the riverside habitats and meadows along the Cam and its tributaries are important for biodiversity.

### Historic landscape character

- The landscape forms an immediate backdrop to the ancient town of Saffron Walden which dominates the eastern slopes of the valley.
- Historic field patterns include large common-fields of the Cambridgeshire and Midland type enclosed by post-medieval agreements and parliamentary enclosure act.
- Several historic designed landscapes are found along the river valley including the 18<sup>th</sup> century landscape park at Audley End.
- Locally distinctive building styles and materials including red brick, flint walls and thatched or tiled roofs, create a strong local vernacular.

## LCT A: River Valleys

### Settlement, transport pattern and rights of way

- A well-settled landscape, with dispersed small villages and large farms located on the valley sides. Settlements are connected by busy roads.
- The valley serves as a crucial north-south transportation route for road and rail. The M11 runs along the western side of the valley.
- A network of footpaths includes the promoted routes of Saffron Trail and Harcamlow Way.
- The area is well-used for recreation, with visitors to Audley End and canoeing on the river.

### Views and perceptual qualities

- An open landscape with wide cross-valley views from higher ground, sometimes framed by distant woodlands and copses. Views in the wooded river valley are more intimate.
- The church tower at Saffron Walden forms a distinctive landmark feature.
- Tranquillity is impacted locally by traffic noise on the M11 and larger roads and the railway line, and in proximity to the larger settlements.

## Landscape character description

### Natural influences

**5.9** Broad rolling, open farmland that rises from around 40 metres AOD on the valley floor to its highest point at 110 metres AOD at Chesterford Research Park. The River Cam, also known as the River Granta, rises near Widdington just south of the character area and flows in a north-west direction into the character area via Newport and Great Chesterford.

## LCT A: River Valleys

**5.10** The character area is located on the New Pit Chalk Formation and Holywell Nodular Chalk Formation bedrock of chalky boulder clay, and overlain by a mosaic of Alluvium, River Terrace, Head, and glacial diamicton superficial deposits. The resulting soil is loamy and clayey floodplain soils with naturally high groundwater, and freely draining lime-rich and base-rich soils. These soils are generally classified as Grade 2 (very good) and Grade 3 (good) agricultural land. Small-scale mineral extraction was once common, and disused clay pits and chalk pits can be seen on the lower slopes.

**5.11** Due to the fertile soils, the landscape is mostly in arable cultivation. The field pattern is regular, bounded by low-clipped hedgerows, often fragmented, with occasional trees and scrubs. The eastern slopes are characterised by regular large-scale fields with some grazing pastures, whilst on the western slopes field boundaries are typically organic in shape.

**5.12** The resulting landscape is open, with only small scattered woodland blocks (including ancient woodland) and copses. Tree and woodland cover is concentrated along the Cam, on the western valley slopes, and within a series of historic parks (Shortgrove, Audley End and Chesterford). The majority of these woodlands are priority habitat deciduous woodland. Some woodlands are classed as ancient woodland, with some plantations replanted with conifers.

**5.13** Among the intensive farmland area are small patchworks of semi-natural habitats, including unimproved grassland or fen and wetland, many designated as LWS. Debden Water is designated nationally as a SSSI for its range of habitat types including tall fen, unimproved neutral grassland and species-rich calcareous grassland. Small areas of priority habitat floodplain grazing marsh are recorded along the Cam between Littlebury and Little Chesterford.

## Cultural influences

**5.14** Evidence of historic land use is dominated by large common-fields of the Cambridgeshire and Midland type, which developed here, a field-type that is rare in the rest of Essex. Some of these were enclosed by agreement in the

## **LCT A: River Valleys**

early post-medieval period, the remainder being enclosed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, partially as a function of the parliamentary enclosure act.

**5.15** Historic settlements are generally located along the River Cam, with the eastern slopes dominated by the historic market town of Saffron Walden. The villages of Great Chesterford, Littlebury, Wendens Ambo and Newport feature clusters of listed buildings and all have designated Conservation Areas.

**5.16** Great Chesterford and Newport have expanded, with modern settlement edges often exposed within the landscape. Significant commercial areas, which are not well-integrated into the landscape are also found on the edges of Great Chesterford and Newport, while Great Chesterford has a business park. Saffron Walden, which is excluded from the character area, has expanded into the river valley to the east.

**5.17** Outside of the main settlements, isolated farmsteads and small hamlets such as Little Walden, Little Chesterford and Wendens Ambo are dispersed over the rolling farmland. They also contain clusters of listed buildings often designated as Conservation Areas.

**5.18** Colour-washed, thatched or mellow red brick houses are found throughout the valley which enhance its visually rich heritage, and there are some outstanding historic farm buildings, including red brick or black timber-framed and boarded barns.

**5.19** Parklands are also a characteristic feature of this landscape. The largest is Audley End, an outstanding Jacobean manor set in 18<sup>th</sup> -century Capability Brown designed landscape park. The parkland is covered by a Conservation Area, is designated as a Scheduled Monument and as a Grade I Registered Park and Garden. Landscape parks at Shortgrove Hall and Bridge Ends Garden (part of Saffron Walden Conservation Area) are also designated as Registered Parks and Gardens. The parkland at Chesterford Park is still evident, although it is not designated and now in use as the Chesterford Research Park.

## LCT A: River Valleys

**5.20** The landscape has considerable time-depth, with Scheduled Monuments showing occupation in the prehistoric era (Ring Hill camp at Littlebury), Roman era (a fort, town and burial sites at Great Chesterford), and multiple medieval moated sites.

**5.21** The M11, the railway line and the B1383 run north–south along the western slopes of the Cam River Valley. In contrast, the eastern slopes contain a number of small lanes which connect the farmsteads.

**5.22** A network of footpaths crosses the area, including Ickniel Way, an ancient trackway, and the promoted routes Saffron Trail and Harcamlow Way. The river is well used by canoeists as far as Audley End.

### Views and perceptual influences

**5.23** This is an open and broad rolling landscape, with panoramic views across the valley. Valley sides descend quite steeply from rolling arable fields to the river and its tributaries, and dramatic views are possible from the ridges often framed by distant patches of woodland and scattered copses. In places the skyline is more denuded, with no wooded horizons.

**5.24** The higher ground affords views of the towns and villages. Saffron Walden and its distinctive church spire of St Mary the Virgin (Grade I listed) are visible in long views across the LCA, due to its position on the higher slopes.

**5.25** The river corridor is fringed by trees which delineate its shape within the patchwork of pasture and plantation woodlands that line the valley floor. The lower slopes of the wooded river valley floor offer intimate views.

**5.26** The intimate scale of villages and towns visually contrasts with the surrounding large-scale modern agriculture. New built residential development has altered the north-western edges of Newport, Great Chesterford, and the northern and eastern edge of Saffron Walden. The poorly integrated urban

## LCT A: River Valleys

fringes of Saffron Walden and Newport, and hedgerow loss are detracting features across the landscape.

**5.27** A largely tranquil landscape, which is impacted locally by traffic noise on the M11, B1383, B184 and railway line, and the larger settlements. There is a good experience of dark night skies away from the settlements and major roads, particularly in the north-east.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.28** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- The patchwork pattern of pasture, well-vegetated riverbanks and lakes, and woodland copses which sits within the open arable landscape.
- Ancient and semi-natural woodland, unimproved grasslands or fen, and river and lakeside habitats scattered across the farmed landscape.
- Parkland landscapes with mature in-field trees provide time-depth and diversity in the land pattern.
- The historic integrity of the landscape resulting from a traditional settlement pattern of villages and presence of Scheduled Monuments and numerous listed buildings.
- Recreational value of promoted public rights of way and other activities along the river.
- The open character of the valley slopes with wide cross valley views which contrast with intimate views on the wooded river valley floor.

**Figure 5.6: The River Cam outside Great Chesterford**



**Figure 5.7: Modern residential edge of Newport**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, further decrease in hedgerows and tree cover.

## LCT A: River Valleys

- Potential loss of riverside marshland and pastures due to agricultural encroachment.
- Potential for pollution of the River Cam from fertiliser and pesticide run-off from surrounding valley side and farmland plateau areas.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Recently expanded settlement edges at Great Chesterford, Saffron Walden and Newport are exposed, and not well-integrated into the landscape.
- Pressure for increased development on the edges of Newport and Saffron Walden, which may be detrimental to rural landscape character and the sense of tranquillity.
- Pressure from increased traffic on narrow lanes impacting local levels of tranquillity and erosion of verges.
- Disruption from increased tourism particularly at Audley End.
- Further development of the Chesterford Research Park impacting the rural character of the landscape.
- The erection of new farm buildings, which would be conspicuous on the skyline.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.

## LCT A: River Valleys

- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Loss of veteran and mature trees within designed landscapes due to increased storms.

## Landscape Guidelines

The overall strategy for Cam River Valley LCA is to enhance the rural character of the farmed area with its historic villages and important heritage assets. Seek to conserve inter-valley and cross-valley views and strengthen landscape patterns by integrating urban fringe elements, conserving semi-natural habitats and restoring hedgerows.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodland, unimproved grasslands or fen, open water, river and lakeside habitats.
- Conserve and enhance existing hedgerows and restore fragmented hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and road upgrades.
- Ensure that important heritage assets (including the Scheduled Monuments and Registered Parks and Gardens) are appropriately managed to avoid their loss or degradation.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within Great Chesterford, Littlebury, Audley End, Wendens Ambo and Newport Conservation Areas.

## LCT A: River Valleys

- Conserve cross-valley views, especially from the lower slopes of the valley towards the wooded valley floor.

### Manage

- Manage ancient and semi-natural woodland through traditional woodland management techniques, reducing the impacts of pests and diseases, pollutants, over-grazing and development.
- Encourage regeneration of woodlands; promoting natural colonisation adjacent to existing woodland.
- Manage peak flows of traffic in tourist season, particularly near Audley End.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Manage and establish arable field margins.

### Plan

- Enhance landscape character and local biodiversity by a programme to create new hedgerows, grasslands and wetlands, as part of a wider network of connected habitats.
- Plan to extend riparian woodland and other wetland habitats along the River Cam and its tributaries to form green corridors to contribute to landscape character and nature recovery networks.
- Plan tree planting and expansion or new woodland creation where appropriate to landscape character. Use climate-hardy species and follow 'Right Tree, Right Place' principles.
- Enhance connections between existing ancient woodlands to increase habitat connectivity and enhance landscape character.
- Plan to integrate existing urban fringe areas into the landscape, especially the recent residential developments at the edges of Great Chesterford, Saffron Walden and Newport.
- Plan for future development on settlement edges, particularly at Saffron Walden and Newport. Any new development should incorporate green and

## LCT A: River Valleys

blue infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

- Ensure any future residential expansion on valley sides is small-scale, respecting the historic settlement pattern of dispersed villages and traditional vernacular.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Encourage the re-use of redundant agricultural farm buildings, especially red brick or black timber framed and boarded barns.
- Consider the introduction of reduced lighting on the B1383 and B184 roads to reduce impacts on dark skies and the rural character of the landscape.
- Use planning and design guidelines to resist further urbanisation particularly in the more remote unsettled landscape to the northeast.
- Consider the visual impact of new farm buildings on the valley slopes and encourage the planting of tree groups around visually intrusive buildings.

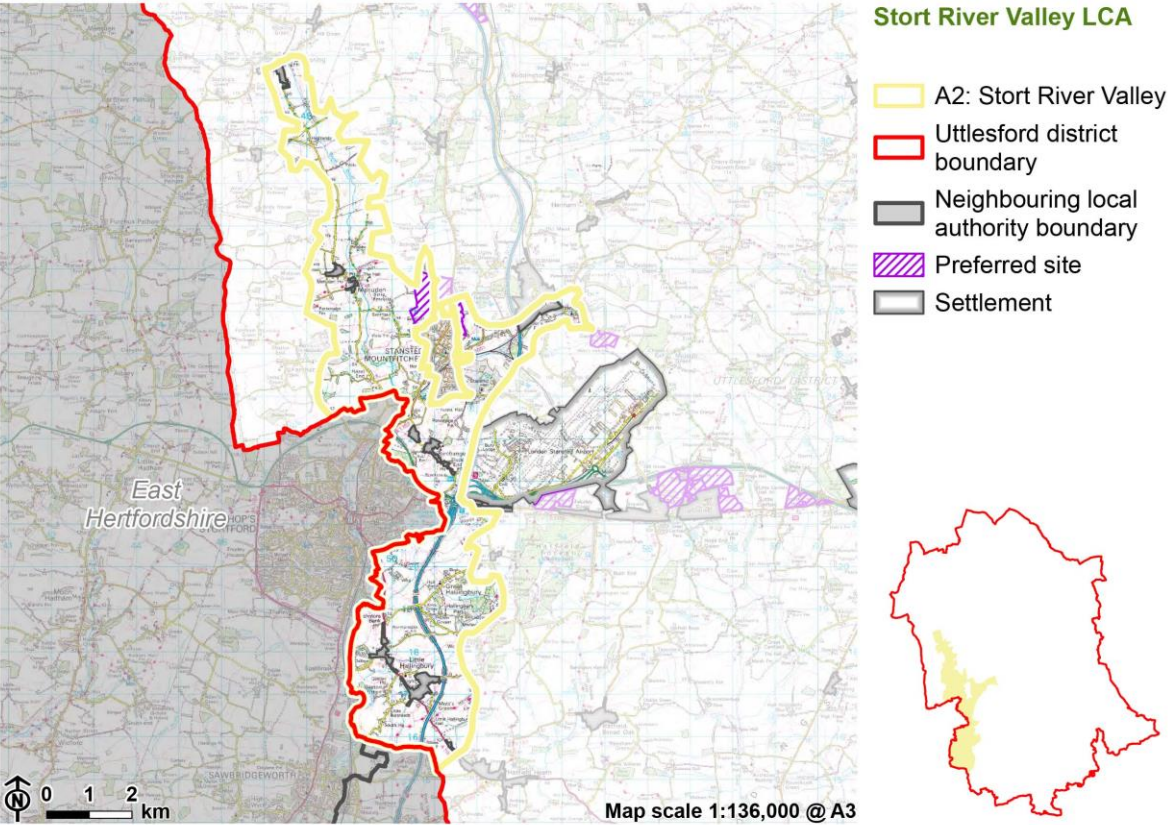
# LCA A2: Stort River Valley

## Location and summary

5.29 This character area consists of gently sloping valley landscape drained by the River Stort. The area is rural in character and dominated by arable farmland. Settlement and transportation links are concentrated in the south, where the proximity of Bishops Stortford to the west of the district boundary, and Stansted Airport to the east exert an influence on the landscape.

5.30 Located in the west of the district, the area is defined by the extent of the River Stort valley as it cuts through the chalk uplands to the west and clayland plateau to the east. It extends from Clavering in the north to Little Hallingbury in the south. Stansted Mountfitchet is excluded from the assessment, as a larger urban area.

Figure 5.8: Location of A2 Stort River Valley



**Figure 5.9: Typical view of the LCA: Rolling arable fields with mature hedgerow trees**



## Key characteristics

### Geology, soils, topography and drainage

- A shallow river valley drained by the upper course of the River Stort.
- The landform is gently rolling with occasional steep river valley slopes.
- The mixed underlying geology gives rise to fertile loamy and clayey soils.

### Land use and field patterns

- A landscape dominated by intensive arable agriculture. Some mixed farming is located on lower slopes and the valley floor with horse grazing close to settlements.

## LCT A: River Valleys

- A small- to medium-scale regular field pattern. Fields are well-enclosed by hedgerows with hedgerow trees, tree belts, and woodland blocks.

### **Trees and woodland cover**

- Scattered woodland cover with small mixed woodland copses, tree belts and woodland hangers. Woodlands are often associated with historic parklands, with a cluster of ancient woodlands near Birchanger.
- The riverbanks are well-vegetated with shrubs and trees, creating an intimate character.

### **Semi-natural habitats and biodiversity**

- Deciduous woodland, unimproved grassland and wetland habitats along the Stort, often designated as Local Wildlife Sites, provide variety within the intensively farmed landscape.
- Little Hallingbury Marsh (SSSI) along the Stort is important for local biodiversity.

### **Historic landscape character**

- The historic field pattern is dominated by pre-18<sup>th</sup> century irregular fields, linear greens and former common fields. Estate parklands are also scattered across the area.
- Historic villages, many designated as Conservation Areas, scattered farmsteads, moated sites and halls reflect the River Stort's historic importance as a site for settlement and industry.
- Locally distinctive building styles and materials including colour-washed plaster, thatched roofs, and some mellow red brick create a strong local vernacular.

### **Settlement, transport pattern and rights of way**

- A well-settled landscape, with settlement concentrated in the south around Stansted Mountfitchet and Birchanger. On the valley sides to the north, the settlement pattern is more dispersed, with small villages and hamlets, often along linear greens.

## LCT A: River Valleys

- The valley provides an important transportation route. The railway, M11, and busy trunk roads cross the south. These contrast with small, often sunken lanes with species-rich verges in the north.
- A good network of footpaths includes the promoted route of Harcamlow Way, Three Forests Way and Flitch Way.

### Views and perceptual qualities

- Continuous views are afforded down the valley from higher ground. Elsewhere the landscape is more enclosed by woodland and hedgerows.
- The river is often hidden by vegetation within the landscape, with views only possible from properties on its banks, at bridging points or fords.
- The north is more tranquil and rural, due to its distance from the M11, Stansted Airport and the larger settlements in the south and adjacent areas. Electricity pylons cross the landscape north of Manuden.

## Landscape character description

### Natural influence

**5.31** Gently rolling, semi-enclosed farmland in a shallow river valley that ascends from around 50 metres AOD on the valley floor rising to its highest point at 100 metres AOD north of Stansted Mountfitchet.

**5.32** The River Stort flows south through the landscape to Bishop's Stortford (within Hertfordshire) and then along the western district boundary. It is only navigable as far as Bishop's Stortford, while in the north, above Manuden, it flows only during periods of heavy rain. Several brooks flow into the south of the valley, including the Little Hallingbury Brook, the Great Hallingbury Brook and the Stansted Brook.

## LCT A: River Valleys

**5.33** The character area has a mixed underlying geology and is located on the transition from Lewes Nodular Chalk Formation and Seaford Chalk Formation in the north to the London Clay Formation and Thanet Formation and Lambeth Groups. It is overlain with a mosaic of Alluvium, and glacial Head and Glaciofluvial deposits.

**5.34** The resulting soil is loamy and clayey floodplain soils with naturally high groundwater, and freely draining sandy Breckland soils. These soils are generally classified as Grade 2 (very good) and Grade 3 (good) agricultural land.

**5.35** Due to fertile soils, land use is dominated by arable agriculture in regular medium-sized fields. There is some mixed farming in smaller-scale fields on the lower slopes, valley floor and near settlements, with some fields used for horse grazing. Fields are defined by hedgerows, tree belts and woodlands. Many hedgerows are of considerable age, although some are fragmented and reinforced by post and rail fencing.

**5.36** Woodland cover is scattered across the landscape in mostly deciduous blocks, copses and tree belts, often associated with historic parks such as Hallingbury and Little Hallingbury Parks and Stansted Park. A significant proportion are designated as LWS and woodlands around Birchanger are ancient in origin. They vary in size, with Birchanger Wood extending to 200 hectares.

**5.37** A variety of grassland, and wetland habitats, often designated as LWS, line the River Stort and the brooks in the valley. The unimproved wet grassland and fen habitats at Little Hallingbury Marsh along the Stort are nationally designated as SSSI.

## Cultural influence

**5.38** Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields interspersed with linear greens and several former common fields.

## LCT A: River Valleys

**5.39** This area is characterised by scattered farmsteads, medieval moated sites, and small villages and hamlets set along linear greens or small lanes that demonstrate the river's historic importance as a site for settlement and industry.

**5.40** The historic villages of Great Hallingbury, Hazel End, Manuden, Bentfield Green and Clavering feature clusters of listed buildings and are designated as Conservation Areas. The settlement pattern varies. Nucleated villages include Manuden, and Clavering, while Hazel End, Little Hallingbury and Great Hallingbury are linear. Stansted Mountfitchet, which is excluded from the LCA, has expanded to the south into the river valley.

**5.41** Historic parkland landscapes are found at Elsenham Hall, Stansted Park and the Hallingburys. The parklands contain estate woodlands, veteran trees, and parkland fencing.

**5.42** Vernacular buildings are primarily cream or white colour-washed plaster with thatched roofs, although mellow red brick predominates in some villages like Manuden. Historic hillforts, moats and ringworks provide evidence of past occupation of the river valley and include Scheduled Monuments at Wallbury Camp, Glebe House and Stansted Castle.

**5.43** In the north, winding lanes and minor roads, many of ancient origin, provide access to the scattered farmsteads. Many of these lanes are sunken, with flower-rich verges of varying widths, sometimes tree-lined with old oaks, and often quite peaceful. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values. By contrast the busy M11, A120, A1060, B1256, and B1383 cut across the southern part of this area.

**5.44** An accessible landscape with a good network of footpaths, including the promoted route, Harcamlow Way and Three Forests Way which cross the area. A small part of the former railway line, which connected Bishop's Stortford and Braintree, is now in recreational use as the Flitch Way. The Flitch Way is also designated as an LNR. There is limited access to the river itself, except for the towing path near Hallingbury Marina in the south.

### Views and perceptual influences

**5.45** In the rolling valley landscape the density of the hedgerows, copses and tree belts/woodland hangers results in a semi-enclosed landscape, with vegetation framing views. From high ground there are open and continuous views along the slopes and across the river valley in the north. Views of the river valley are channelled by trees or development in the centre and south Airport. The settlement edge of Stansted Mountfitchet is visible across the farmlands from the north.

**5.46** The narrow and heavily wooded river valley floor in the south has an enclosed and intimate character. There are local views along the river floor of wet meadows and tree-lined riverbanks at Gaston Green.

**5.47** Church spires appear as occasional landmarks above wooded skylines. The church at Manuden is visible across the floodplain pasture from the Harcamlow Way. The hillfort of Wallbury Camp is also a landmark feature in the landscape.

**5.48** The character of the landscape varies between the relatively tranquil and more rural north, with larger settlements and transport links concentrated in the south around Stansted Mountfitchet and the Hallingburys.

**5.49** Stansted Airport is a major influence on the character of the eastern part of this area. The buildings and tower can be seen from the eastern river valley slopes. The sound of aircraft is almost constant. The M11 / A120 junction and service station south of Birchanger, Stansted Airport and urban fringe development including sewage works on the edge of Bishop's Stortford create a more suburban character.

**5.50** Noise from the M11, A120, A1060, B1256 and the B1383 (all in the south of the area) disrupt rural tranquillity. Away from these trunk roads and the Stansted flight path, tranquillity is moderate and there is a greater experience of dark skies to the north of the area.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.51** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Ancient and semi-natural woodland, grassland and wetland habitats scattered across the farmed landscape.
- The intimate character of the valley floor, with small linear fields of arable farmland, fringed by wet pasture and unimproved wet grassland.
- The settlement pattern of historic villages, often located around greens, farmsteads, moats and halls that reflect the historic importance of the River Stort.
- Twisting, sometimes tree-lined, lanes, often of ancient origin.
- Recreational values of promoted public rights of way providing access within the landscape.
- The semi-enclosed character of the valley due to hedgerows, tree belts and woodlands that frame views across and out of the area.

Figure 5.10: River Stort is often unobtrusive in the landscape



Figure 5.11: Parkland character at Hallingbury Park



### Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network, riverside wetlands and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Potential for pollution of the river, marshland and ditches from fertilizer and pesticide run-off from the surrounding valley sides and farmland plateau.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Development pressure on the edge of existing settlements, including Stansted Mountfitchet and Bishop's Stortford, which may be detrimental to rural landscape character.
- Pressure for increased traffic on narrow and minor lanes impacting local levels of tranquillity and erosion of verges.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Visual intrusion of road traffic in the floodplain landscape, particularly where the M11 and the A1060 cross the area.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## LCT A: River Valleys

- Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
- Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
- Spread of non-native and invasive species such as giant hogweed.
- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Loss of mature trees within parkland landscapes due to increased storms.

## Landscape Guidelines

The overall strategy for Stort River Valley LCA is to enhance the rural character of the farmed landscape with its historic villages. Seek to conserve inter-valley and cross-valley views and strengthen landscape patterns by integrating urban fringe elements, conserving semi-natural habitats and restoring hedgerows and tree cover.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodland, hedgerows, grasslands and wetland habitats.
- Conserve and restore historic hedgerow pattern and restore gaps in hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highway works, including lighting and inappropriate road upgrades.

## LCT A: River Valleys

- Ensure that important heritage assets (including Wallbury Hill Camp and Stansted Castle) are appropriately managed to avoid their loss or degradation.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including those within Great Hallingbury, Hazel End, Manuden, Bentfield Green and Clavering Conservation Areas.
- Conserve the intimate character of the floodplain by appropriate planting of bankside trees.

### Manage

- Manage ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Strengthen and enhance marginal riverside habitats such as marshland and pasture, reed beds and off-stream wetlands. Manage pesticide and fertilizer run-off from surrounding farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage the recreational use of the landscape (along PRow) which provides informal access on linked routes through farmland.
- Manage visual and audible intrusion of road traffic, particularly where the M11 and the A1060 cross the area, including through roadside tree planting.

### Plan

- Enhance landscape character and local biodiversity by a programme to create new hedgerows, grasslands and wetlands, as part of a wider network of connected habitats.

## LCT A: River Valleys

- Plan to extend riparian woodland and other wetland habitats along the River Stort and the brooks to form green corridors to contribute to landscape character and nature recovery networks.
- Plan tree planting and expansion or new woodland creation where appropriate to landscape character. Use climate-hardy species and follow 'Right Tree, Right Place' principles.
- Enhance connections between existing ancient woodlands to increase habitat connectivity and enhance landscape character.
- Plan for future development on settlement edges, particularly Stansted Mountfitchet and Bishop's Stortford. Any new development should incorporate green and blue infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.
- Ensure any future residential expansion on the valley sides is small-scale, respecting the historic settlement pattern of dispersed villages and traditional vernacular.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape are mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist further urbanisation, particularly in the less settled landscape in the north. Any new development should utilise traditional materials and building styles.

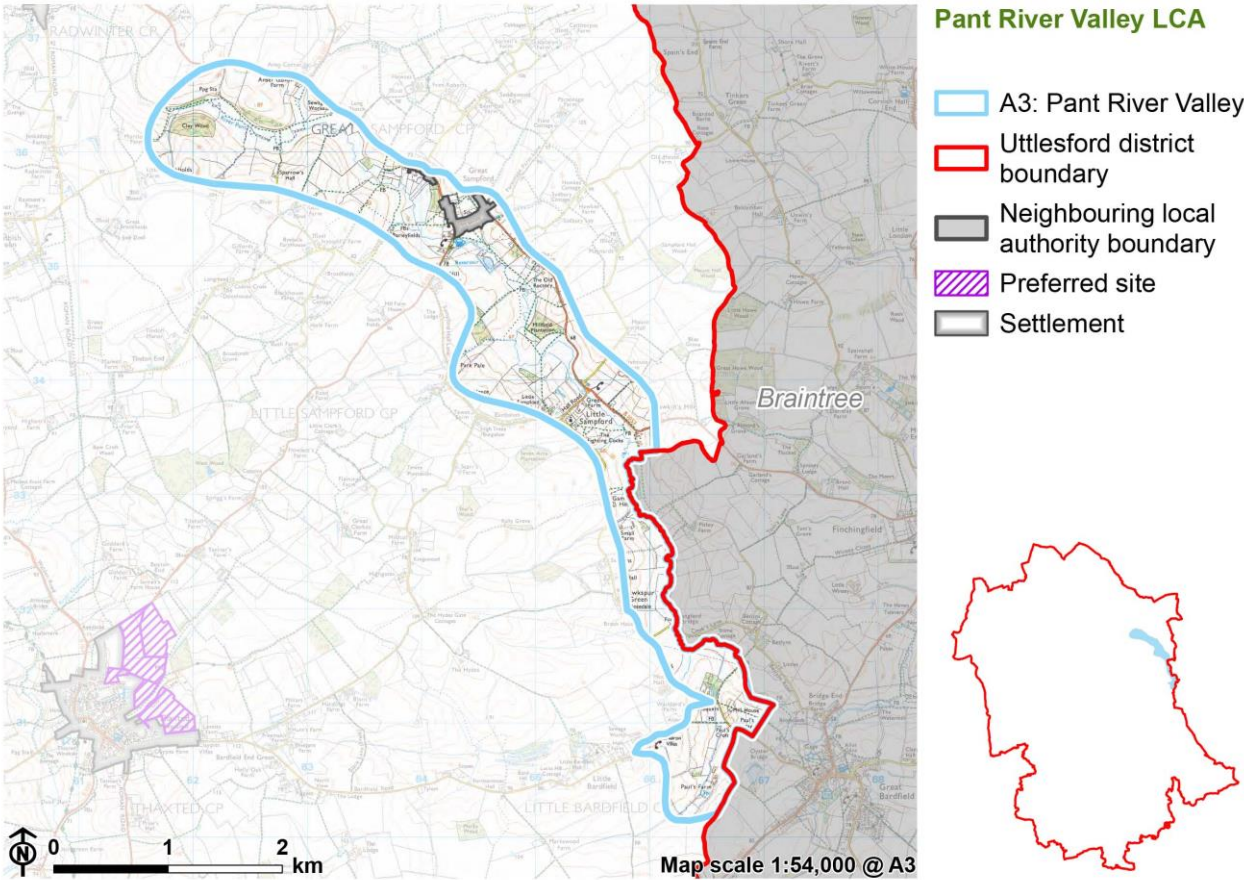
# LCA A3: Pant River Valley

## Location and summary

5.52 This character area is a very narrow undulating and open landscape drained by the River Pant. A highly rural landscape, dominated by arable farmland. Settlement is concentrated in Great Sampford and Little Sampford.

5.53 Located in the east of the district, the area is defined by the extent of the River Pant valley as it cuts through the clayland plateau. The administrative boundary with Braintree district forms the south-eastern boundary, although the landscape character continues across the border.

Figure 5.12: Location of A3 Pant River Valley



**Figure 5.13: Typical view of the LCA: view across the shallow Pant valley with woodlands providing a wooded horizon**



### Key characteristics

**Geology, soils, topography and drainage**

- A shallow, narrow river valley drained by the River Pant, with undulating valley sides.
- The mixed underlying geology gives rise to fertile lime-rich soils.

**Land use and field patterns**

- A landscape dominated by intensive arable agriculture with pasture fields along the valley floor.
- A medium- to large-scale regular field pattern, resulting from modern amalgamation. Field boundaries are varied, and include low hedges, occasional hedgerow trees and post and wire fencing.

**Trees and woodland cover**

- An open landscape, where tree cover is limited to riparian vegetation along the river channels, and small woodland copses.

### **Semi-natural habitats and biodiversity**

- Small copses of deciduous woodland provide some variety within the intensively farmed landscape. The ancient woodland at Clay Wood is designated as a Local Wildlife Site.

### **Historic landscape character**

- The historic field pattern of pre-18<sup>th</sup> century irregular fields is still evident, although there has been considerable modern amalgamation.
- Great Sampford has a cluster of listed buildings, reflected in its designation as a Conservation Area. Historic farmsteads and farm buildings (often listed) are scattered across the landscape.

### **Settlement, transport pattern and rights of way**

- Settlement is concentrated on the valley sides at Great Sampford and Little Sampford. Small farmsteads are located on higher ground, along the B1053.
- Road access is limited, especially in the north. A network of public footpaths crosses the valley, connecting to the surrounding farmland plateau.

### **Views and perceptual qualities**

- Open views across the gently meandering valley contrast with enclosed views along the valley floor.
- A very rural area, with strong sense of tranquillity and a good experience of dark night skies.
- Pylon routes in the south are intrusive features in an otherwise rural landscape.

# Landscape character description

## Natural influence

**5.54** A shallow river valley with an undulating landform. Valley slopes rise from the valley floor at around 60 metres AOD to the highest point at 100 metres AOD near Clay Wood. The river flows south-east from Clay Wood, winding through the villages of Great Sampford and Little Sampford towards Great Bardfield (within Braintree District).

**5.55** The character area has a mixed underlying geology and marks the transition between Lewes Nodular Chalk Formation and Seaford Chalk Formation in the north, and clays of the Thanet Formation and Lambeth Group in the south. It is overlain by Alluvium and glaciofluvial deposits along the river course, and glacial till on the valley slopes. The resulting soils are freely draining lime-rich soils. These soils are generally classified as Grade 2 (very good) and Grade 3 (good) agricultural land.

**5.56** Due to the fertile soils, the valley sides are mostly in arable cultivation. The field pattern is medium- to large-scale, and regular in shape, bounded by hedges and occasional hedgerow trees. There has been some fragmentation of hedgerows, and in places these have been reinforced by post and rail or post and wire fencing. Pasture is found along the river corridor, with cattle present, creating a bucolic character.

**5.57** The farmed landscape is open with limited woodland cover. This is concentrated along the River Pant, with small blocks of priority habitat deciduous woodlands on the valley sides. Ancient woodland is recorded at Clay Wood, the largest woodland block in the area, which is designated as LWS.

## LCT A: River Valleys

### Cultural influences

**5.58** The field pattern is dominated by pre-18<sup>th</sup> century irregular fields, probably of medieval origin and some maybe even older. There was some post-1950s field loss, with an amalgamation of small fields in order to provide larger units, however, the overall grain of the landscape remains largely unchanged.

**5.59** Small historic settlements are located along the valley sides of the River Pant. Great Sampford is the larger of the two villages, located on the eastern slope. Great Sampford and Little Sampford feature clusters of listed buildings and the former has is designated Conservation Area.

**5.60** Outside of the main settlements, isolated farmsteads and halls are dispersed over the rolling farmland. Locally distinctive building styles and material including timber framed building with colour-washed walls and thatched roofs creates a strong local vernacular. Brick and flint walls are also common.

**5.61** The B1053 provides roughly north-south access along the eastern valley slopes. A handful of smaller narrow roads provide access to the south of the area, many designated as Protected Lanes, for their historic, biodiversity and aesthetic values.

**5.62** A network of footpaths crosses the area providing recreational access to the landscape and the riverside.

### Views and perceptual influences

**5.63** This is an undulating shallow valley landscape, with open views across the valley from the valley sides. Woodland in the surrounding plateau landscapes provides a wooded horizon to many views. Hedge banks or grass banks line the roads, providing some open views.

## LCT A: River Valleys

**5.64** The River Pant valley narrows at Little Sampford, and the river is fringed mainly by marginal plants and in-channel plants, and riparian vegetation. This results in enclosed views on the valley floor. The narrow river corridor is not obvious in the wider landscape.

**5.65** Limited access by road, and distance from large settlements results in a strongly rural landscape. Traffic noise on the B1053 and B1051 locally impacts on an otherwise tranquil landscape. There is a good experience of dark night skies.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.66** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Small-scale semi-natural and ancient woodland scattered across the farmed landscape.
- Sense of historic integrity resulting from a dispersed settlement pattern of traditional villages.
- Open views across the narrow valley, and views to the undulating valley sides from adjacent landscapes.
- The wooded skyline in views from the valley slopes.
- A tranquil, rural landscape with a high degree of tranquillity and dark night skies.

Figure 5.14: Small-scale pasture fields adjacent to the river



Figure 5.15: Historic village at Great Sampford



Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of field boundaries, hedgerows and tree cover.

## LCT A: River Valleys

- Pollution of the River Pant from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on minor roads impacting local levels of tranquillity and erosion of verges.
- Potential pressure for new residential development at Great Sampford and Little Sampford.
- Potential for erection of new farm buildings on higher ground, both within and adjacent to this LCA, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The river valley landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

# Landscape Guidelines

The overall strategy for Pant River Valley LCA is to enhance the rural, tranquil character of the farmed landscape with its historic villages and narrow lanes. Seek to conserve cross-valley views and strengthen the landscape pattern by conserving semi-natural habitats, including riverside wetlands and hedgerows.

### Protect and conserve

- Protect and conserve ancient and semi-natural woodland, grasslands and wetland habitats.
- Conserve and enhance the existing hedgerow pattern.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highway works, including lighting and inappropriate road upgrades.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within the Great Sampford Conservation Area.
- Conserve cross-valley views and characteristic views across and along the valley.
- Conserve and promote the use of building materials which are in keeping with local vernacular.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with any new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.

## LCT A: River Valleys

- Encourage regeneration of woodlands; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Pant, including pasture and off-stream wetlands.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.

### Plan

- Plan tree planting and expansion or new woodland creation where appropriate to landscape character. Use climate-hardy species and follow 'Right Tree, Right Place' principles.
- Enhance connections between existing woodlands to increase habitat connectivity and enhance landscape character.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure any future residential expansion on valley sides is small-scale, respecting the historic settlement pattern of Great and Little Sampford, and traditional vernacular.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Consider the introduction of reduced lighting on the B1051 and B1053 roads to reduce impacts on the rural character of the landscape.
- Use planning and design guidelines to resist further urbanisation, particularly in the unsettled landscape to the north. Any new development should utilise traditional materials and building styles.

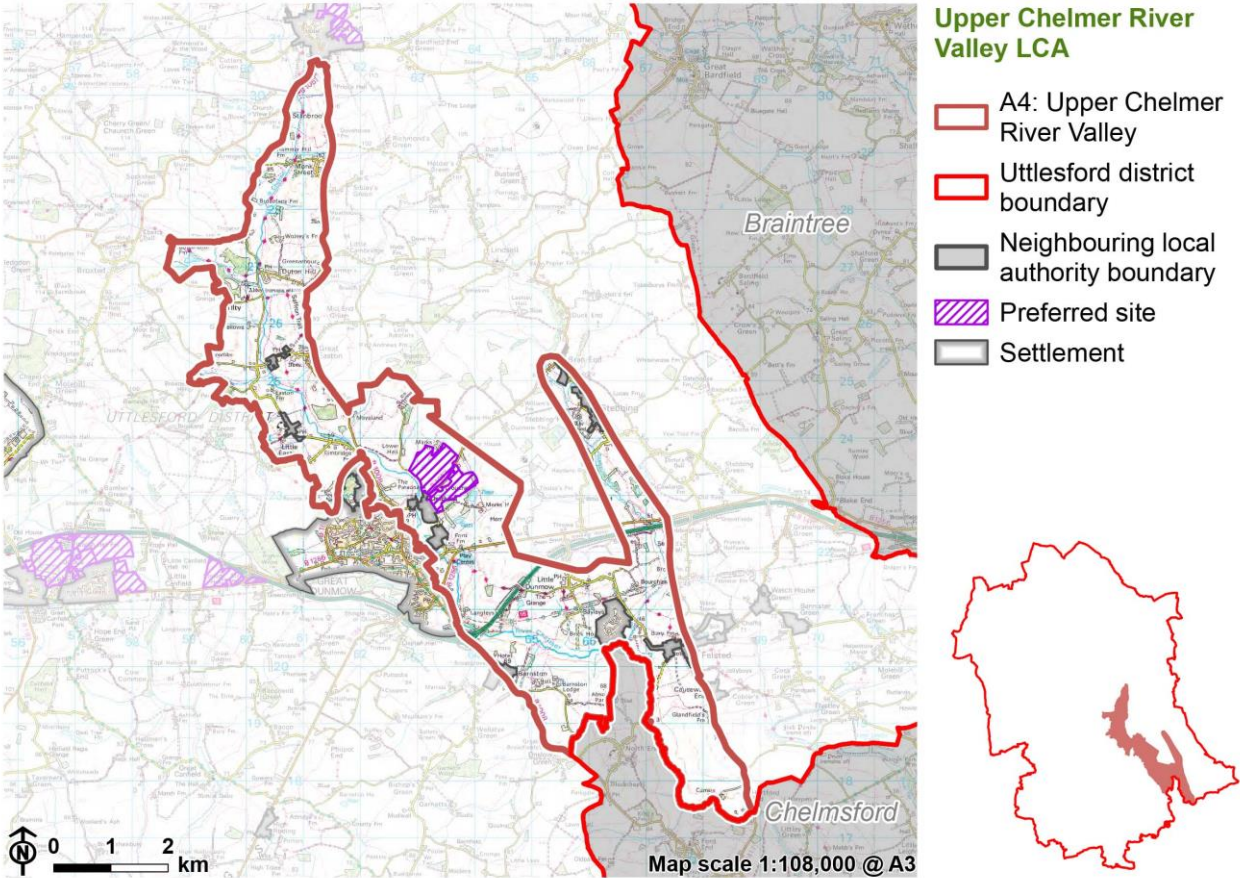
# LCA A4: Upper Chelmer River Valley

## Location and summary

5.67 This character area consists of the narrow valley of the River Chelmer and its tributaries, including the Stebbing Brook. The rural landscape is dominated by arable farmland. Settlement and infrastructure are concentrated in the south, centred around Great Dunmow, which is excluded from the assessment as a larger urban area.

5.68 Located in the south of the district, the LCA is defined by the extent of the Upper Chelmer river valley as it cuts through the surrounding clayland plateau. The river valley continues into Chelmsford district to the south.

Figure 5.16: Location of A4 Upper Chelmer River Valley



**Figure 5.17: Typical view of the LCA: Gently undulating arable fields with small woodlands**



## Key characteristics

### Geology, soils, topography and drainage

- A narrow valley, drained by the meandering upper course of the River Chelmer with a side valley formed by its tributary the Stebbing Brook.
- The landform is gently undulating, with gently sloping river valley slopes.
- The underlying boulder clay bedrock overlain with glacial till gives rise to fertile loamy soils.

### Land use and field patterns

- A landscape dominated by arable farmland on the valley sides, with rough pasture and wet meadows on the narrow floodplain, and pasture on settlement edges.
- A large-scale, regular field pattern. Fields are enclosed by thick low hedgerows, sometimes fragmented, with hedgerow trees.

## LCT A: River Valleys

### **Trees and woodland cover**

- Limited woodland cover, with wet woodlands and riverside trees lining the valley floor, with smaller areas of woodland on the valley sides, some of ancient origin.

### **Semi-natural habitats and biodiversity**

- Small areas of deciduous woodland, grassland and wetland provide variety within the valley landscape, many designated as Local Wildlife Sites.

### **Historic landscape character**

- Historic field patterns include enclosed meadow pastures on the river valley floodplain, and pre-18<sup>th</sup> century irregular fields on the valley slopes.
- Moated sites, motte castles and halls with parklands, and historic farmsteads are found across the landscape. Second World War pillboxes are distinctive features.

### **Settlement, transport pattern and rights of way**

- Settlement is concentrated at Great Dunmow (outside the LCA) and Little Dunmow, with small historic linear settlements located high on the valley sides.
- Busy roads, including the A120, extend from Great Dunmow. Most roads run along the top of the valley sides, with a few narrow lanes crossing the river to connect the settlements.
- A good network of footpaths including the promoted routes Saffron Trail and Harcamlow Way.

### **Views and perceptual qualities**

- Open views from the valley sides, framed by small woodlands, contrast with enclosed and framed views along the valley floor. Church towers and spires form local landmarks.
- The landscape has a rural character, with good level of tranquillity in the north, away from Great Dunmow and the A120.

## LCT A: River Valleys

- Aeroplanes taking off from Stansted Airport are a frequent feature in views.
- The water courses are generally hidden from view by vegetation, and are not obvious within the landscape.

## Landscape character description

### Natural influences

**5.69** The narrow valley of the River Chelmer and its tributaries, including a side valley formed by the Stebbing Brook, sits within the surrounding boulder clay plateau. The shallow valley sides have a gently undulating landform, ranging from 45 metres AOD to 100 metres AOD. The bedrock of boulder clay (London Clay Formation) is overlain by glacial till deposits and alluvium, Head, sands and gravels. The resulting soil is freely draining, slightly acidic and loamy, and is classified as Grade 2 (very good) and Grade 3 (moderate) agricultural land.

**5.70** Due to the fertile soils, the valley sides are dominated by arable cultivation, in large regular-shaped fields. Along the small floodplain fields are smaller, with areas of rough pasture and wet meadow, and some smaller pasture fields to the west of the river. Areas of pasture are also found near to the smaller settlements. Fields are bounded by thick, low hedgerows and scattered hedgerow trees, although hedgerows are often fragmented.

**5.71** The valley sides have an open character with only occasional small woodlands. The valley floor is more enclosed with many riverside and hedgerow trees, and a string of small wet woodlands. Many of these woodlands are recorded as priority habitat deciduous woodlands, and a few are of ancient origin. Small areas of priority habitat include floodplain grazing marsh along the river corridor, and good quality semi-improved grassland at Tilty. Many of the woodlands and unimproved grasslands are locally designated as LWS. The former railway line Flich Way is designated as LNR for its unimproved grassland, scrub and wetland habitats.

### Cultural influences

**5.72** Historic land use is evidenced by the extensive enclosed meadow pastures along the river valley floodplains and pre-18<sup>th</sup> century generally irregular fields, probably of medieval origin and some maybe even older.

**5.73** The original medieval pattern of dispersed settlements and scattered farmsteads largely survives, with isolated farms, moated sites, and small hamlets strung out along linear greens. The majority of settlements are situated high on the valley sides with limited modern development and clusters of listed buildings. This is reflected in their designation as Conservation Areas, including Church End, Great Easton, Little Dunmow and Stebbing.

**5.74** Great Dunmow sits immediately outside the LCA, and is an exception to the settlement pattern as it sits on the lower western slopes of the river valley. The open character of Parsonage Downs provides a rural setting to the historic settlement edge of Great Dunmow. The settlement edge of Great Dunmow has expanded in the 20<sup>th</sup> century, particularly to the south and around Church End to the east of the river, exerting an urban influence on the valley in this location. The 21<sup>st</sup> century development at Flich Green is also a modern addition to the landscape.

**5.75** There is a strong local vernacular of timber-framed buildings with bright colour washed walls and thatched roofs. Pargetting, applying decorative render to buildings, is also a common feature, and is particularly associated with Essex and Suffolk. Examples of such houses include a group of 17<sup>th</sup> century timber-framed houses clustered around the Manor in Little Easton.

**5.76** Time depth within the landscape is also provided by medieval motte castles at Great Easton and Stebbing, which were probably built during 'The Anarchy' civil war between 1139-44 and are visible landmarks. The river valley provides a setting to a number of small historic parklands associated with small halls and moated sites (such as Barnson Hall and Lodge, Liberty Hall, Chatham Hall). More recently, a GHQ defence line of pillboxes were built during the Second World War as a stop line against potential invasion. In Uttlesford this

## LCT A: River Valleys

ran from Saffron Walden to Little Dunmow. Many of the pillboxes are still visible in the landscape, although in various states of disrepair.

**5.77** The river valley is lined by roads running parallel to the valley along the top of the valley sides. There are also a few small narrow lanes that cross the river before joining the road on the opposite valley side. Many of these lanes are designated as Protected Lanes, for their historic, biodiversity and aesthetic values. These contrast with the busy dual carriageway of the A120 which cuts through the south of the area.

**5.78** A comprehensive network of public rights of way and narrow lanes winds through the landscape, providing recreational access. Promoted trails include the Saffron Trail, Harcamlow Way and Flich Way Country Park, a former railway line. There is only limited access to the River Chelmer and Stebbing Brook, although a footpath follows the course of the Chelmer in the south.

### Views and perceptual influences

**5.79** The valley floor has an enclosed character with restricted views often framed by the many riverside and hedgerow trees, wet woodlands. In contrast, the undulating valley sides have a more open character, with views both across the valley and down to the valley floodplain. Woodlands both within the LCA and beyond form a wooded horizon in views from the area.

**5.80** The area provides a rural setting to the small villages, and the adjacent market towns of Thaxted and Great Dunmow. Local church towers and spires form landmarks within views into and across the valley slopes.

**5.81** A rural landscape with an overall good sense of tranquillity and experience of dark night skies, especially in the northern upper reaches of the Chelmer and Stebbing Brook. There is more evidence of human activities in the south, due to the suburban influence of Great Dunmow, modern settlement at Flich Green, the busy A120 and proximity to Stansted Airport. Views of aeroplanes taking off

## LCT A: River Valleys

from the airport are a frequent feature in views, although there is limited audible intrusion.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.82** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Dense riverside trees and small wet woodlands on the valley floor and small woodlands on the sloping valley sides.
- Pattern of arable fields on the valley sides and rough pasture and wet meadows on the valley floor, bounded by mature hedgerows and hedgerow trees.
- Surviving medieval settlement pattern of dispersed linear villages , isolated farms, moated sites and halls with historic parklands.
- Distinctive local vernacular of timber-framed buildings, with bright colour-washed walls with pargetting, and thatched roofs.
- Small, local winding roads provide crossing points over the river.
- Open and framed cross-valley views, often with a wooded horizon, contrast with the enclosed character along the river corridor.

**Figure 5.18: River Chelmer crossed by a narrow road at Follymill**



**Figure 5.19: Parkland character around Barnston Hall**



### Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, including hedgerows, hedgerow trees, woodlands and wetlands along the River Chelmer and Stebbing Brook.
- Potential loss of hedgerows and field pattern due to the further expansion of intensive agricultural practices.
- Potential for pollution of the River Chelmer from fertiliser and pesticide run-off from surrounding valley side and adjacent farmland plateau.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Pressure from expansion of village settlements onto the higher valley slopes which may be detrimental to landscape character and conspicuous on the skyline.
- Development pressure on the edge of existing settlements, especially east of Great Dunmow, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.

## LCT A: River Valleys

- Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
- Spread of non-native and invasive species such as giant hogweed.
- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.
- An increase in storm damage could affect veteran and mature trees, particularly within designed landscapes.

## Landscape Guidelines

The overall strategy for Upper Chelmer River Valley LCA is to conserve and enhance the rural character of the farmed area with its historic villages. Seek to conserve inter-valley and cross-valley views and enhance the wetland, woodland and grassland habitats through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands, copses and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within Church End, Great Easton, Little Dunmow and Stebbing Conservation Areas.

## LCT A: River Valleys

- Ensure that important heritage assets (including the moats and halls) are appropriately managed to avoid their loss or degradation.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Protect the sparsely settled, tranquil character of the landscape in the north, away from Great Dunmow and A120.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Strengthen and enhance the traditional pattern and structure of the landscape by augmenting fragmented hedgerows using native species.
- Strengthen and enhance the marginal riverside habitat along the River Chelmer and Stebbing Brook, including marshland, pasture and off-stream wetlands.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.

### Plan

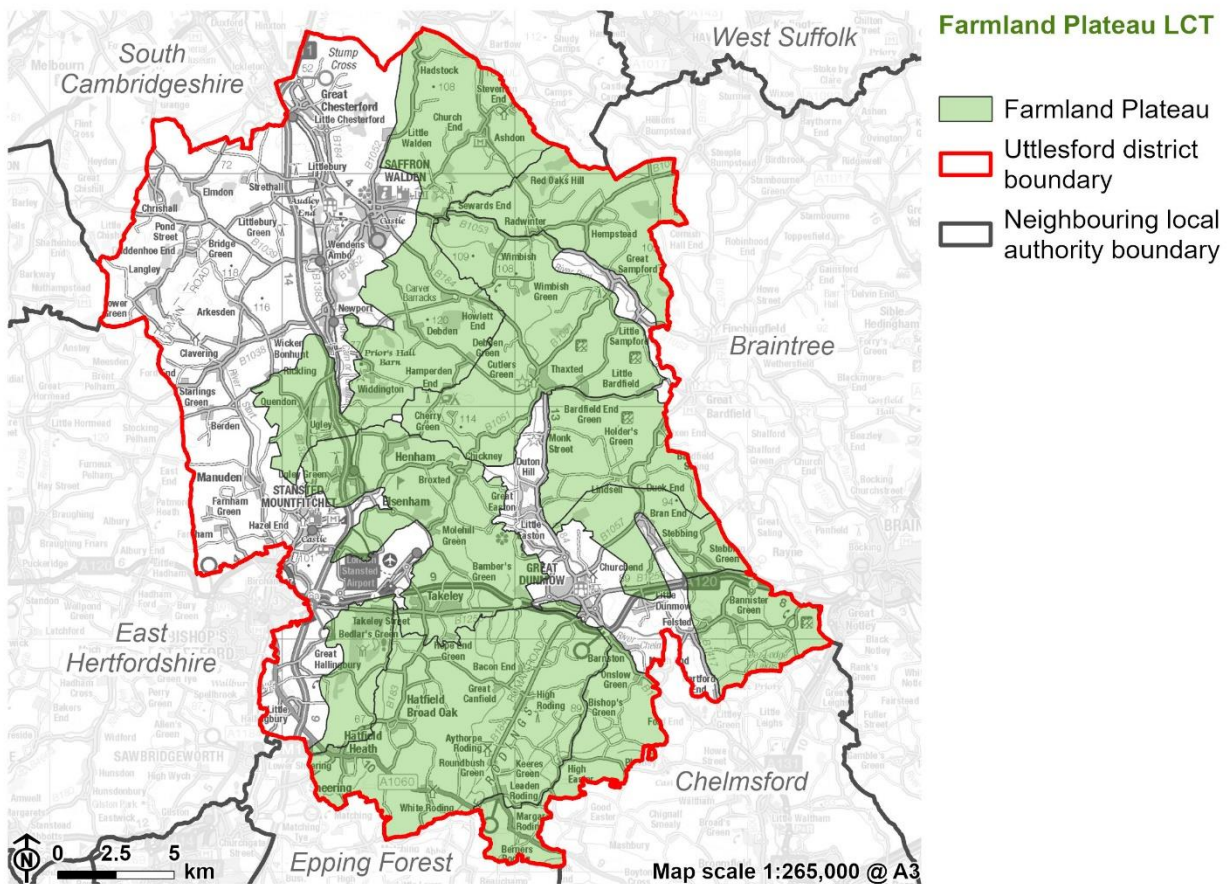
- Enhance landscape character and local biodiversity by a programme to create new hedgerows, grasslands and wetlands, as part of a wider network of connected habitats.
- Plan to extend riparian woodland and other wetland habitats along the River Chelmer and its tributaries to form green corridors to contribute to landscape character and nature recovery networks.

## LCT A: River Valleys

- Plan tree planting and expansion or new woodland creation where appropriate to landscape character. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.
- Plan for future development on settlement edges, particularly Great Dunmow. Any new development should incorporate green and blue infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Consider the introduction of reduced lighting on the A120 to reduce impacts on the dark night skies of the landscape.
- Use planning and design guidelines to resist further urbanisation particularly in the more remote small hamlets. Any new development should utilise traditional materials and building styles.

# Landscape Character Type B: Farmland Plateau

Figure 5.20: Location of LCT B Farmland Plateaus



5.83 The key characteristics of this Landscape Character Type (LCT) are:

- Elevated gently rolling boulder clay/chalky till plateau landscape, incised by river valleys.
- Medium- to large-scale enclosed predominantly arable fields.
- Well wooded in places, with several areas of semi-natural and ancient woodland.
- Network of winding lanes and minor roads.

## LCT B: Farmland Plateau

- Long distance views across valleys, with generally wooded horizons.

**5.84** The following Landscape Character Areas (LCAs) are located within the Farmland Plateau LCT:

- B1 Ashdon Farmland Plateau
- B2 Hempstead Farmland Plateau
- B3 Debden Farmland Plateau
- B4 Thaxted Farmland Plateau
- B5 Broxton Farmland Plateau
- B6 Lindsell Farmland Plateau
- B7 Hatfield Forest Farmland Plateau
- B8 Stebbing Green Farmland Plateau
- B9 Roding Farmland Plateau
- B10 Barnston Farmland Plateau
- B11 Felsted Farmland Plateau

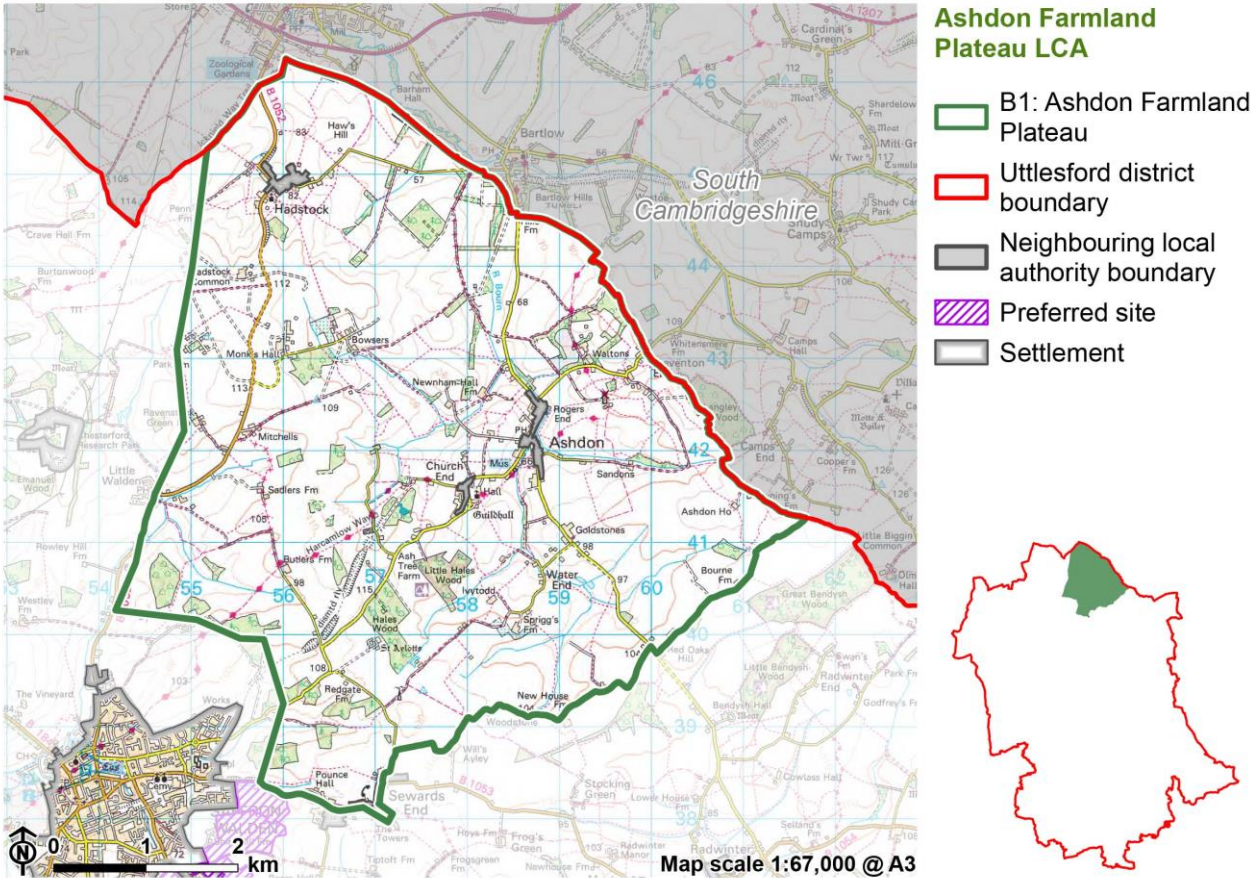
# LCA B1: Ashdon Farmland Plateau

## Location and summary

5.85 This character area encompasses gently undulating farmland rising to an open plateau which is dissected by small streams in wooded valleys. The River Bourn flows through the east of the character area. It is a landscape of large-scale arable farming.

5.86 The LCA is located in the north of the district, and the boundaries are defined by the Cam River Valley (LCA A1) to the west and south-west. The administrative boundary shared with South Cambridgeshire defines the boundaries to the north and east, although the landscape character continues across the district boundary.

Figure 5.21: Location of B1 Ashdon Farmland Plateau



**Figure 5.22: Typical view of the LCA: Arable fields, small lanes and tree cover at lower elevations**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating open plateau with broad, flat ridges on the high ground.
- The plateau is dissected by small stream valleys. The River Bourn flows through the east.
- Chalk and clay bedrock is overlain by glacial till to produce very fertile soils.

### Land use and field patterns

- Widespread, intensive arable agriculture within large-scale irregular fields which follow topography. Occasional sheep grazing in smaller-scale fields.

## LCT B: Farmland Plateau

- Field boundary hedges have been lost or degraded due to intensive agriculture.

### **Trees and woodland cover**

- Tree cover is mainly deciduous, with lush wooded areas concentrated in the valleys as well as remnant areas of ancient woodland.
- Many strong hedgerows and verges are well maintained.

### **Semi-natural habitats and biodiversity**

- An intensively managed agricultural landscape with scattered deciduous and mixed deciduous and conifer woodlands, many designated as Local Wildlife Sites.

### **Historic landscape character**

- Historic field pattern of pre-18<sup>th</sup> century irregular fields. Common fields of the Cambridgeshire and Midland type are also found.
- Dispersed settlement pattern comprising church/hall complexes and isolated farm and hamlets with a wealth of historic buildings.

### **Settlement, transport pattern and rights of way**

- Few settlements, with scattered farmsteads, hamlets and two larger villages. Some recent residential development between Church End and Ashdon.
- Roads and lanes are rarely straight, and often bounded by grass margins and verges, particularly at higher elevations. Road access is fairly limited through centre of the LCA.
- A network of PRowWs, particularly around settlement areas, as well as sections of the Harcamlow Way and the ancient Icknield Way.

### **Views and perceptual qualities**

- Wide, often panoramic views to open skylines on the upland plateau contrast with the enclosed character of the wooded valley bottoms.

## LCT B: Farmland Plateau

- Wooded horizons and framed views formed by a combination of scattered woodland blocks and hedgerows.
- Views to wind turbines at Hildersham in Cambridgeshire.
- A strong sense of rural tranquillity away from busy local roads.

## Landscape character description

### Natural influences

**5.87** This undulating landform rises to a broad, open plateau dissected by small streams and valleys between 50 metres AOD and 120 metres AOD. The underlying geology is comprised of chalk, mudstone and flint from the Lewes Nodular Chalk Formation and Seaford Chalk Formation, which is overlain by extensive sheets of the Lowestoft Formation chalky till with sands and gravels, silts and clays. The resulting soil is lime-rich, loamy and clayey and is generally classified as Grade 2 (very good) agricultural land. Alluvium and river terrace deposits are associated with the River Bourn which flows through the east of the character area from south of Church End towards Bartlow.

**5.88** The upland landscape is dominated by large-scale intensive arable agriculture. The clay soils of this area have been worked for centuries – the field pattern is irregular, and the field scale varies from medium to large. Hedgerows and verges are often well maintained, although there has been past loss of hedgerows due to field amalgamation and some degraded hedges on field boundaries. Sheep grazing features in some of the smaller-scale fields.

**5.89** A relatively well wooded area, with enclosed, wooded areas predominantly located in the valley bottoms, and small patches of ancient woodland. Tree cover is mainly deciduous, with blocks of trees and hedgerows at these lower elevations framing views. These wooded areas provide variety across the farmland.

## LCT B: Farmland Plateau

**5.90** Despite the dominance of intensive farmland, the character area also features small areas of nature conservation value. Priority habitats include deciduous woodland, traditional orchard, and grasslands. Nunn Wood, Hales and Shadwell Woods, and Langley Wood area all designated SSSIs comprising a variety of ancient and semi-natural woodland habitats. Harrison Sayer Reserve, Ashdon Waltons Park and Burnt House Meadow are all semi-natural grassland habitats which are designated LWS.

### Cultural influences

**5.91** Evidence of historic land use within the character area is dominated by a mixture of pre-18<sup>th</sup> century irregular fields, probably of medieval origin and some maybe even older, and former common fields, of the Cambridgeshire and Midland type (that is rare in the rest of Essex). These were usually enclosed in the 18<sup>th</sup> century by piecemeal agreement.

**5.92** Historically settlement was very dispersed, comprising church/hall complexes, isolated farms or small hamlets strung out along the roads or roadside greens. This area is characterised by the absence of towns – settlement is concentrated in the villages of Ashdon and Hadstock, access to which is via the only two main roads in the area. Both settlements are historic and set along village greens, with many listed buildings. Ashdon has a particularly fine historic timber-framed Guildhall, and both villages have notable ancient churches.

**5.93** There is a rich heritage of vernacular buildings visible in many shades of colour-washed plaster, or of mellow red brick or flintwork. Black weatherboard or red brick barns are also a feature of the farmsteads in the area.

**5.94** Other settlement is either in the form of small hamlets or scattered farmsteads; access to these is via winding lanes and tracks. Modern residential development is under construction between Church End and Ashdon.

**5.95** A complex footpath network criss-crosses the landscape, and includes the ancient Icknield Way and promoted Harcamlow Way. Rights of way are more

## LCT B: Farmland Plateau

numerous around settlement areas such as Ashdon, Church End and Hadstock. The character area features many historic lanes with unimproved verges, some of which are protected, such as Radwinter Road and Redgates Lane. Willis Ayley Lane and New House Lane are also protected and demarcate part of the character area's southern boundary.

### Views and perceptual influences

**5.96** This is a rolling landscape with lush, wooded valleys and less wooded higher ground. It is characterised by open skies with hedgerows and scattered blocks of woodland knitting together to form wooded horizons. Wide, panoramic views are afforded from the relatively flat, high plateau, including to Saffron Walden and to Linton; which contrast with the enclosed nature of wooded areas in valley bottoms. Views to wind turbines at Hildersham in Cambridge are available from higher elevations in the north. Views are often funnelled by minor roads and winding or sunken lanes.

**5.97** Scattered farmsteads and historic buildings are the built features most commonly in views. Telegraph poles are the landmarks on the horizons here, with the occasional church or water tower visible in the distance.

**5.98** Overall, this is an ancient landscape with subtle qualities and a good variety to the countryside. The changing texture of this landscape is visible in the contrasts of its verges, fields, trees and hedges, as well as in the diversity of materials and colour of its buildings. The winding country roads, lack of settlement, wealth of historic buildings, topography-sensitive field patterns, and enclosed areas of woodland accrue to an area with a strong sense of place and tranquillity, particularly away from the busier roads.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.99** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Enclosed, wooded areas within the valley bottom and strong hedgerows along field boundaries.
- Important wildlife habitats including ancient woodland and semi-natural grasslands.
- Open nature of the skyline on the ridge tops and panoramic views to and from Saffron Walden and Linton.
- Strong sense of historic integrity, resulting from a wealth of historic buildings and a historic settlement pattern comprising dispersed hamlets, which are connected by winding lanes.
- Overall sense of tranquillity and rurality.

Figure 5.23: Church End, Ashdon set along a small linear green



Figure 5.24: Arable fields bound by hedgerows and mature trees



Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.

## LCT B: Farmland Plateau

- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Bourn from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure along the winding lanes, which may result in perceived coalescence between hamlets and villages.
- Development pressure on the edge of Saffron Walden to the south-west, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for new development within Cambridgeshire to the north which would be visually intrusive to views within this character area.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.

## LCT B: Farmland Plateau

- Spread of non-native and invasive species such as giant hogweed.
- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Ashdon Farmland Plateau LCA is to enhance the rural character of this intensively farmed, sparsely settled area with its winding lanes. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the farmsteads and ancient churches) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.

## **LCT B: Farmland Plateau**

- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### **Manage**

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Hales Wood, Nunn Wood and Shadwell Wood; promote natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Bourn, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland such as Ashdon Meadow.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic along the rural roads, including through roadside tree planting.

### **Plan**

## LCT B: Farmland Plateau

- Plan tree planting and woodland creation appropriate to landscape character, to augment the wooded valleys and in small blocks. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian woodlands and other wetland habitats along the River Bourn, to form green corridors to contribute to green and blue infrastructure, landscape character and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.
- Plan to incorporate green and infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

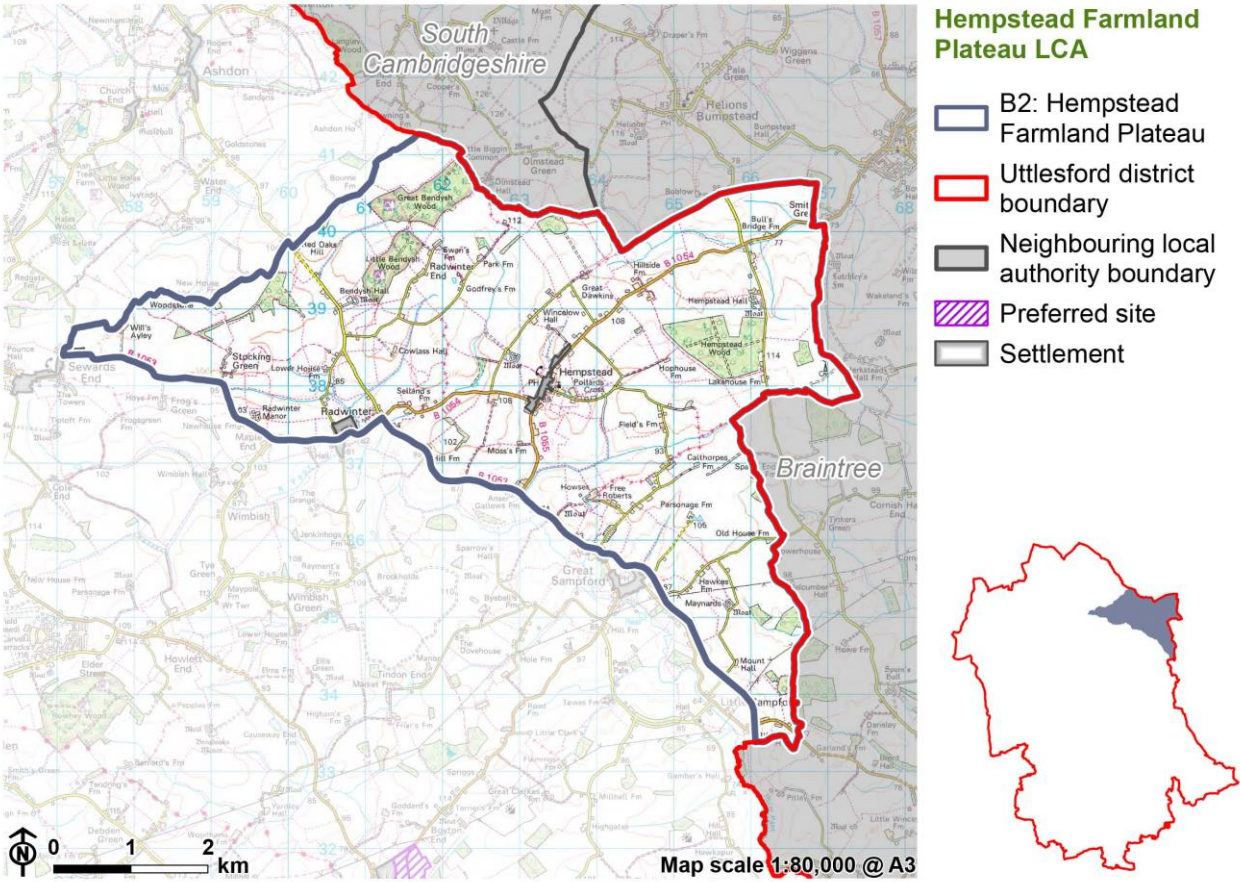
# LCA B2: Hempstead Farmland Plateau

## Location and summary

**5.100** This character area comprises rolling claylands transected by small streams and their associated valleys. A farmed landscape of medium-scale arable fields interspersed with woodland copses and settlement in the valleys.

**5.101** The area is located in the north-east of the district, and its boundaries are defined by the change in landscape character marked by the Pant River Valley (LCA A3) to the south. The landscape character continues across the administrative boundary with Braintree district to the east and north.

**Figure 5.25: Location of B2 Hempstead Farmland Plateau**



**Figure 5.26: Typical view of the LCA: Medium-scale arable agriculture with wooded horizon.**



## Key characteristics

### Geology, soils, topography and drainage

- Rolling hills surrounding gently sloping stream valleys which become steeper around Hempstead and flatter in the north.
- Chalk bedrock is overlain by glacial till, resulting in fertile soils.

### Land use and field patterns

- Medium-scale arable fields which become smaller closer to settlements. Small areas of horse pasture in proximity to farmsteads.

## LCT B: Farmland Plateau

- Field boundaries often delineated by low, well-maintained hedges or tree belts. Reestablishment of hedgerows is evident in the east.

### **Trees and woodland cover**

- Mixed and deciduous woodland blocks are scattered across the area, often irregular in shape.
- Woodlands are often located close to roads and buildings, and small copses occasionally punctuate the fields.

### **Semi-natural habitats and biodiversity**

- Semi-natural habitats include deciduous woodlands, often ancient in origin, traditional orchards and semi-improved grasslands in the valleys, many designated as Local Wildlife Sites.

### **Historic landscape character**

- Historic field pattern of pre-18<sup>th</sup> century irregular fields, some returning to pre-enclosure size through post 1950s boundary loss.
- Historic settlement pattern of dispersed villages and scattered farmsteads.

### **Settlement, transport pattern and rights of way**

- Small linear settlements are located in the valleys and characterised by colourful vernacular buildings.
- Some large farm sheds near to the isolated farmsteads.
- Network of quiet, comparatively straight, rural lanes and public rights of way, some more enclosed by trees and others more open at higher elevations.

### **Views and perceptual qualities**

- Tree belts combine with woodlands to create a sense of enclosure and wooded horizons.
- Electricity pylons are a distinctive part of views in the south.

- Overall strong sense of tranquillity and sense of place.

## Landscape character description

### Natural influences

**5.102** Rolling hills and valleys and their associated small streams rise from 80 metres AOD to 120 metres AOD. The topography is steepest around Hempstead and becomes flatter in the north of the character area. The underlying geology is comprised of the Lewes Nodular Chalk Formation and Seaford Chalk Formation's bedrock of chalk, mudstone and flint which is overlain Lowestoft Formation diamicton – chalky till, sands and gravels, silts and clays. The resulting soil is lime-rich, loamy and clayey and is generally classified as Grade 2 (very good) agricultural land. Unnamed tributaries to the River Pant are associated with small areas of alluvial deposits north of Radwinter.

**5.103** This area is dominated by widespread, intensive, arable agriculture. The farmland is defined by medium-scale fields, the boundaries of which are generally delineated by low, well-maintained hedges or tree belts. Lengths of hedgerow are being re-established along field boundaries in the east where they had previously been lost. The scale of the fields become smaller in proximity to settlements. There are also some areas of pasture now in use for horses, bounded by post and rail fencing, scattered throughout the area.

**5.104** There are greater levels of woodland cover in the north and east of the character area, consisting of large blocks. Woodland is less prevalent in the south and west, where it takes the form of smaller scattered blocks. The woodland is either deciduous or mixed with coniferous trees, irregular in shape, and often proximate to roads and buildings. The woodlands occasionally punctuate fields. Many are classified as LWS. The largest blocks of woodland survive on the higher ground, and are ancient in origin, although many have been replanted including Great Bendysh Wood, Little Bendysh Wood and Hempstead Wood. Traditional

## LCT B: Farmland Plateau

orchards are often found near farmsteads. In the valley bottom there are extensive tracts of enclosed meadow and areas of scrub.

### Cultural influences

**5.105** Evidence of historic land use within the character area is dominated by a mixture of pre-18<sup>th</sup> century irregular fields, probably of medieval origin and former common fields, usually enclosed in the 18<sup>th</sup> century by piecemeal agreement. Post-1950s boundary loss in these fields has meant some are being restored to their original dimensions. The historic settlement pattern of dispersed villages focussed on greens and commons, and scattered farmsteads also survives.

**5.106** Several small, often linear settlements are located in the valleys such as Hempstead and Stocking Green. Radwinter is a relatively large settlement which is has more nucleated configuration and features a primary school at its centre. There is typically more tree cover in and around settlement areas and the adjacent fields often feature more intact hedgerows – these areas therefore have a greater sense of enclosure. Isolated farmsteads feature across the tops of the rolling hills and feature large farm sheds of corrugated iron or black weatherboarding.

**5.107** Variety and interest are provided by the presence of a number of local vernacular buildings with timber frames, colour wash and red tiled roofs. These are often found in the small villages and hamlets or as solitary farmsteads at higher elevations. Listed buildings are scattered throughout the character area and clustered in proximity to Hempstead.

**5.108** The road network comprises a number of minor rural lanes, many of which are ancient in origin. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values, such as Howe Lane, Radwinter Road and Wincelow Hall Road. The roads are straighter than in other character areas. Road boundaries vary, with some enclosed by trees and others more open with wide views, particularly at higher elevations.

## LCT B: Farmland Plateau

**5.109** A substantial network of PRowS criss-crosses the countryside, particularly in the north and centre. The B1053 is the character area's main arterial road connecting Steeple Bumpstead (within Braintree district) to Radwinter in the west, crossing through Hempstead.

### Views and perceptual influences

**5.110** This is an undulating landscape with open views afforded at higher elevations and more enclosed views within the valleys and their associated settlements. Tree belts combine with woodland in places to create a greater sense of enclosure and a tree-lined horizon.

**5.111** The key landmarks are the churches with towers or spires which feature in views across the valleys. Farmsteads also provide landmarks on the top of the rolling hills. Large electricity pylons are a dominant feature of the skyline in views south.

**5.112** There is an overall sense of tranquillity throughout the character area, with a network of quiet rural lanes and public rights of way winding through the landscape. The area is generally very peaceful with a greater experience of openness at the higher elevations. There is a good experience of dark night skies across the area.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.113** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Small copses of woodland and low, well-maintained hedges or tree belts.
- Important wildlife habitats including areas of deciduous and ancient woodland, traditional orchard, semi-improved grassland and wetland.

**LCT B: Farmland Plateau**

- Historic integrity resulting from a historic scattered settlement pattern.
- The open skyline along the rolling hills which offers panoramic views to wooded horizons.
- Overall sense of tranquillity due to small settlements and quiet rural lanes.

**Figure 5.27: Electricity pylons visible in long views across arable farmland.**



**Figure 5.28: Hedgerow regeneration alongside arable fields.**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Pant and tributaries from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on the B1055 and B1054 impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, which may be detrimental to rural landscape character and the sense of tranquillity.

## LCT B: Farmland Plateau

- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Hempstead Farmland Plateau LCA is to enhance the rural character of this intensively farmed, sparsely settled area with its winding lanes. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

## LCT B: Farmland Plateau

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highway works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the local vernacular buildings and farmsteads) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, particularly within Hempstead.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Great Bendysh Wood, Little Bendysh Wood and Hempstead Wood; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the unnamed tributaries to the River Pant, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.

## LCT B: Farmland Plateau

- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly where the B1055 and B1054 cross the area, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, including large blocks in the north and east, and smaller blocks in the south and west. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian vegetation and other wetland habitats along the unnamed tributaries to the River Pant, to form green corridors to contribute to green and blue infrastructure, landscape character and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional

## LCT B: Farmland Plateau

vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.

- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

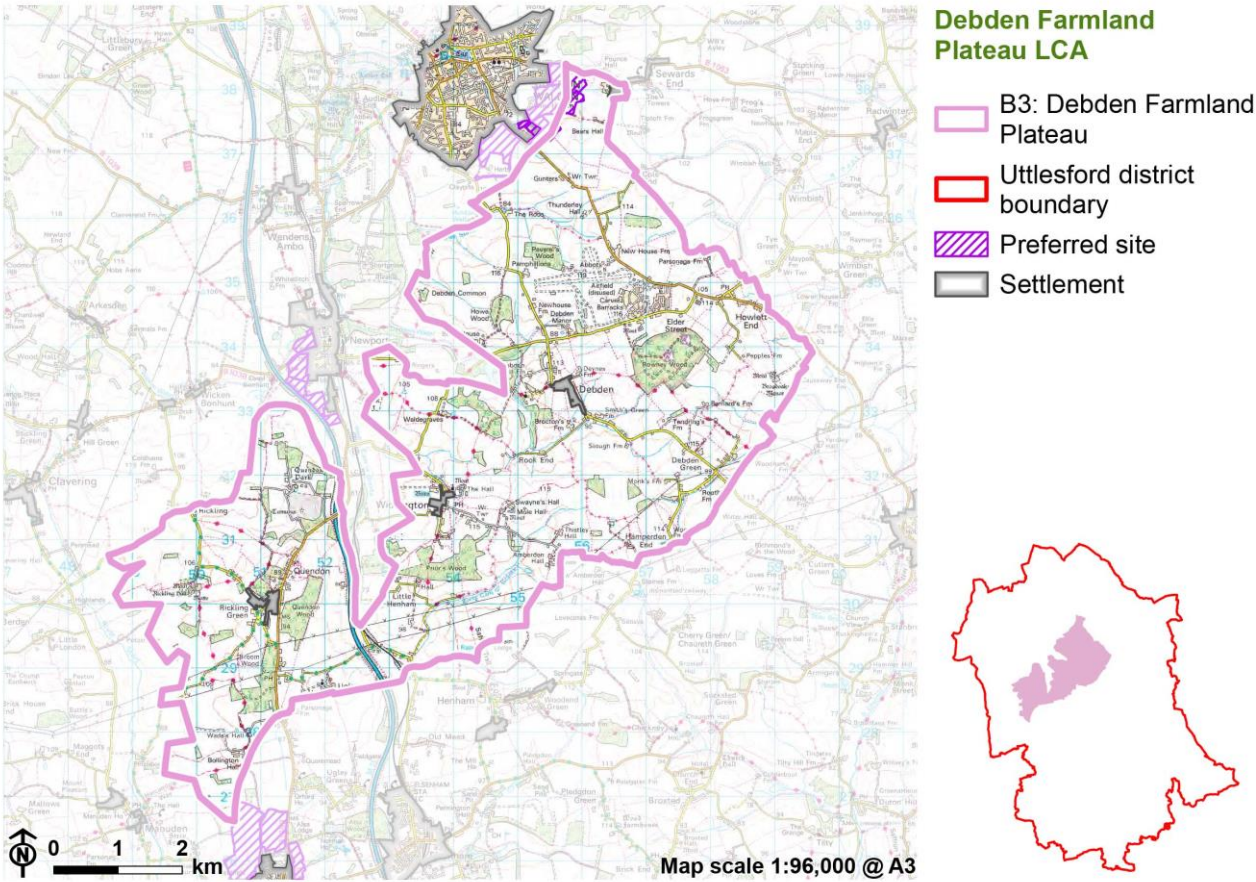
# LCA B3: Debden Farmland Plateau

## Location and summary

5.114 This character area consists of rolling plateau farmland, with considerable woodland coverage. It lies at the headwaters of the River Cam and is incised by the river valleys of the Cam and Debden Water. The villages of Rickling Green, Widdington and Debden form a string of settlements, situated across the rounded plateau.

5.115 Located in centre of the district, the character area is partially bisected by the Cam River Valley (LCA A1), which also defines the northern boundary. The western boundary is defined by the Stort River Valley (LCA A2).

Figure 5.29: Location of B3 Debden Farmland Plateau



**Figure 5.30: Typical view of the LCA: Arable agriculture across gently rolling farmland with large electricity pylons.**



## Key characteristics

### Geology, soils, topography and drainage

- Gently rolling plateau incised by the river valleys of the Cam, Debden Water, and Chelmer.
- The chalky boulder clay geology results in loamy soils which are well suited to arable farming.

### Land use and field patterns

- Medium- to large-scale field pattern supports intensive arable farming. Smaller areas of pasture are found near settlements.
- Irregular field boundaries are often lined by hedgerows which have gaps and feature remnant trees, where they have not been removed entirely.

### Trees and woodland cover

- Large blocks of dense woodlands, frequently near settlements or on hilltops and ridgelines, create structure within the landscape.
- Tall trees and overgrown hedgerows line roads and lanes, although agricultural intensification has partially eroded this network.

### Semi-natural habitats and biodiversity

- Deciduous woodland, often of ancient origin, grassland and wetland provide variety within the intensively farmed landscape, many designated as Local Wildlife Sites.

### Historic landscape character

- The historic field pattern is dominated by pre-18<sup>th</sup> century irregular fields, although there has been some modern amalgamation.
- Small linear villages with their clusters of listed buildings are designated as Conservation Areas, and with historic parklands at Quendon, Henham and Amberden and Debden, provide time-depth in the landscape.
- Rich cultural heritage of vernacular architecture, often with colour-washed plaster, timber-frames or red brick.

### Settlement, transport pattern and rights of way

- Dispersed settlements, many centred along linear greens, are mostly situated on the plateau. Isolated farmsteads are dispersed along rural lanes.

## LCT B: Farmland Plateau

- Carver Barracks at Debden Airfield forms a large open space in the centre of the plateau.
- Sunken, tree-lined lanes twist through the countryside, in contrast to busy roads along the plateau ridges. The M11 passes north-south along the River Cam.
- A network of footpaths including the promoted routes Harcamlow Way and Saffron Trail cross the landscape.

### Views and perceptual qualities

- Expansive views on the higher, more exposed plateau, although sometimes interrupted by woodland.
- Electricity pylons are a common feature on the horizon.
- Tranquil away from the M11 in the south and a strong sense of enclosure along the railway line.

## Landscape character description

### Natural influences

**5.116** This farmed landscape rises from 70 metres AOD within the shallow valleys to 170 metres AOD on the gently rolling plateau. The plateau in the north-east broadens, becoming relatively flat in proximity to the Carver Barracks and Crowney Wood. The landform slopes gently down to the River Cam, which meanders through the centre of the area (from LCA A1 to the north), and its tributary Debden Water which forms a winding finger in the east. The River Chelmer crosses the east of the landscape.

**5.117** Located in the southern reaches of the London Clay Formation bedrock of chalky boulder clay and overlain with glacial till, the resulting soil is loamy, with local chalky textures and generally classified as Grade 2 (very good) agricultural land.

## LCT B: Farmland Plateau

**5.118** The fertile soils have resulted in a landscape that is intensively farmed, with extensive areas of arable agriculture creating a more open landscape. Pasture fields are found around Ugley, with grazing cattle. The medium- to large-scale field pattern is irregular, with smaller fields close to settlement edges. Field boundaries are typically defined by hedgerows which have gaps and occasional remnant hedgerow trees. In other places the hedgerows appear overgrown and dense.

**5.119** The character area is well wooded with dense blocks of priority habitat deciduous woodland scattered throughout, forming visual interest within the arable landscape. Larger remnant blocks of ancient woodland form strong visual features across the gentle slopes, appearing over ridgelines and along smaller waterways.. The prominent woodlands of Rowney Wood, Quendon Woods and Prior's Woods are recorded as ancient woodland and locally designated as LWS.

**5.120** In proximity to these areas of woodland, there are smaller areas of scrub and grassland. Some are designated as LWS. Important assemblages of wildflowers and grassland, typical of the once common chalk habitats, can be seen along rural lanes and roadside verges.

## Cultural influences

**5.121** Historic land use is dominated by pre-18<sup>th</sup> century irregular fields, although there has been some boundary loss and modern amalgamation. Medieval manor sites are evidence of the long standing agricultural history in the area. Directly north of Debden Manor, the Carver Barracks occupy the former RAF Debden, which was established in 1937 and in use throughout World War II.

**5.122** A rural landscape, there are few areas of concentrated settlement. Settlement is typically either clustered at lower elevations and enclosed by the surrounding tree cover or in the form of scattered, isolated farmsteads. Historically settlement was dispersed along rural lanes, with scattered small hamlets. The larger villages of Widdington and Rickling Green have nucleated cores centred around greens, while Quendon, just north of Rickling Green has a historically linear settlement pattern. These historic villages are designated as Conservation Areas.

## LCT B: Farmland Plateau

**5.123** Within the villages and hamlets are clusters of listed buildings, most commonly Grade II listed cottages. Numerous isolated farmsteads and historic manors, some with moats, are dotted across the landscape. Multiple moated sites are scattered across the landscape and are designated Scheduled Monuments, including Prior's Hall and Widdington Hall moated sites.

**5.124** Vernacular buildings within the character area are numerous, typically colour-washed plaster or timbered, thatched roofs, or with flintwork and red brick. Large barns and farm sheds, typically corrugated iron, also feature as part of the farmsteads. New development occasionally follows vernacular fashion, with half-timbered buildings and red brick common building materials. New developments near Elder Street have little commonality with the local vernacular style.

**5.125** Small historic parklands are found across the area, including the Grade II Registered Park and Garden at Quendon Park, a formal 17<sup>th</sup> century garden, set within a deer park. Parkland character can also be seen south of Widdington around Henham Hall and Amberden Hall, and at Debden Park.

**5.126** The road network is largely rural, with winding lanes connecting the dispersed hamlets and farmsteads. Several of these are partially sunken, and host species-rich grass assemblages in the verges. The M11 cuts through the centre of the landscape, roughly aligning along the path of the River Cam valley. The B1383 is a busy road which branches off the M11 in the west, linking to Stansted Mountfitchet to the south.

**5.127** Many footpaths including the promoted route, Harcamlow Way and Saffron Trail, provide a comprehensive network across the area.

### Views and perceptual influences

**5.128** This is a relatively open and exposed landscape, with large expanses of rolling arable fields and few areas of development. Longer distance views are available from the roads as they drop down into shallow valleys in the landscape where they typically become more enclosed by trees and views are funnelled down

## LCT B: Farmland Plateau

their winding course. Views are occasionally interrupted by blocks of woodland or hedgerows, frequently seen along the skyline and along the roads, sometimes knitting together with remnant hedgerow trees to create a wooded horizon.

**5.129** Electricity pylons cross east-west through the area and are detracting features in the otherwise rural landscape. Telegraph poles and water towers are occasionally visible over undulating landform, as is the communication tower at Debden Airfield in the east of the area.

**5.130** The M11 (in the centre of the area) exerts some auditory influence over the landscape, and traffic noise can be heard from a distance. The B1383 in the west also has some localised impacts on tranquillity, and forms a busy corridor between Newport to the north and Stansted Mountfitchet to the south. Away from these corridors, tranquillity is moderate, and grows stronger in the east. There is good experience of dark skies across the character area, except in proximity to Newport in the north and Debden Airfield in the east.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.131** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- The well-wooded character of the landscape, with dense blocks of woodland, many of ancient origin, and scattered trees within field boundaries.
- Woodland, grassland and wetland habitats scattered across the farmed landscape, including those associated with the Cam, Chelmer and Debden Water.
- Twisting, sometimes tree-lined, lanes, often of ancient origin.

## LCT B: Farmland Plateau

- A sense of historic integrity resulting from a dispersed historic settlement pattern of traditional villages, often located around greens and several moated halls and parklands.
- The open character of higher areas of the plateau allowing long views across the landscape.

**Figure 5.31: Vernacular architecture of thatched roofs and plaster**



Figure 5.32: Settlement located around village greens



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Cam, River Chelmer and Debdon Water from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of Saffron Walden to the north-west, which may be detrimental to rural landscape character and the sense of tranquillity.

## LCT B: Farmland Plateau

- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Debden Farmland Plateau LCA is to enhance the rural character of this intensively farmed area with its small historic villages linked by winding lanes. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

## LCT B: Farmland Plateau

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the parklands and moated sites) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms set on the higher ground and around village greens.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Rowney Wood, Quendon Woods and Prior's Woods; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Cam, River Chelmer and Debden Water, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.

## LCT B: Farmland Plateau

- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly where the M11 crosses the area, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, in dense blocks of woodland. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian vegetation and other wetland habitats along the River Cam, River Chelmer and Debden Water, to form green corridors to contribute to landscape character, green and blue infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional

## LCT B: Farmland Plateau

vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.

- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

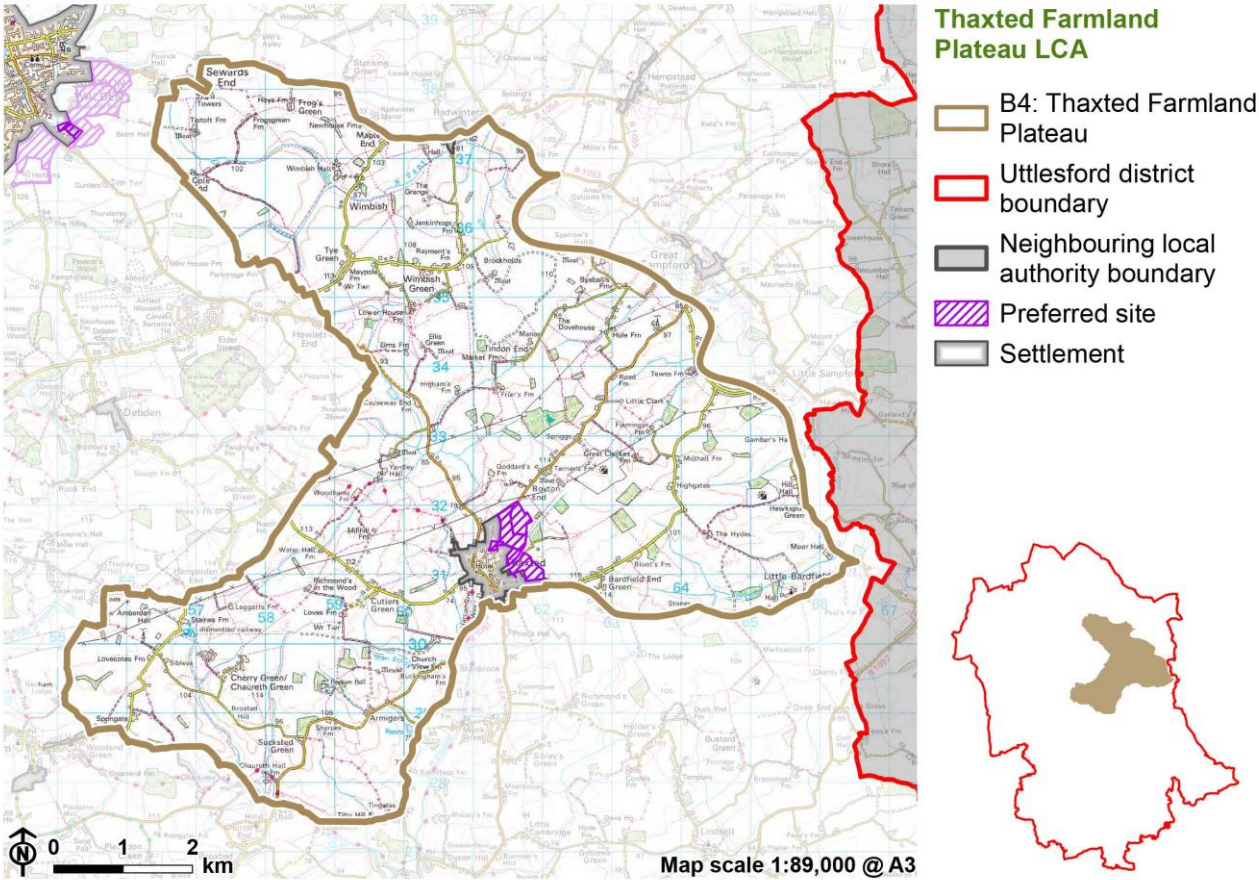
# LCA B4: Thaxted Farmland Plateau

## Location and summary

5.132 This character area consists of a rolling farmland plateau incised by the River Pant in the north-east and River Chelmer through the centre. The medieval village of Thaxted forms the largest settlement within the character area, situated along the southern edge.

5.133 The area is located in the north-east of the district, and its boundaries are defined by the change in character to the Pant River Valley (LCA A3) to the east and Upper Chelmer River Valley (A4) to the south.

Figure 5.33: Location of B4 Thaxted Farmland Plateau



**Figure 5.34: Typical view of the LCA: large open arable fields with woodland pockets and electricity pylons**



## Key characteristics

### Geology, soils, topography and drainage

- Gently rolling plateau incised by the River Chelmer in the centre and south, and the River Pant in the north-east.
- Bedrock transitioning from chalk in the north to clay in the south is overlain with glacial till. This produces fertile soils.

### Land use and field patterns

- Intensive arable farmland dominates the plateau. The hedgerow network is somewhat fragmented, although with instances of overgrown hedgerows.
- Field patterns are typically irregular and a mix of medium and large-scale, with some modern amalgamation.

### Trees and woodland cover

- Small scattered clumps of deciduous woodland form focal features along field boundaries, interrupting the expanse of arable fields.
- Hedgerow trees are dotted along field boundaries and roadways.

### Semi-natural habitats and biodiversity

- West Wood is the largest area of woodland in the character area, forming an important nature reserve and SSSI.
- Occasionally mature stretches of hedgerow along rural lanes have remained intact, and are designated as Local Wildlife Sites.

### Historic landscape character

- The historic field pattern is dominated by pre-18<sup>th</sup> century irregular fields.
- The medieval market town of Thaxted retains much of its historic core, with a strong vernacular character.
- Numerous historic buildings, including farmsteads and windmills are dotted across the landscape.

### Settlement, transport pattern and rights of way

- Small settlements are dispersed across the plateau, strung along minor, winding roads. Thaxted in the south is the focus for settlement.
- Roads pass roughly north-south through the area, and a sparse network of rural lanes connect the scattered settlements.

## LCT B: Farmland Plateau

- The footpath network is somewhat disjointed. The Harcamlow Way follows along the River Chelmer in the south, connecting through Thaxted.

### Views and perceptual qualities

- Views are wide-reaching along the higher elevations of the plateau to the wooded horizon.
- Electricity pylons are a prominent feature in views across the valley.
- Flight paths from Stansted Airport impact the overall tranquillity.
- The spire of Thaxted church and windmill are prominent landmarks in views from the surrounding countryside.

## Landscape character description

### Natural influences

**5.134** A wide and rolling plateau comprised of gentle slopes and a generally flat plateau top. The topography gently undulates between 75 metres AOD along shallow river valleys, rising to 120 metres AOD on the plateau. The River Chelmer forms a riparian corridor in the centre of the character area, near Thaxted. The River Pant and its tributaries pass through the north-east.

**5.135** The area is at the geologic transition between the White Chalk subgroup of chalky soils in the north and the Thames Group of silty clays in the south. The area is overlain with glacial till, and areas of gravel and sand along the river valley in the east. The resulting soil is fertile and classified Grade 2 (very good) agricultural land. As a result the landscape is characterised by intensive arable agriculture, particularly across the higher elevations. Fields are typically irregular, and a mix of medium to large-scale, bound by fragmented hedgerows and dotted with hedgerow trees. Sand extraction is a visible land use south-west of Thaxted.

**5.136** Small and scattered clumps of woodland form a distant framework across the landscape. Woodlands are more frequent in proximity to settlements. With a variety

## LCT B: Farmland Plateau

of woodland habitats, a number of these are of ancient origin, and also designated LWS. West Wood, north of Thaxted, forms the largest block of ancient woodland within the character area, and is designated as a SSSI for its ecological value. Intact hedgerows and grassland verges along ancient lanes also form an important part of the ecological network. Many of these, particularly in proximity to settlement, have protected lane status with occasional LWS designation.

## Cultural influences

**5.137** Historic land use is dominated by pre-18<sup>th</sup> century irregular fields and some older, occasionally interspersed with common fields. However, there has been some boundary loss due to modern amalgamation.

**5.138** Situated away from major roads and lacking connections to the railway line, the historic settlement pattern of this character area remains mostly intact. Dispersed hamlets and isolated farmsteads are strung along ancient lanes and centred around linear greens. The medieval market town of Thaxted is the largest settlement in the character area, and has retained its vernacular architecture, including characteristic Essex pargetting, and its abundance of historic buildings. Its Conservation Area centres on Newbiggen Street, with many listed terrace houses, and the Grade I listed Thaxted Guildhall and Church of St John the Baptist. A Roman road runs through the centre of the town (now Monk Street) and continues north through the landscape past Saffron Walden.

**5.139** The vernacular style across the character area is most notable within Thaxted, with light colour washed plaster on the terrace houses and thatched and peg-tile roofing. Historic farmsteads and manors are dispersed throughout the character area and are sometimes moated, although these only occur north of Thaxted, as at Great Brockholds farm.

**5.140** Modern development has not greatly altered the character of the area. New builds are present at Swards End and on the north-eastern edges of Thaxted. The new developments echo the local vernacular with red brick and half-timbered construction, and are relatively well-integrated into the local landscape. Outside of

## LCT B: Farmland Plateau

Thaxted, modern development has been limited to individual dwellings set along the rural road network.

**5.141** The road network contains numerous ancient and winding lanes, which feed into the larger B-roads connecting north-south. Some of the rural lanes are partially sunken from centuries of use, connecting between historic hamlets and farmsteads. Many of these are also important ecologically, with species-rich verges built up over the years.

### Views and perceptual influences

**5.142** Views are expansive from the more exposed plateau tops. In distant views, pockets of woodland along ridgelines form a wooded horizon or prominent landscape feature on the valley slopes. Within the river valleys and nearer settlements, woodland and rising slopes interrupt distant views, and result in a more enclosed character.

**5.143** The spire of Thaxted church and the windmill are prominent features within the medieval town and immediate context, adding to the historic setting. Telegraph poles and water towers are occasionally visible within the undulating landscape. Electricity pylons cross east-west through the south of the area near Thaxted and are visually dominant in the landscape. A large solar farm lies to the east of Thaxted. However these are the only prominent modern elements in an otherwise rural and undeveloped landscape.

**5.144** Tranquillity is high throughout the character area, with traffic noise and congestion in proximity to Thaxted and in the west near Henham. Aircraft noise from flightpaths around Stansted Airport has some impact on the overall tranquillity. The experience of dark skies is good throughout, with some light pollution in proximity to Thaxted.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.145** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Small clumps of ancient and semi-natural woodland, including West Wood, mature hedgerows and scattered trees within field boundaries.
- Twisting, sometimes tree-lined, lanes, often of ancient origin.
- A sense of historic integrity resulting from a dispersed historic settlement pattern of hamlets located around greens, farmsteads, and several mills.
- The medieval relatively intact village of Thaxted and its wealth of historic buildings and features, which are landmarks in views from the wider countryside.
- The open character of higher areas of the plateau allowing long views across the landscape to wooded horizons.

Figure 5.35: Arable field bounded by mature trees



Figure 5.36: Pale colour washed buildings in Thaxted



Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.

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- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Pollution of the River Pant and River Chelmer from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, especially Thaxted, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to further demand for solar farms and demand for wind turbines either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

## LCT B: Farmland Plateau

- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Thaxted Farmland Plateau LCA is to enhance the rural character of this intensively farmed area with its small historic villages linked by winding lanes. Protect the relatively undeveloped and tranquil character of the area. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands such as West Wood.
- Conserve historic lanes with hedgerow trees and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape outside of Thaxted.
- Ensure that important heritage assets (including the farmsteads and windmills) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of hamlets and farms along ancient lanes and linear greens.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, especially within the Thaxted Conservation Area.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

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### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at West Wood; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Pant and River Chelmer, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species, and introducing more hedgerow trees.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Manage visual and audible intrusion of road traffic, particularly where the B1051 and B184 cross the area, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, in scattered clumps across the area. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian vegetation and other wetland habitats along the River Pant and River Chelmer, to form green corridors to contribute to landscape character, green and blue infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.

## LCT B: Farmland Plateau

- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Plan for future development on settlement edges, particularly at Thaxted. Any new development should incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

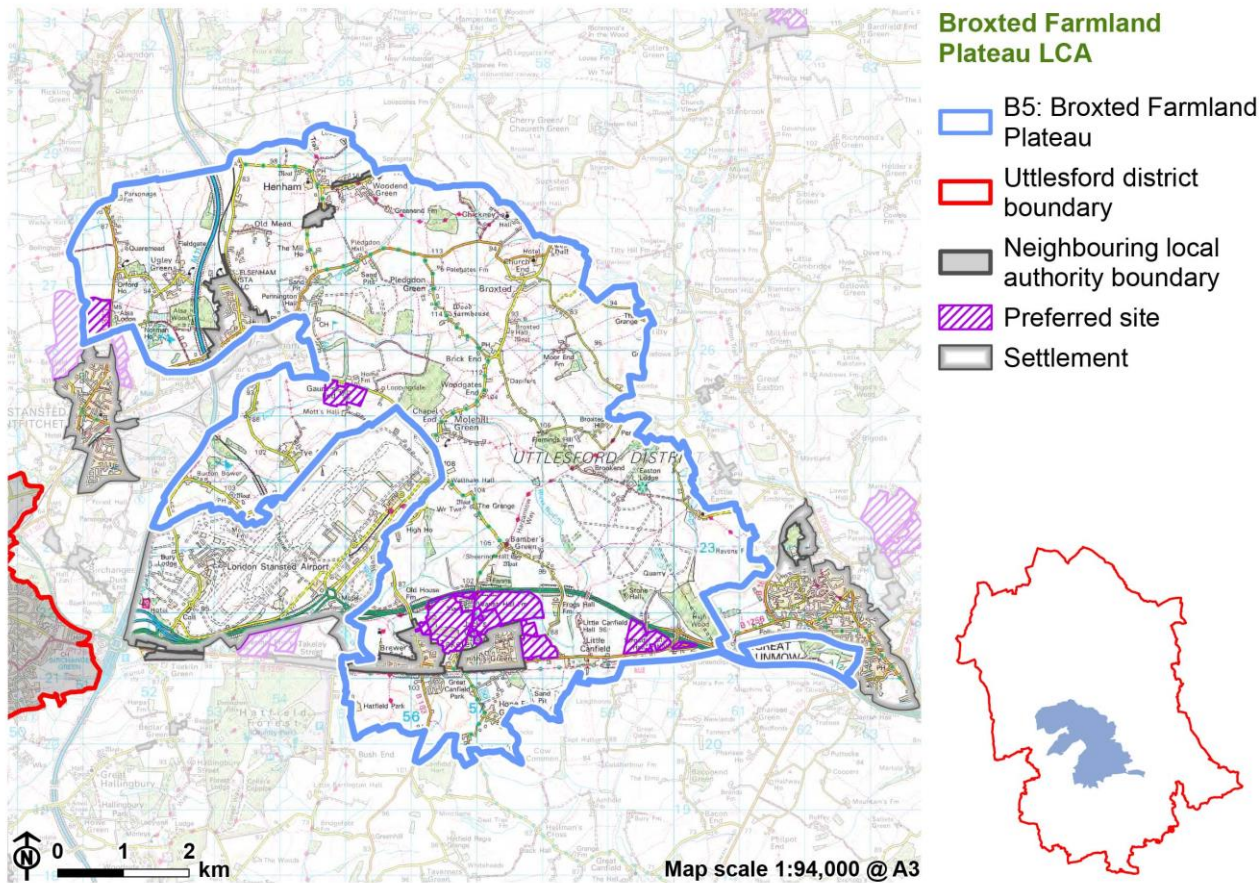
# LCA B5: Broxted Farmland Plateau

## Location and summary

5.146 This character area consists of gently undulating plateau farmland, and is bisected by the River Roding.

5.147 Located in the centre of the district, it is defined by its position between the upper Stort and upper Chelmer River Valleys (LCAs A2 and A4). It stretches from Henham and Ugley Greens eastwards to Molehill Green and the rural fringe to the west of Great Dunmow. Great Dunmow and Stansted Airport to the south-west are both excluded from LCA, as large urban areas. The southern limits of the LCA reach Puttock's End, below Takeley.

Figure 5.37: Location of B5 Broxted Farmland Plateau



**Figure 5.38: Typical view of the LCA: large open arable fields with wooded horizons**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating plateau which sits between the Rivers Stort and Chelmer.
- The River Roding and its tributaries form shallow valleys within the plateau.
- Bedrock of chalky boulder clay overlain with glacial till resulting in fertile soils.

### Land use and field patterns

- Land use is dominated by Intensive arable farmland, with small areas of pasture on the edges of settlements.
- A large-scale regular field pattern, resulting from modern amalgamation. Fields are enclosed by ditches or tracks with intermittent hedgerows.

### Trees and woodland cover

- Occasional large blocks of woodland, often of ancient origin, break up the arable farmland, however the limited hedgerows result in less tree-cover.
- The edges of Stansted Airport are heavily treed.

### Semi-natural habitats and biodiversity

- Deciduous woodland, grassland and wetland provide variety within the intensively farmed agricultural landscape, many designated as Local Wildlife Sites.

### Historic landscape character

- Historic field pattern consists of pre-18<sup>th</sup> century irregular fields. Settlements are set along linear greens.
- Scattered farmsteads, halls and moated sites provide time-depth across the area.

### Settlement, transport pattern and rights of way

- A well-settled landscape, including the relatively large villages at Elsenham and Takeley and small linear settlements . Modern development has extended along the roads.
- Narrow, twisting lanes bounded by grass verges contrast with the dual carriageway A120 in the south.
- A network of footpaths including the promoted routes Harcamlow Way and Saffron Trail, and the Flich Way former railway line.

### Views and perceptual qualities

- Strong sense of openness and long views across the arable farmland from open lanes, particularly where the plateau broadens and flattens.
- Woodland blocks within the area and outside provide a wooded horizon to most views.
- A more rural and tranquil character in the north, with more human influences in the south. Aeroplanes taking off from Stansted Airport are audibly and visibility intrusive.

## Landscape character description

### Natural influences

**5.148** This gently undulating farmland lies on a plateau between 75 metres and 110 metres AOD. The River Roding winds its way southwards from Molehill Green in the centre of the area. Located on the southern reaches of the London Clay Formation, the bedrock of chalky boulder clay is overlain with glacial till. The resulting soil is loamy, with local chalky textures and generally classified as Grade 2 (very good) agricultural land. Hall's Quarry provides excellent examples of exposures of glacial gravels, silts and till deposits, and is designated as a geological SSSI.

**5.149** Due to the fertile soils, the landscape is dominated by large farms and intensive and widespread arable agriculture. The resulting landscape is open, with few trees except in blocks or near settlements. Hedgerows are intermittent and fragmented, and the large-scale regular field pattern is delineated mainly by ditches or grass tracks, occasionally with trees or scrub. Where hedgerows are still intact, they are of considerable age. Smaller fields of rough grassland and pasture for horses can be seen near settlements, bounded by post-and-rail fencing.

**5.150** Woodland cover appears in large blocks of mixed deciduous types throughout the character area, dispersed amongst otherwise expansive areas of farmland. It is often seen as a distant framework on the horizon or appears to link into a

## LCT B: Farmland Plateau

continuous backdrop. A significant proportion of these woodlands are ancient in origin and designated as LWS, while Elsenham and High Wood are nationally designated as SSSI. Deciduous woodlands also line the River Roding and Pincey Brook.

**5.151** Amongst the intensive farmland are small patchworks of semi-natural habitats, including grassland, scrub, woodland and wetland, often designated as LWS. The Flich Way (LNR and LWS), a former railway line now in use as a public right of way, forms a linear corridor of semi-natural habitats.

### Cultural influences

**5.152** Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields, probably of medieval origin and some maybe even older, interspersed with linear greens and several former common fields.

**5.153** This character area is well settled in the north and south, with smaller, dispersed villages, hamlets and farmsteads in the centre. Historic settlement is largely dispersed over the plateau and along the lanes. The historic settlement pattern comprises church/hall complexes, isolated farms, many moated sites and small hamlets, often along linear greens. Little Easton and Henham are designated as Conservation Areas and feature clusters of listed buildings. The ancient market town of Great Dunmow, to the east of this character area, is the largest settlement in the vicinity, and has recently expanded to the west.

**5.154** Settlement pattern is now varied; small villages and hamlets are linear, such as Barber's Green and Broxted. 20<sup>th</sup> and 21<sup>st</sup> century expansion has created polyfocal linear settlements, such as Henham. New residential development at Elsenham, Henham and Takeley is more suburban, although there are some links to local building materials and vernacular style. The original linear form of Takeley has now been altered by modern expansion to the south-west north of the Flich Way, and in the north, bringing the northern edge of the settlement closer to the A120.

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**5.155** Vernacular buildings are pale colour-washed plaster, many with pargetting, and thatched roofs. Farm buildings are sometimes red brick with black-stained weatherboarding. Many historic moats and halls are spread over this area including Scheduled Monuments at the Grange, Henham and Warish Hall.

**5.156** Easton Lodge is a Grade II Registered Park and Garden. It consists of a 20<sup>th</sup> century formal gardens set in a Tudor park, further formalised in the 17<sup>th</sup> and 18<sup>th</sup> centuries. Although much of the woodland was cleared in the Second World War, when the army requisitioned the manor house, 20<sup>th</sup> century planting has recreated some of the parkland character.

**5.157** Winding lanes and minor roads, many of ancient origin, provide access to the scattered farmsteads. Many of these lanes are sunken, with flower-rich verges of varying widths, and often open on the highest land of the plateau. In contrast the A120 and the B1256 Stortford Road (a Roman Road) in the south and the M11 in the west are large and busy roads.

**5.158** There is good public access across the area, with many footpaths including the promoted route the Harcamlow Way providing access.

### Views and perceptual influences

**5.159** This is an open and exposed landscape, enhanced by limited tree cover, with little to interrupt long views over the surrounding undulating landscape.

**5.160** Churches set on hills are visible in long views and provide local landmarks. From several locations in the north and east of the character area, panoramic views are available across the Chelmer Valley slopes and to Great Dunmow.

**5.161** Water towers, telegraph poles and telecommunications masts are occasionally visible on the horizon and are detracting visual features on the skyline. Electricity pylons are visible outside the area in the north.

## LCT B: Farmland Plateau

**5.162** Stansted Airport is a major influence on the character of the south-west of this area. Though screened by trees and shrubs, its buildings and tower can be seen in long views from many locations within the character area. The access roads and perimeter roads and associated commercial premises have introduced a more urban feel to the local landscape. The sound and view of aircraft is almost constant .

**5.163** Recent residential development at Elsenham and in the south at Takeley and Smiths Green is open to the wider landscape, and therefore has a slightly sub-urbanising influence. The historic linear settlement patterns in these villages have also now been lost.

**5.164** Traffic noise from the A120 and the B1256 in the south and a section of the M11 which crosses the north-west disrupt rural tranquillity. Away from these trunk roads and the Stansted flight path, tranquillity is moderate and there is a greater experience of dark skies to the north of the area.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.165** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Large blocks of ancient and semi-natural woodland.
- Woodland and grassland which break up the farmed landscape, and wetland habitats along the River Roding .
- Twisting, lanes, often of ancient origin, with open species-rich grass verges.
- A sense of historic integrity in the north resulting from a historic dispersed settlement pattern of traditional hamlets, often located around greens .
- The open character of higher areas of the plateau, allowing long views across the landscape.

**Figure 5.39: Settlement edge of Broxted with tree-lined lanes**



**Figure 5.40: Modern edge of Takeley, with replanted hedgerows**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.

## LCT B: Farmland Plateau

- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Roding and its tributaries from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Recent residential expansion at the edges of Elsenham and Takeley creating a sub-urban character.
- Development pressure on the edge of existing settlements, especially Takeley, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- Noise and visual impact from proximity to Stansted Airport.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.

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- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Broxted Farmland Plateau LCA is to enhance the rural character of this intensively farmed area with its small historic villages linked by winding lanes. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and the intermittent hedgerows.
- Conserve historic lanes, ditches and unimproved roadside verges. Avoid unsympathetic highway works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the north of the landscape.
- Ensure that important heritage assets (including the farmsteads, moated sites and halls) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed linear settlement pattern of smaller villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.

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- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### **Manage**

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Elsenham and High Wood; promote natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Roding, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly where the A120 and B1051 crosses the area, including through roadside tree planting.

### **Plan**

- Plan tree planting and woodland creation appropriate to the landscape character, in large woodland blocks. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.

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- Plan to extend riparian vegetation and other wetland habitats along the River Roding, to form green corridors, contribute to landscape character and green and blue infrastructure, and contribute to nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Plan to integrate existing urban fringe areas into the landscape, especially the new residential developments at Takeley.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.
- Plan for future development on settlement edges, particularly at Takeley. Any new development should incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

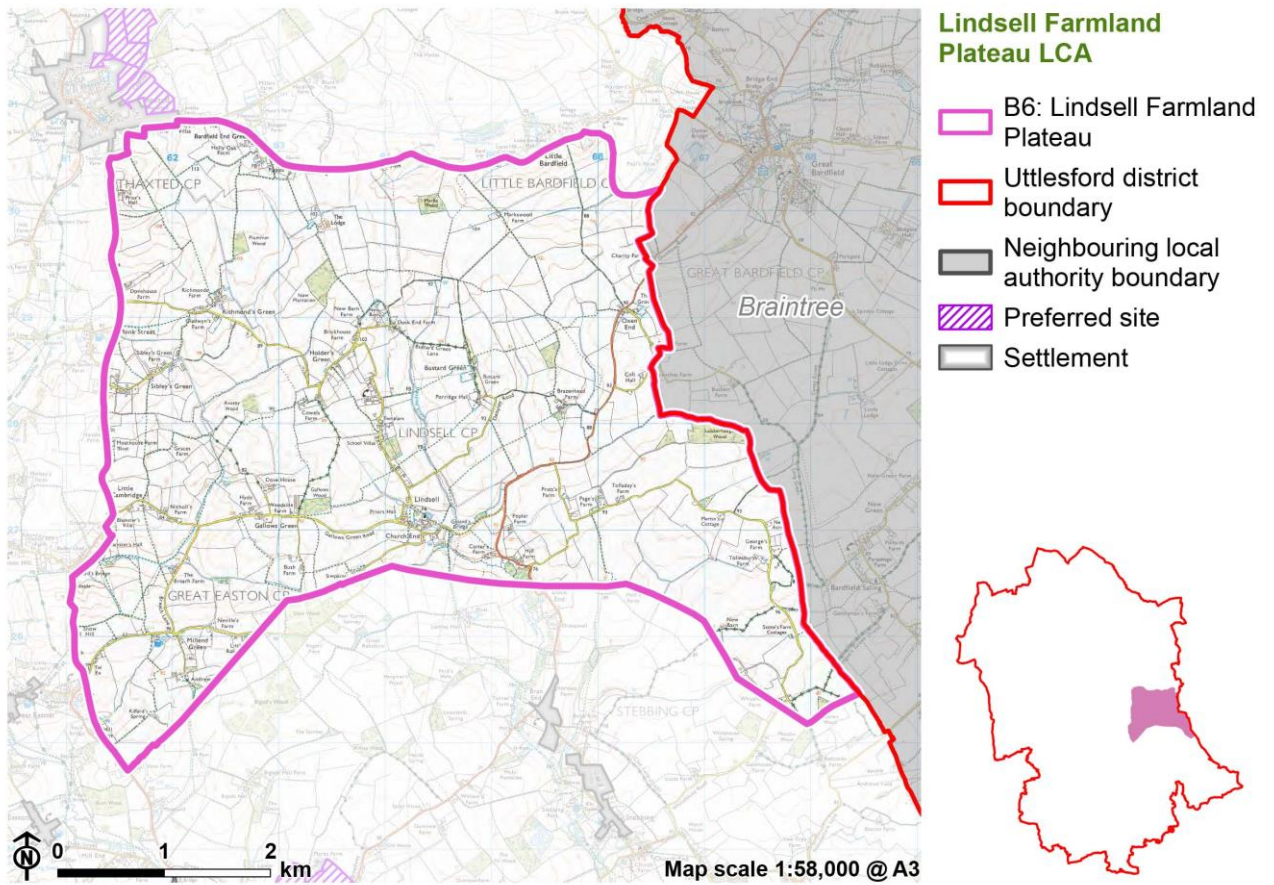
## LCA B6: Lindsell Farmland Plateau

### Location and summary

**5.166** This character area consists of undulating plateau farmland . The landform is dissected by Pods Brook and Stebbing Brook, and sits above three river valleys. Encompassing the small settlements of Lindsell and Little Bardfield, this is a very rural landscape.

**5.167** Located in the east of the district, it is defined by the administrative boundary with Braintree to the east, Upper Chelmer River Valley (LCA A4) to the west and Pant River Valley (LCA A3) to the north-east . The B184 Dunmow Road forms the western boundary and Bardfield Road forms the northern boundary. The southern boundary lies along the plateau edge above Stebbing, and continues north into LCA B8.

Figure 5.41: Location of B6 Lindsell Farmland Plateau



**Figure 5.42: Typical view of the LCA: large open arable fields with open views to wooded horizon**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating and expansive plateau which sits above the river valleys of the Chelmer and Pant.
- Small watercourses the Stebbing Brook and Daisyley Brook cut through the plateau in shallow valleys.
- Silty clay bedrock overlain with glacial till produces very fertile soils.

### Land use and field patterns

- A landscape dominated by intensive arable farmland, dotted with smaller areas of deciduous woodland.
- Regular medium- to large-scale fields, are bound by shelterbelts and hedgerows with gaps.

### Trees and woodland cover

- Thickly planted shelterbelts, with a mix of deciduous and coniferous trees, and occasional blocks of deciduous woodland, create a consistent pattern across the landscape.
- Mature hedgerow and in-field trees are a feature of the landscape, with Scots Pine typical along lanes.

### Semi-natural habitats and biodiversity

- Semi-natural habitats are limited. Scrub and woodlands are scattered across the landscape, some designated as Local Wildlife Sites.

### Historic landscape character

- Evidence of historic land use is dominated by a pre-18<sup>th</sup> century irregular field pattern.
- A strong vernacular architecture of light-coloured plaster with thatched roofs, and half-timber buildings.

### Settlement, transport pattern and rights of way

- Limited settlement with no major villages. A linear settlement pattern of hamlets and scattered farmsteads.
- Narrow lanes and tracks provide the main access routes, with larger roads bounding the area. Lanes are often lined by species-rich hedgerows.
- A fragmented network of footpaths connects the small villages and open countryside.

### Views and perceptual qualities

- An open landscape, with views sometimes framed or interrupted by woodland. Longer distance views across the Chelmer valley to the west occasionally available.
- Woodlands and trees both within and outside the area form dark wooded horizons to views.
- A tranquil rural area, with limited intrusion of road noise and a good experience of dark night skies.

## Landscape character description

### Natural influences

**5.168** The gently rolling plateau lies between 75 metres AOD along Stebbing Brook in the south and rises to 110 metres AOD near Thaxted in the north. Stebbing Brook and Daisley Brook dissect the landscape, forming a shallow valley around Lindsell. Located in the Thames Group London Clay Formation, the bedrock is overlain with glacial till. The resulting soil is silty clay and fertile, and generally classified as Grade 2 (very good) agricultural land.

**5.169** Due to the fertile soils, intensive arable agriculture is the dominant land use. A regular pattern of medium- to large-scale fields are bound by shelterbelts and hawthorn hedgerows with hedgerow trees. Hedgerows are frequently fragmented, although occasionally appear overgrown and dense. A smaller-scale field pattern is located in proximity to farmsteads and settlements. The fields are used for grassland and pasture, often for horse grazing and bound by post and rail fencing. Tree cover is mostly present along field boundaries and roads. Tall species-rich hedgerows are found along many lanes; with some hornbeam coppice visible.

**5.170** Small blocks of woodland are scattered throughout, creating layers and structure in the landscape and breaking up the expansive rolling, arable fields. Shelterbelts are also a frequent feature across the landscape, containing a mix of

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deciduous and coniferous trees. There are some remnant areas of ancient woodland, the largest at Lubberhedges Wood. The ancient woodlands are all designated as LWS.

**5.171** Small areas of scrub and grassland are located along stretches of rural lanes and within roadside verges. The largest area of good quality semi-improved grassland is at Bustard Green common, designated as LWS due to the assemblages of species-rich wildflowers and grassland, which are typical of the once common chalk grasslands .

## Cultural influences

**5.172** Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields, smaller in the south and growing larger in the north. Occasional common fields are interspersed, and were later enclosed in piecemeal agreements. Historically the settlement pattern comprised dispersed or polyfocal settlement, strung out along a network of linear and triangular greens, the latter located at road junctions.

**5.173** The landscape is characterised by limited settlement, with no villages of any size. The settlement pattern is linear, or dispersed, and comprises hamlets and isolated farmsteads strung along the rural lanes . Large farms with many outbuildings vary in condition from utilitarian to carefully restored historic structures. Many of the farms and barns are listed buildings.

**5.174** The village of Lindsell is the largest settlement in the character area, situated in the south at the beginning of the Stebbing Brook valley. Within Lindsell, the Grade II\* listed church is a prominent feature, although not visible in the wider context due to surrounding woodland.

**5.175** Vernacular buildings within the character area are typically colour-washed plaster or timbered, thatched roofs, or with flintwork and red brick. New development is mainly in the form of farm buildings, which have a varied appearance and some are more modern in form. Modern residential developments

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are rare but appear out of character along country lanes, as seen to the north of Lindsell.

**5.176** The area is crossed by a network of rural lanes, and there are no major roads. Many of the lanes are sunken, with flower-rich verges of varying widths, sometimes tree-lined, and often enclosed and peaceful. The B1057 bisects the landscape, connecting the larger villages of Great Bardfield in the north (in Braintree District) and Stebbing in the south (within LCA A4).

**5.177** A limited number of footpaths and tracks connect the smaller hamlets, providing access into the open countryside.

### Views and perceptual influences

**5.178** This is an open landscape with views across the rolling arable fields enhanced by the absence of built development . The landscape offers changing interest, with views that progress from open to closed to open again, depending on the location. Longer views are available from the higher plateau tops, with shelterbelts and woodlands providing structure and a dark wooded horizon. Roadside vegetation and shelterbelts interrupt longer views from rural lanes and near settlements.

**5.179** The picturesque market town of Thaxted is visible from areas of higher elevation in the north, including its landmark church spire . Attractive views across the Chelmer valley slopes can be gained from the western edges of the area. Within the character area telegraph poles and water towers are occasionally visible in the otherwise rural landscape. A solar farm north-east of Holder's Green is a modern influence within the landscape, especially from local rights of way. However, it has a minimal visual influence on the wider landscape as it is screened by hedgerows and the rolling plateau topography.

**5.180** The experience of dark skies is relatively good throughout the character area, with Thaxted being the largest source of light pollution in the north. Likewise, there

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is a strong sense of tranquillity across the landscape, due to the lack of major roads or settlements.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.181** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Woodland blocks, some of ancient origin, linear shelterbelts, mature trees along field boundaries, within fields and along the rural lanes.
- Woodland and grassland habitats, including roadside verges, scattered across the farmed landscape.
- Twisting, sometimes tree-lined or hedged lanes, often of ancient origin.
- A sense of historic integrity resulting from a relatively unchanged dispersed settlement pattern of small hamlets strung along rural lanes with wealth of historic buildings.
- The rural and unsettled character of the landscape, with a strong experience of tranquillity and dark skies.
- The open character of the landscape with views to wooded horizons which provide a sense of place and enclosure.

Figure 5.43: Mature hedgerow trees line arable fields



Figure 5.44: Partially enclosed narrow rural lanes



Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.

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- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the Stebbing Brook and Daisyley Brook from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of Lindsell, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for further solar farms and wind turbines either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

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- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Lindsell Farmland Plateau LCA is to enhance the rural character of this intensively farmed area with its small historic villages linked by narrow lanes. Protect the relatively undeveloped and tranquil character of the area. Seek to integrate any new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (especially the farmhouses and associated barns) are appropriately managed as features of the agricultural landscape, to avoid their loss or degradation.
- Protect the dispersed linear settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

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### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Marks Wood and Avesy Wood; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the Daisley Brook and Stebbing Brook, including marshland, pasture, and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species, including hawthorn .
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland around Bustard Green common.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic on the rural lanes, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, in woodland blocks and shelterbelts. Use climate hardy species, avoiding further conifer planting along roads and within shelterbelts, and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows, including hedgerow trees, and grasslands, as part of a wider network of connected habitats.

## LCT B: Farmland Plateau

- Plan to extend riparian woodland and other wetland habitats along the watercourses, to form green corridors, and contribute to green and blue infrastructure, landscape character and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for any modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.

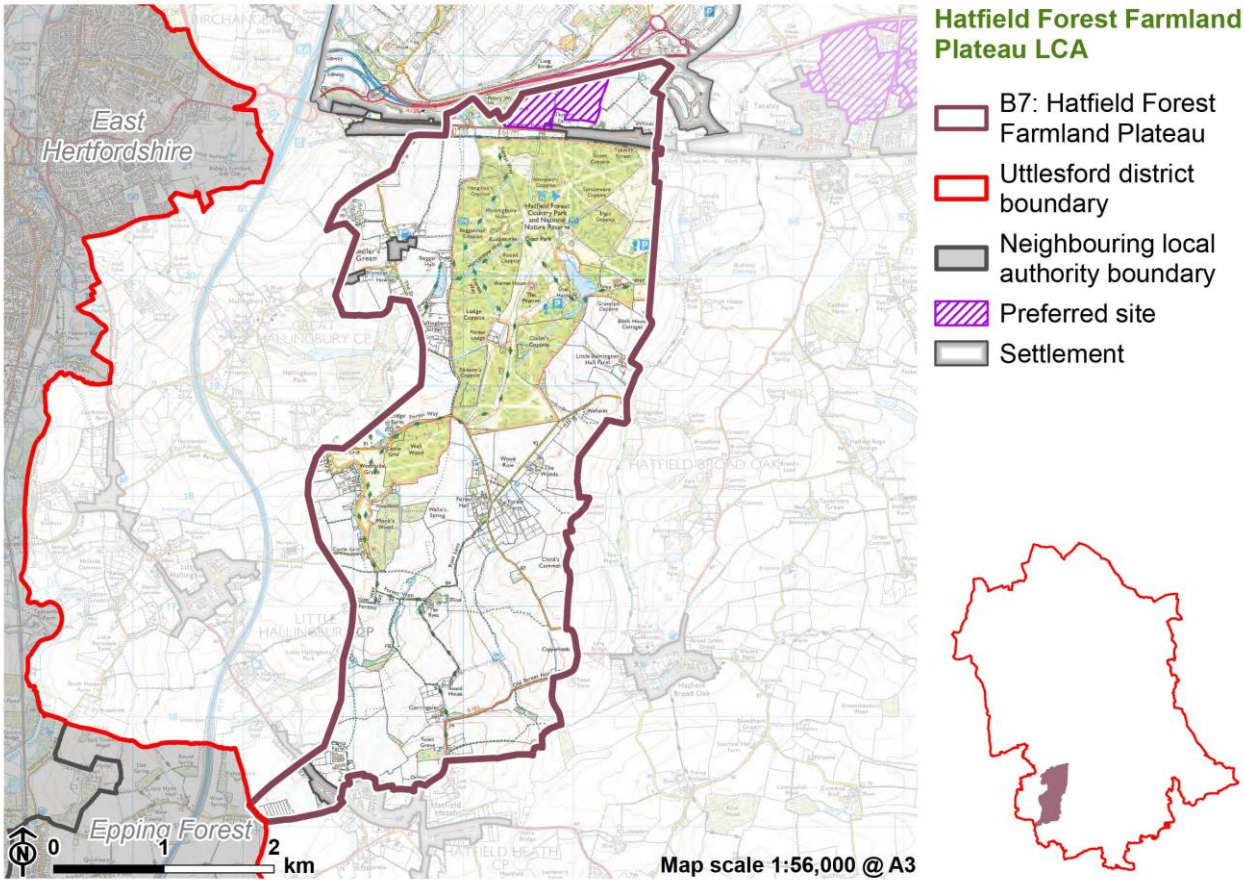
# LCA B7: Hatfield Forest Farmland Plateau

## Location and summary

5.182 This character area consists of gently undulating plateau farmland. Hatfield Forest, an important area of ancient woodland, is a distinguishing characteristic of this landscape.

5.183 The LCA is located in the south-west of the district. The boundaries of the character area are defined by the Stort River Valley (LCA A2) to the west and Pincey Brook to the east. It stretches to Hatfield Heath and the administrative boundary with Hertfordshire in the south-west.

Figure 5.45: Location of B7 Hatfield Forest Farmland Plateau



**Figure 5.46: Typical view of the LCA: Hatfield Forest forms a backdrop to large open arable fields bordered by hedgerows**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating plateau of glacial till, situated between Pincey Brook to the south and east and the Stort River valley to the west.
- Chalky boulder clay bedrock overlain with glacial till produces fertile soils.

### Land use and field patterns

- Hatfield Forest occupies the north of the plateau, and forms a dominant feature in the landscape. An irregular field pattern of wood pasture nestles in the clearings with regular assarts on its fringes.
- Outside of the forest, intensively farmed arable fields are dominant, with a regular field pattern, in which hedgerows have been reduced or replaced by ditches.

### Trees and woodland cover

- Hatfield Forest, a nationally important ancient woodland, makes up a significant percentage of the district's woodland cover.
- Elsewhere, occasional small woodlands create structure within the arable fields.

### Semi-natural habitats and biodiversity

- Hatfield Forest is designated as an SSSI and NNR for its variety of woodland, wood pasture and grassland habitats.
- Pockets of priority habitat deciduous woodland are found on the edge of settlements to the south.

### Historic landscape character

- Hatfield Forest is one of the finest remaining examples of medieval forest in the country.
- To the south, field patterns are typically post-enclosure.
- Historic farmsteads and cottages are scattered across the character area.

### Settlement, transport pattern and rights of way

- Dispersed hamlets are strung along straight, ancient lanes. Settlements are often set along wooded village greens in Hatfield Forest.

## LCT B: Farmland Plateau

- Strong recreation within Hatfield Forest, which has Open Access, and along the promoted routes the Harcamlow Way and Three Forests Way.

### Views and perceptual qualities

- An enclosed character within the forest, with a more open character to the south.
- Hatfield Forest provides a strong wooded horizon in views from much of this area.
- Despite proximity to Stansted Airport, there is a tranquil, enclosed character within the forest.
- Outside the forest, proximity to Stansted Airport disrupts tranquillity.

## Landscape character description

### Natural influences

**5.184** The plateau sits between Pincey Brook to the east and the River Stort valley to the west, gently sloping from approximately 95 metres AOD to 75 metres AOD along the valley slopes. Located in the London Clay Formation bedrock of chalky boulder clay, and overlain with glacial till, the resulting soil is fertile and loamy, with local chalky textures and classified as Grade 2 (very good) agricultural land.

**5.185** Due to the fertile soils, intensive arable agriculture is the dominant land use outside of Hatfield Forest. Irregular medium- to large-scale fields are typically bound by intermittent hedgerows and ditches, or occasionally grassy tracks. Near areas of settlement, fields become smaller, and are interspersed with pockets of woodland.

**5.186** Hatfield Forest occupies a large portion of the plateau in the northern part of the area. This ancient woodland is managed by the National Trust. It is designated as an SSI and NNR for the variety of habitats it supports, including areas of grassland, coppiced woodland, wood pasture, marsh and heath. As one of the

## LCT B: Farmland Plateau

largest areas within Essex that has not been ploughed, the habitats are considered to be in excellent condition. The wide variety of habitats support a range of invertebrates and other wildlife.

**5.187** Outside of Hatfield Forest, woodland cover is mostly contained within small pockets of priority habitat deciduous woodland, which frame views north towards the forest. These are typically situated around farmsteads, such as near Forest Farm. Hedgerows are intermittent and have gaps, with few hedgerow trees.

### Cultural influences

**5.188** Historic land use is mainly evidenced by the archaeological remains and remnants of centuries of land management within the medieval Hatfield Forest. The Iron Age Portingbury Hills hillfort predates the creation of Hatfield Forest in 1100 by Henry I as a Royal Hunting Forest. The forest contains wood pasture, coppice woods, pollards and timber trees. The earthworks from a warren in Collins Coppice is the other Scheduled Monument in the forest, dating from the 12<sup>th</sup> century. The warren was used for breeding and management of rabbits or hares for meat or skins. An 18<sup>th</sup> century warrener's cottage indicates the ongoing use of the warren.

**5.189** The forest remained in royal ownership until the early 18<sup>th</sup> century when a wealthy family bought the Hallingbury estate, which included Hatfield Forest. The forest was then used as an extension to the family's gardens. The large lake within the forest was created by damming the Shermore Brook, to a design by Lancelot 'Capability' Brown. Within the forest, fields are irregular, with more regular fields on its fringes, where farmland historically encroached on the forest, as assarts. Dispersed farmsteads nestle in woodland clearings that contain wood pasture and grazing cattle.

**5.190** In the south, regular fields are a mix of medium to large-scale, with boundaries defined by ditches and hedgerows which have gaps. The open fields are typical of a post-enclosure field pattern, with modern amalgamation.

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**5.191** Settlement is historic and largely dispersed, appearing in small clusters at Bedlar's Green, and along a large common at Woodside Green. Many of the houses and farmhouses are listed. Linear development along Takeley Street in the north is an exception to this settlement pattern, although many of the houses are listed. Vernacular buildings within the character area are typically colour-washed plaster or timbered, thatched roofs, or with flintwork and red brick.

**5.192** Major roads are confined to the fringes of the character area, including the A1060 and B138 to the south. In the centre and north, a sparse network of rural lanes crosses the arable landscape, and along the periphery of Hatfield Forest. These lanes are often sunken and of varying widths, frequently lined by dense vegetation.

**5.193** The footpath network in this character area is dense, with multiple paths connecting the dispersed settlements through Hatfield Forest. Hatfield Forest is managed by the National Trust and is a strong recreational draw. It is also Open Access Land. The promoted Harcamlow Way and Three Forests Way also pass north-south through the forest. The former railway line, the Flich Way, is another recreational route through the landscape.

### Views and perceptual influences

**5.194** The arable landscape in the south is relatively open, with northerly views framed by small pockets of woodland, and backdropped by Hatfield Forest. Within Hatfield Forest, there is an intimate and enclosed character, and long distance views are more limited. Near settlements, roadside vegetation and pockets of smaller woodland also limit views.

**5.195** There are no large-scale structures or developments which impact on the rural character of views. In views from the more open landscape to the south, there are occasional views towards Hatfield Broad Oak and its church spire. Telegraph poles are evident throughout the landscape, however do not overly detract from the otherwise rural landscape.

## LCT B: Farmland Plateau

**5.196** Tranquillity is moderate throughout, with impacts from larger settlements and major roadways outside the character area, including the M11. Within Hatfield Forest there is a strong experience of both dark skies and tranquillity, although this lessens in the north. The A120 and Stansted Airport produce significant light pollution which spills into the character area from the north. Flights taking off from Stansted Airport are a common intrusion within the landscape, although the noise is muffled within Hatfield Forest.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.197** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Nationally important Hatfield Forest, an important survival of a medieval forest with wood pasture.
- A sense of historic integrity resulting from relatively unchanged woodland management of Hatfield Forest.
- Dispersed settlement pattern of historic farmsteads, wooded village greens and twisting, often sunken rural lanes.
- Enclosed and intimate character within Hatfield Forest, which contrasts with the more open character of the southern arable fields.

**Figure 5.47: Lake designed by Capability Brown, in Hatfield Forest**



**Figure 5.48: Settlement along a common at Woodside Green**



Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.

## LCT B: Farmland Plateau

- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Recreational pressures at Hatfield Forest.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements outside of the area, especially Hatfield Heath, and Takeley, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- Noise and air pollution from close proximity to Stansted Airport.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Hatfield Forest Farmland Plateau LCA is to conserve and enhance the ancient and ecologically important Hatfield Forest. Protect the relatively undeveloped and tranquil character of the area. In the south seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including within Hatfield Forest, and farmhouses and cottages outside) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and

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nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.

- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage the recreational use of the landscape, along PRoW and within Hatfield Forest. Manage the numbers of visitors arriving by car to Hatfield Forest.
- Manage visual and audible intrusion of road traffic, particularly where the B183 crosses the area, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, which is sympathetic to Hatfield Forest. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

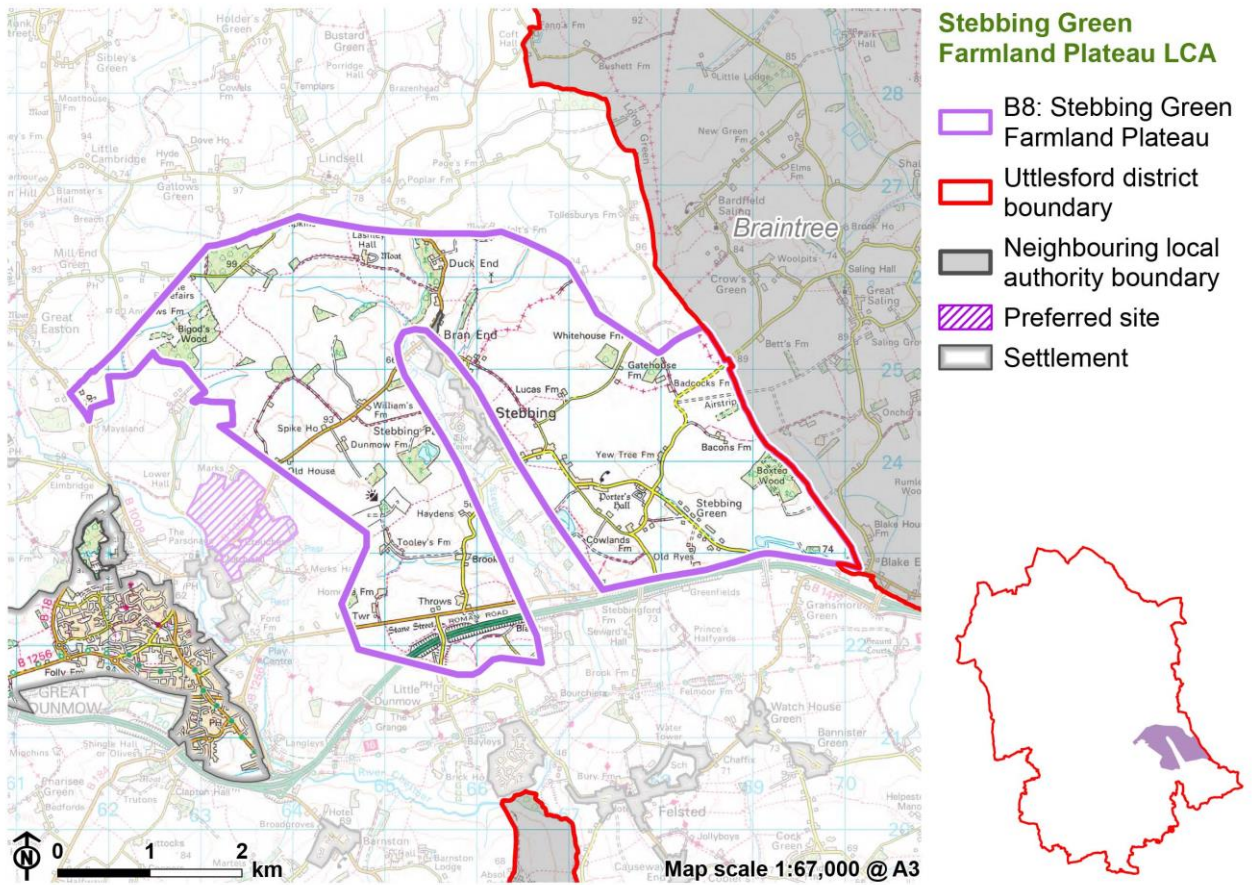
## LCA B8: Stebbing Green Farmland Plateau

### Location and summary

**5.198** This character area consists of rolling flat-topped plateau farmland bisected by Stebbing Brook, which forms a narrow valley through the centre and south of the area. Medium- to large-scale arable fields are interspersed with pasture and grassland.

**5.199** A small character area located in the south-east of the district, defined by the Upper Chelmer River Valley in the west (LCA A4), and bisected by the Stebbing Brook valley (also within LCA A4). The administrative boundary with Braintree forms the eastern boundary, although the character continues across the district boundary. The A120 forms the southern boundary and the farmland plateau landscape character continues to the north in LCA B6.

Figure 5.49: Location of B8 Stebbing Green Farmland Plateau



**Figure 5.50: Typical view of the LCA: intensive agriculture with views to woodland blocks creating wooded horizon**



## Key characteristics

### Geology, soils, topography and drainage

- Wide flat topped plateau underlain by glacial till and silty clay.
- The Stebbing Brook, River Ter and tributaries cross the area in shallow valleys.

### Land use and field patterns

- Intensive agriculture land use dominates, with an irregular pattern of medium- to large-scale fields, typically bound by sinuous fragmented hedgerows or ditches. Hedgerow trees are a frequent feature.

### Trees and woodland cover

- Many small woodlands and copses of conifer and deciduous trees, some of ancient origin, are scattered throughout the landscape.

### Semi-natural habitats and biodiversity

- Areas of scrub, meadow and woodland are found across the area, particularly within the upper valley slopes. Many are designated as Local Wildlife Sites.

### Historic landscape character

- Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields, likely of medieval or older origin.
- A strong vernacular architecture of light-wash plaster, thatched roofs, and timber frames.
- Occasional historic manors and isolated farmsteads, some moated.

### Settlement, transport pattern and rights of way

- Very limited settlement, with scattered pattern of small hamlets arranged linearly along the rural roads and lanes, with some isolated historic farmsteads.
- The B1057 passes through the centre of the character area, connected to rural lanes to the south. The A120 lies to the south.
- Footpaths and tracks connect the small settlements and open countryside, with a particular concentration in the north.

### Views and perceptual qualities

- Contrast in views between larger-scale, expansive higher ground and small-scale, intimate wooded tributary valleys.
- Longer distant views across the open plateau and fields, framed by a wooded horizon. Within the tributary valleys views are channelled and directed by topography.
- Good tranquillity in the north with a good experience of dark skies away from the A120.

## Landscape character description

### Natural influences

**5.200** A plateau landscape, the flat-topped rolling hills undulate between 65 metres AOD in proximity to Stebbing Brook and 100 metres AOD near Bigod's Wood in the north. Stebbing Brook (LCA A4) dissects the landscape in the south, and the landform slopes sharply down to meet the narrow sided Upper Chelmer river valley (LCA A4). Multiple small tributaries create more small-scale undulations in the landform in the west. The shallow valley of the River Ter is located just east of Stebbing Brook.

**5.201** Located in the Thames Group London Clay Formation, the soil is mostly silty clay with some gravel, and is overlain with glacial till. The resulting soil is fertile, and is generally classified as Grade 2 (very good) agricultural land. Small areas of Grade 3 agricultural land are present along the valley slopes of tributaries to the Stebbing Brook in the north.

**5.202** Situated within an area of fertile soils, the dominant land use is arable agriculture. Irregular medium- to large-scale fields are common, with some smaller pasture fields along the valley slopes. Fields are typically bound by ditches or hedgerows, some overgrown. Large, often overgrown, hedgerow trees are a

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frequent feature, and due to fragmentation, sometimes are the only markers of former hedgerows.

**5.203** Numerous small areas of wooded parklands are present across the landscape, creating wooded horizons where small pockets of woodland, both within and outside of the character area, combine with hedgerow trees. Many areas of woodland are ancient in origin with some being designated LWS. Bigod's Wood and Dow Wood form larger blocks of ancient woodland along the northern edge of the character area. Near the waterways and within the valley bottoms areas of priority habitat grassland and meadow are present, including at Bran End Meadows, and at Stebbing Green. These are often designated as LWS.

### Cultural influences

**5.204** Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields, likely of medieval or older origin. Occasional common fields were interspersed, before becoming enclosed by agreement.

**5.205** There is very little settlement within the character area. Settlement is concentrated within the hamlets of Brans End, Stebbing Green and Blake's End and located along linear greens.

**5.206** Listed cottages, isolated farmsteads, halls and moated sites (Scheduled Monuments) are scattered across the landscape, although there are no Conservation Areas. The common vernacular across the farmland plateau is typically of plaster or timber frame, with thatched roofs, flintwork or red brick.

**5.207** Andrew's Field is an airstrip in the north-east, located on an open hilltop north of Stebbing Green. Despite a modern large-scale hangar and small numerous aircraft, the airstrip comprises a grass runway and is not overly obvious within the surrounding landscape.

**5.208** There are no major roads through the character area, although the A120 passes along the southern edge. Rural lanes wind through the landscape, providing

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good east-west access to the numerous isolated farmsteads and hamlets. The B1057 cuts through the landscape from the north-east, passing through Stebbing and connecting to Great Dunmow in the south-west.

**5.209** The public right of way network is strong and provides good east-west connectivity through the landscape, connecting the small farmsteads.

### Views and perceptual influences

**5.210** Across the hilltops, views are extensive and occasionally panoramic, with woodland within the area and beyond creating a wooded horizon. These contrast with views from the lower valley slopes which are more contained and channelled by both vegetation and topography. Dark bands of woodland provide contrast and structure across the lighter arable fields. Roadside vegetation and shelterbelts interrupt longer views from rural lanes and near settlements.

**5.211** Andrew's Field airstrip is visible in easterly views across the plateau. The circular tower of Barfield Saling Church located in the neighbouring district, is visible in views north. Telegraph poles form common features, set within the arable fields.

**5.212** The experience of dark skies and sense of tranquillity is good across the landscape, particularly in the north, away from Great Dunmow and Little Dunmow and closer to the A120 and Great Dunmow in the south.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.213** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

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- Woodland blocks and linear woodland features along watercourses, some of ancient origin .
- Woodland, grassland and wetland habitats scattered across the farmed landscape.
- Twisting, sometimes tree-lined, lanes, often of ancient origin.
- A sense of historic integrity resulting from a relatively unchanged settlement pattern of small hamlets, isolated farms, and moated sites strung along rural lanes.
- The visually prominent and open character of higher areas of the plateau, which allow long views to a wooded horizon across the landscape.

**Figure 5.51: Dispersed historic farmsteads surrounded by trees**



**Figure 5.52: Narrow lanes provide open views to the wooded horizon**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the Stebbing Brook from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure for increased settlement in this rural landscape, which may be detrimental to rural landscape character and the sense of tranquillity.

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- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Stebbing Green Farmland Plateau LCA is to enhance the rural character of this intensively farmed area with its small historic villages linked by winding lanes. Protect the relatively undeveloped and tranquil character of the area. Seek to integrate new development and strengthen landscape patterns through reinforcing hedgerow boundaries and connecting adjacent woodlands.

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### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highway works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the moated sites and farmhouses) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Bigod's Wood and Dow Wood; promote natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the tributary valleys of Stebbing Brook and River Ter, including marshland, pasture and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows and isolate hedgerow trees, using native species.

## LCT B: Farmland Plateau

- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly from the A120 and B1057, including through roadside tree planting.

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, in scattered blocks. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian woodland and other wetland habitats along the tributary valleys of Stebbing Brook and River Ter, to form green corridors to contribute to landscape character, green and blue infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.

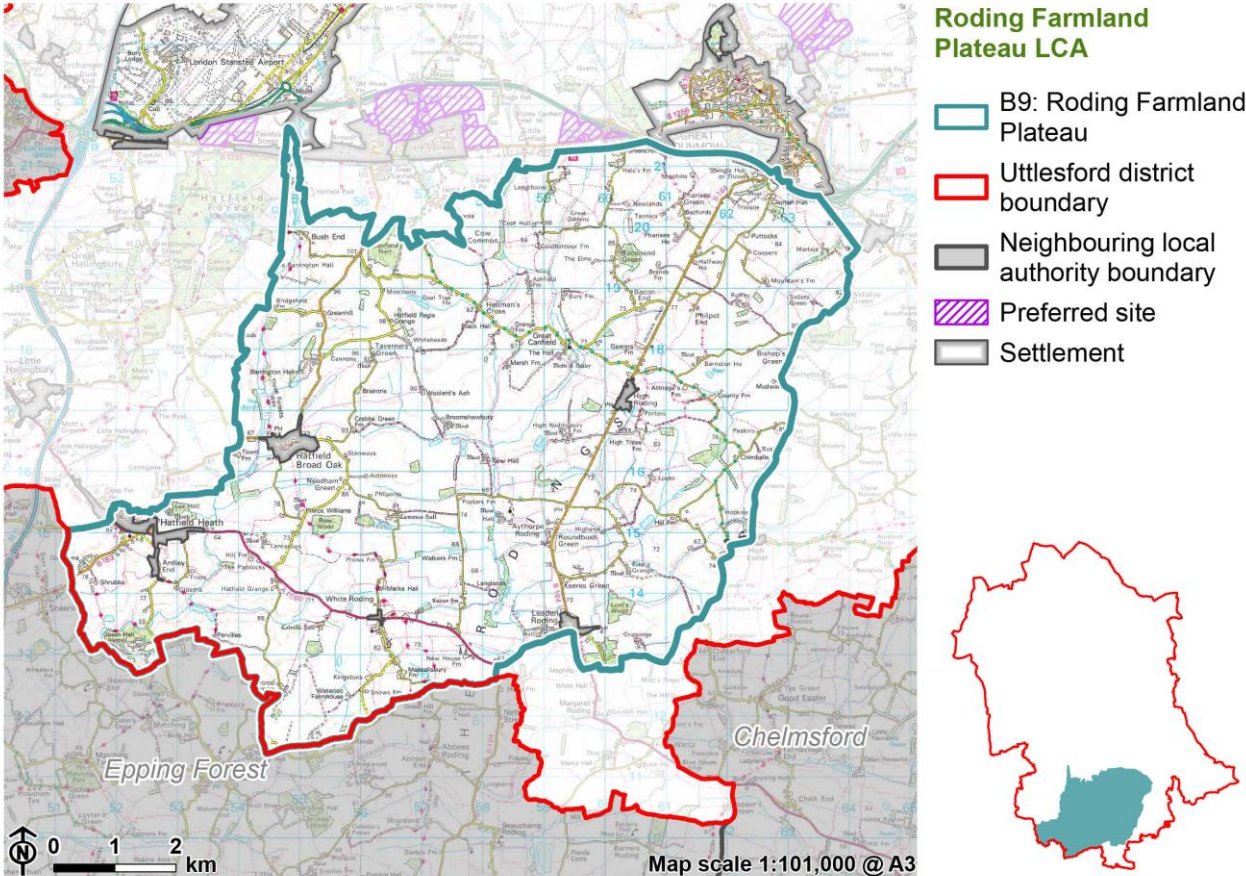
# LCA B9: Roding Farmland Plateau

## Location and summary

5.214 This character area consists of a raised farmland plateau. It is dissected by Pincey Brook in the west and the River Roding in the centre.

5.215 The area is located in the south-west of the district and its boundaries defined by the administrative boundary with the London Borough of Epping Forest to the south and the more wooded character of Hatfield Forest (LCA B7) to the west. The more settled farmland plateau of LCA B5 Broxted lies to the north.

Figure 5.53: Location of B9 Roding Farmland Plateau



**Figure 5.54: Typical view of the LCA: Large-scale arable fields with PRow and mature trees on the horizon**



## Key characteristics

### Geology, soils, topography and drainage

- Open farmland plateau dissected by the Pincey Brook in the west and the River Roding in the centre.
- A bedrock of chalky boulder clay and glacial till gives rise to fertile soils.

### Land use and field patterns

- Intensive agriculture land use dominates land use. A semi-irregular field pattern of medium- to large-scale fields, typically bound by fragmented hedgerows.

### Trees and woodland cover

- Many irregular woodland blocks of a variety of sizes are scattered across the landscape, many of which are ancient woodland.
- River corridors are lined by trees and riparian vegetation and mature trees line the lanes and hedgerows.

### Semi-natural habitats and biodiversity

- Frequent deciduous woodland, traditional orchard, semi-improved grassland, and floodplain grazing marsh provide variety within the intensively farmed agricultural landscape, many designated as Local Wildlife Sites.

### Historic landscape character

- Historic field patterns are evidenced by pre-18<sup>th</sup> century irregular fields, with historic orchards scattered throughout.
- Many historic features in the landscape including mills and ancient churches at Hatfield Heath, Bush End, the Roding villages and a motte and bailey mound at Great Canfield.
- Village greens are a feature of the landscape.

### Settlement, transport pattern and rights of way

- A regularly dispersed settlement pattern of small nucleated and linear villages, scattered hamlets, with farmsteads scattered over the plateau.
- Small winding lanes provide access through the area.
- A good network of PRowS and sections of the National Cycle Network.

### Views and perceptual qualities

- An open landscape with wide open views, which contrast with the more enclosed, wooded character within some villages.
- Woodland blocks and mature hedgerow trees combine to form a wooded skyline.
- A highly rural landscape, with a feeling of remoteness in places.

## Landscape character description

### Natural influences

**5.216** This gently undulating farmland lies on the plateau between 60 metres AOD and 95 metres AOD. Located in the southern reaches of the London Clay Formation, the bedrock is chalky boulder clay, overlain with Lowestoft Formation glacial till (characterised by its chalk and flint content). The resulting soil is loamy, with local chalky textures. It is generally classified as Grade 2 (very good) agricultural land.

**5.217** Alluvium and Head deposits are associated with the course of Pincey Brook and the River Roding. Pincey Brook flows roughly parallel to the character area's western boundary to Ardley End where it turns west toward Old Harlow. The River Roding flows roughly down the centre of the character area, passing through Great Canfield.

**5.218** This character area is dominated by intensive and widespread arable agriculture. Fields are typically delineated by hedgerows which are often fragmented but feature mature trees. The field pattern is generally larger and more regular on the higher plateau, but becomes smaller, and more irregular near older settlements. Pasture for horses typically occurs near settlements, coinciding with the location of riding schools. Pumpkin growing features in some of the smaller-scale fields close to farmsteads.

## LCT B: Farmland Plateau

**5.219** Woodland blocks, of a variety of sizes, are dispersed throughout the farmland, creating scattered, irregular areas of tree cover. A significant portion of these woodlands are ancient in origin and designated as Local Wildlife Sites including Canfield Thrift, High Rodingbury Wood, and Bromshawbury Wood. Along the lanes, mature trees are often visible in the hedgerows and verges – poplars are a common feature in windbreaks.

**5.220** Despite the dominance of intensive farmland, the character area also features small areas of nature conservation value. These include priority habitats marshland in the river valleys, heathland and grassland, many of which are designated as LWS including Fitzjohn Marsh, Bury Spring, and Hatfield Heath.

### Cultural influences

**5.221** Historic field pattern is dominated by pre-18<sup>th</sup> century irregular fields, probably of medieval origin and possibly older. At a finer grain there is also evidence of pre-18<sup>th</sup> century co-axial sinuous fields within the individual farms.

**5.222** Settlement is largely dispersed and small-scale, making the area feel more remote than it actually is, given the proximity of Stansted Airport to the north. Small settlements are located along roadsides and greens. The large common at Hatfield Heath is a key characteristic of the village. Historic buildings are dispersed throughout the character area and include church/hall complexes, isolated farmsteads, a large number of moated sites. New Barrington Hall is an important large medieval park. Hatfield Broad Oak, Great Canfields, and High Easter are designated Conservation Areas and host to many listed buildings.

**5.223** This area includes much of an ancient Saxon territory known as the hrodingas, which stretched from High Roding in the north down to Beauchamp Roding in the south. The Rodings are in an area with a long history of settlement and this cultural history is still visible in the many moated farms, halls, ancient churches, windmills and the motte & bailey castle mound at Great Canfield (now a Scheduled Monument). The former steam mill at Hatfield Heath is thought to date back to the 16<sup>th</sup> or 17<sup>th</sup> century and is an important local architectural feature.

## LCT B: Farmland Plateau

**5.224** Vernacular building style is colour-washed plaster with thatched or peg tile roofs, but mellow red brick dominates in some places, such as at Hatfield Broad Oak. Agricultural buildings appear in large clusters and a in variety of materials ranging from corrugated metal to black-stained weatherboarding.

**5.225** The overall grain of the landscape is very irregular, with numerous small twisting roads and lanes linking the settlement and the many small tributary valleys. Roads ring the area but internally winding lanes and tracks give access to most farmsteads. Many are designated Protected Lanes, for their historic, biodiversity and aesthetic values.

**5.226** A comprehensive network of Public Rights of Way criss-crosses this countryside, including the Three Forests Way promoted route.

### Views and perceptual influences

**5.227** This is an open, exposed landscape, with a sense of spaciousness enhanced by the absence of built development. Deciduous woodland blocks knit together with hedgerows to form a relatively wooded skyline. There is little to interrupt long views over the surrounding undulating landscape, particularly in views from across the high plateau land surrounding High Roding, such as those to Great Dunmow. By contrast, views nearer settlements are channelled and more enclosed, particularly along the smaller lanes which are often lined by mature trees.

**5.228** Long distance sightlines are available across the high plateau. The churches at High Roding and High Easter feature in open views from the high plateau and serve as local landmarks, as does the windmill at White Roding. A former steam mill at Hatfield Heath is a prominent feature in views from Stortford Road.

**5.229** Noise from the B184 in the east, the B183 in the west, and A1060 in the south is distributed across their immediate contexts. Away from these arterial routes, the experience of this character area is of a moderately tranquil, rural landscape. The transition of the colours of arable farmland from smooth green in the spring, yellow in summer to the coarse stubble following harvest, framed by

## LCT B: Farmland Plateau

deciduous woodland and hedgerows, results in a highly seasonal experience of the landscape.

**5.230** Flightpaths from Stansted Airport and resultant noise pollution have an occasional influence on the north-west portion of this character area. Though screened by trees and shrubs, the airport's buildings and tower can be seen in long views from the elevated plateau land in the north-east. Aircraft are a frequent feature across the open skyline.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.231** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Mature trees within hedgerows and woodland blocks.
- Historic integrity afforded by the many visible historic features including moated farms, halls, churches, some mills and the motte and bailey castle mound at Great Canfield.
- Clustered pattern of the historic settlements at Hatfield Heath, Hatfield Broad Oak and the Canfields, as well as the large common at Hatfield Heath.
- Several important wildlife habitats within the area including areas of ancient woodland, grassland, wetland and heathland habitats.
- The open character of higher areas of the plateau allowing long views across the landscape.
- Open, exposed landscape with a high perception of rurality.

**Figure 5.55: Small lane partially screened by hedgerows and mature trees**



**Figure 5.56: Pumpkin growing partially enclosed by mature trees**



### Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of Pincey Brook and the River Roding from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.

## LCT B: Farmland Plateau

- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Roding Farmland Plateau LCA is to conserve the tranquil, historic, and rural character of the area, strengthen the woodland, hedgerow and habitat networks, and to restore riverside habitats along Pincey Brook and the River Roding.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the mills, churches and moated sites) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, especially in the Hatfield Broad Oak, Great Canfields, and High Easter Conservation Areas.

## LCT B: Farmland Plateau

- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Canfield Thrift, High Rodingbury Wood, and Bromshawbury Wood; promote natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the Pincey Brook, the River Roding and tributaries, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly where the A1060 and B184 cross the area, including through roadside tree planting.

## LCT B: Farmland Plateau

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, such as irregular, scattered woodlands. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian vegetation and other wetland habitats along the Pincey Brook and the River Roding, to form green corridors to contribute to landscape character, green and blue infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Ensure any future residential expansion is small-scale and respects the historic settlement pattern of dispersed villages and traditional vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

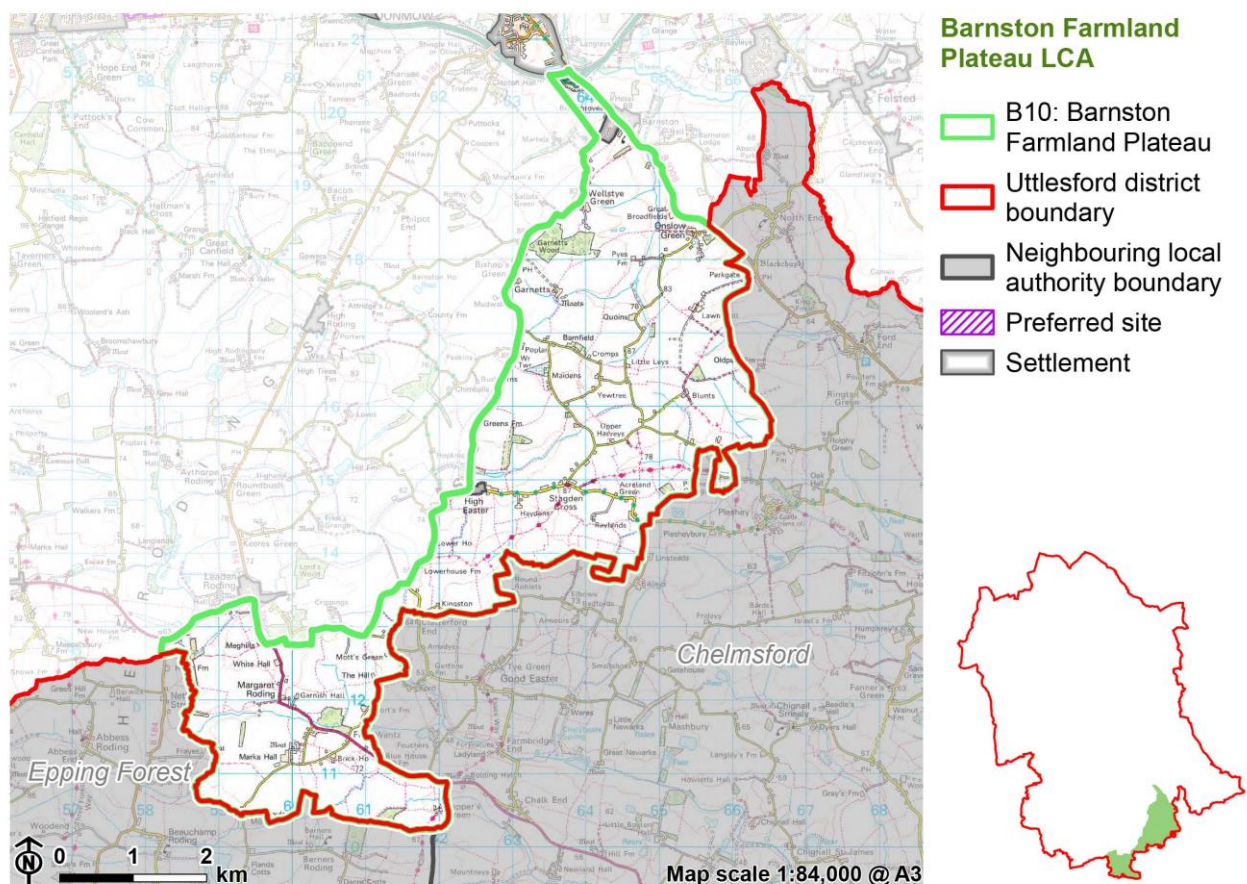
## LCA B10: Barnston Farmland Plateau

### Location and summary

**5.232** This character area consists of gently undulating farmland on boulder clay plateau and is dissected by several small streams and their valleys. It is a rural area, with limited settlement.

**5.233** The area is located in the south of the district and its southern and eastern boundaries are defined by the administrative boundary with Chelmsford district, while the north-east is defined by change in character to the Upper Chelmer River Valley (LCA A4).

**Figure 5.57: Location of B10 Barnston Farmland Plateau**



**Figure 5.58: Typical view of the LCA: Open arable fields with intermittent trees and woodland blocks**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating extensive plateau dissected by several small streams and brooks within very shallow valleys.
- A bedrock of chalky boulder clay and glacial till gives rise to fertile soils.

### Land use and field patterns

- Intensive arable agricultural dominates the landscape, in irregular medium sized fields.
- Smaller fields and paddocks are located around hamlets or farmsteads, with medium-scale pastoral fields associated with the shallow stream valleys.
- Fields are bounded by hedgerows with some mature hedgerow trees.

### Trees and woodland cover

- Woodland cover is limited, with small deciduous blocks and copses providing structure in the landscape, particularly in the south west. These are mostly of ancient origin.
- Trees line the small watercourses and generally screen settlements and isolated dwellings from the surrounding open farmland.

### Semi-natural habitats and biodiversity

- Pockets of ancient and semi-natural woodland as well as traditional orchards provide variety within the intensively farmed agricultural landscape, many designated as Local Wildlife Sites.
- Ponds, some former sand and gravel pits, are scattered across the landscape.

### Historic landscape character

- The historic field pattern of small irregular fields of ancient origin with pockets of sinuous co-axial fields, has largely been lost through consolidation in the 20<sup>th</sup> century.
- The historic dispersed settlement pattern survives, often originally focused on greens with scattered farmsteads.
- Historic small roads and green lanes link the settlements, many of which have survived.

### Settlement, transport pattern and rights of way

- Scattered settlement pattern, with frequent small hamlets, typically with greens. Some modern development at the edge of High Easter.
- A network of narrow winding lanes and PRowWs with a section of the National Cycle Network through Higher Easter.

### Views and perceptual qualities

- Open views over the arable farmland at higher elevations, with more enclosure in the valleys in the south.
- Key visual landmarks include the church spires at High Easter and the water tower north-west of Greenstreet.
- Aircraft noise is common throughout the character area.
- Strong sense of a working landscape in large hay bales, tractors operating and smell of fertiliser.

## Landscape character description

### Natural influences

**5.234** This extensive area of gently undulating farmland lies on a plateau between 55 metres AOD and 90 metres AOD. Located in the southern reaches of the London Clay Formation's bedrock of sedimentary clay, silt and sand, it is overlain with Lowestoft Formation chalky till, together with outwash sands, gravels, silts and clays. The resulting loamy soil is lime-rich and free draining though the centre of the character area and more clayey with impeded drainage in the north and south. It is generally classified as Grade 2 (very good) agricultural land.

**5.235** The plateau is dissected by several small watercourses including the River Can and its tributaries, unnamed tributaries of the River Roding, Parsonage Brook, and Barnston Brook. These areas are associated with valley landforms and a geological make-up of superficial head deposits (gravel, sand and clay).

## LCT B: Farmland Plateau

**5.236** Due to fertile soils the character area is characterised by widespread, intensive arable agriculture. Irregular, medium-sized arable fields bound by hedgerows and ditches dominate the farmland. The condition of the hedgerows varies across the area with some being thick and continuous, some being fragmented, and others comprising mature hedgerow trees.

**5.237** Clusters of smaller pasture fields are located around the hamlets and farmsteads, and are generally used to graze horses. These consist of improved grassland and are bounded by wooden or white tape fencing. Other medium-scale pastoral fields are located in the lower elevations, in the floodplains of the watercourses. Ponds are scattered throughout the area, some of which are the result of filling disused sand and gravel pits with water.

**5.238** Small deciduous copses and small woods are scattered across the arable farmland. When combined with hedgerow trees and tall hedgerows, these form more intimate landscapes. A number of these woodlands are ancient in origin and designated as LWS including Crows Wood, Beech Wood and Margaret Roding Wood. These areas are mostly found in the south-west, across the lower lying land surrounding the River Can and the unnamed tributaries of the River Roding. At higher elevations in the north of the character area there are fewer trees and woodland cover.

**5.239** Despite the prevalence of intensive farmland, there are small areas of nature conservation value in addition to deciduous woodland. Priority habitats include such as traditional orchards, unimproved grassland, and scrub and wetland habitats, many of which are designated as LWS.

## Cultural influences

**5.240** Historic field pattern within the character area was dominated by small irregular fields of ancient origin with pockets of sinuous co-axial fields. These have largely been amalgamated and consolidated into medium-scale fields. The historic, dispersed settlement pattern, often originally focussed on greens and with scattered farmsteads, survives.

## LCT B: Farmland Plateau

**5.241** Settlement is dispersed throughout the character area and typically formed of hamlets and small villages with largest settlements at Barnston, High Easter and Margaret Roding. These all contain listed buildings; High Easter is covered by a Conservation Area. There are also a number of historic moated sites (although these are not designated).

**5.242** Local vernacular buildings are dispersed across the area concentrated in the hamlets and small villages; these buildings are generally colour washed with tiled or thatched roofs. Black weatherboarding and brick also feature amongst the settlements and farmsteads and some larger-scale farms have large, corrugated iron sheds. More modern, brick housing can be seen at the edge of High Easter.

**5.243** There is a comprehensive network of narrow winding lanes throughout the character area, many of which are bordered by grassy ditches – in the north, many are designated Protected Lanes. The A1060 passes through Margaret Roding and the Essex Way passes through the middle of the character area, as does a section of National Cycle Network.

**5.244** There are many public rights of way which criss-cross the landscape; a greater concentration is found in the centre and south.

### Views and perceptual influences

**5.245** This is a relatively open landscape, with little to interrupt long views over the surrounding undulating farmland, particularly in views from across the high plateau land in the north. By contrast, views nearer settlements at lower elevations in the south are typically more enclosed by tree cover and channelled by the surrounding topography. Trees generally screen settlements and isolated dwellings from the surrounding open farmland.

**5.246** Church spires at High Easter and the water tower north-west of Greenstreet feature in the relatively open views and serve as local landmarks.

## LCT B: Farmland Plateau

**5.247** There is an overall sense of tranquillity throughout the character area with several quiet, rural lanes winding through the landscape, settlements and dwellings generally screened by tree cover and open views at higher elevations. There are very few detractors in the landscape however the flightpath from Stansted Airport and resultant noise pollution has an occasional influence in the north, where aircraft feature across the open skyline.

**5.248** The landscape has a strong character as a working agricultural landscape with noise from tractors, large storage barns of hay, the smell of fertiliser and open views across widespread farmland.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.249** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Sinuous hedgerows and ditches, small deciduous woodland and copses that provide structure to the open landscape.
- Historic integrity, resulting from numerous listed buildings in a dispersed historic settlement pattern .
- Several important wildlife habitats including woodland, traditional orchards, unimproved grassland, scrub and wetland and riverside habitats along the numerous streams.
- Comprehensive network of quiet rural lanes and byways, which cross the landscape and the resultant overall sense of tranquillity.
- The open character of higher areas of the plateau allowing long views across the landscape.

**Figure 5.59: Footpath across farmland, hedgerows with gaps and mature trees**



**Figure 5.60: Large farm sheds and pasture enclosed by post and wire fencing**



### Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Roding, Parsonage Brook, and Barnston Brook from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, including High Easter, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly *phytophthora* pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.

## LCT B: Farmland Plateau

- Changes in cropping and land use as a response to climate change impacting the character of the farmland.
- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
- Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

## Landscape Guidelines

The overall strategy for Barnston Farmland Plateau LCA is to conserve the tranquil, historic, and rural character of the area, strengthen the woodland, hedgerow and habitat networks, and to restore riverside habitats along the River Can and its tributaries, unnamed tributaries to the River Roding, Parsonage Brook, and Barnston Brook.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the listed buildings) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, especially within High Easter Conservation Area.

## LCT B: Farmland Plateau

- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands such as at Crows Wood, Beech Wood and Margaret Roding Wood; promote natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Can, and other tributary streams, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRow) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly where the A1060 crosses the area, including through roadside tree planting.

## LCT B: Farmland Plateau

### Plan

- Plan tree planting and woodland creation appropriate to landscape character, of small copses and woodland blocks. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian woodland and other wetland habitats along the River Can and small watercourses, to form green corridors to contribute to landscape character, green infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Ensure any future residential expansion on valley sides is small-scale and respects the historic settlement pattern of dispersed villages and traditional vernacular. Ensure that development is well integrated with the surrounding landscape to minimise visual impact.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

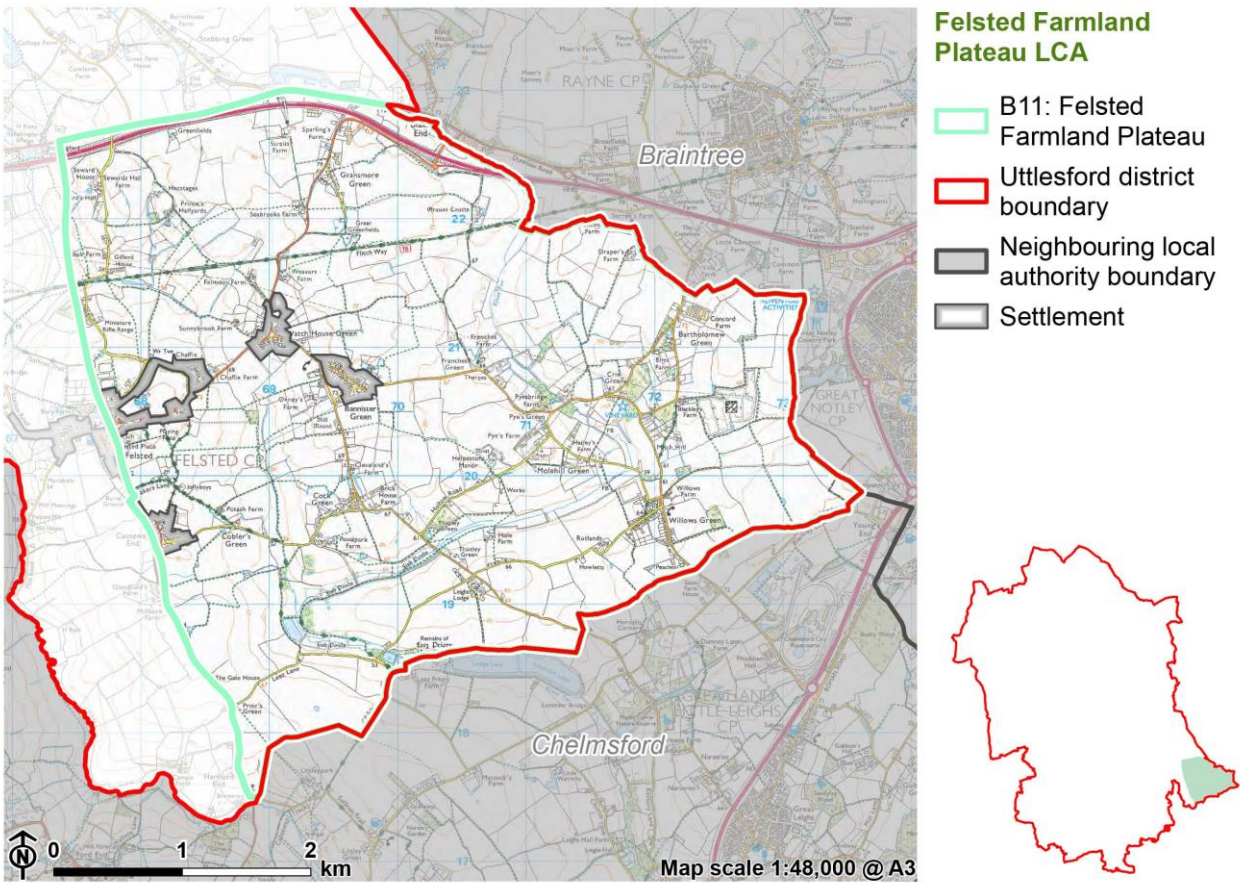
# LCA B11: Felsted Farmland Plateau

## Location and summary

5.250 This character area consists of gently undulating farmland on the boulder clay plateau. It is dissected by the River Ter in the east and south.

5.251 Located in the south-east of the district, the landscape character area extends east from Felsted and Causeway End towards Willows Green, encompassing Bannister Green which lies roughly at its centre. The southern and eastern boundaries are formed by the administrative boundaries with Chelmsford and Braintree districts.

Figure 5.61: Location of B11 Felsted Farmland Plateau



**Figure 5.62: Typical view of the LCA: Isolated farmstead partially enclosed by trees**



## Key characteristics

### Geology, soils, topography and drainage

- Gently undulating farmland, dissected by the River Ter in the east and south.
- A bedrock of chalky boulder clay and glacial till gives rise to fertile soils.

### Land use and field patterns

- A landscape dominated by intensive arable farmland with a medium- to large-scale semi-irregular pattern.
- Boundaries are enclosed either by hedgerows or by grassy banks and ditches. Mature trees feature prominently within fragmented hedgerows.

### Trees and woodland cover

- Scattered small woods, copses and hedgerows tree provide variation across the expansive farmland. Woodland is more prevalent at lower elevations.
- Trees and riparian vegetation line the stream corridors.

### Semi-natural habitats and biodiversity

- Semi natural habitats are limited. Deciduous woodland, marshland and grassland providing variety within the intensively farmed landscape.

### Historic landscape character

- Historic field pattern evidenced by the occurrence of pre-18<sup>th</sup> century irregular fields.
- Historically the settlement pattern comprised dispersed or polyfocal settlement along linear and triangular greens and isolated farms set within their own lands.

### Settlement, transport pattern and rights of way

- A well-populated landscape particularly in the south, with linear villages coalescing along the roads. Hamlets and farmsteads are scattered over the plateau.
- A comprehensive network of narrow winding rural lanes, lined by raised banks or hedges. The busy A120 lies in the north.
- A good network of public rights of way, including the Saffron Trail and Flich Way.

### Views and perceptual qualities

## LCT B: Farmland Plateau

- An open expansive landscape with views across the farmland to wooded horizons, where copses and hedgerow trees knit together.
- Views from small lanes are typically enclosed by tree cover or the development, creating few opportunities for open views.
- Generally tranquil and rural landscape, away from the A120 in the north. Aeroplanes are an occasional feature across the open sky.

## Landscape character description

### Natural influences

**5.252** This gently undulating farmland lies on a sheet of chalky till between 45 metres AOD and 80 metres AOD. The River Ter flows through the eastern and southern portions of the character area, its valleys forming topographical low points. Located in the southern reaches of chalky boulder clay from the London Clay Formation, the land is overlain by Lowestoft Formation glacial till. The resulting soil is predominantly loamy, lime-rich and clayey with impeded drainage and therefore classified as Grade 2 (very good) agricultural land. Freer draining, slightly acid soils coincide with the River Ter and its floodplain alluvium and soils here are generally classified at Grade 3 (good to moderate) agricultural land.

**5.253** Arable agriculture is widespread in a patchwork of irregular, medium- to large-scale fields. Their boundaries are enclosed by thick but intermittent hedgerows or marked by grassy banks and ditches. The farmland surrounding the villages of Mole Hill Green, Bannister Green and Watch House Green is composed of smaller, irregular, predominantly pastoral grass fields. A vineyard

**5.254** Small, intermittent patches of woodland are also more common at lower elevations and individual, mature trees provide variation amongst the expansive farmland. Small, scattered areas of priority habitat deciduous woodland, grassland and marshland habitat are found throughout the area, with a greater prevalence at lower elevations. Species-rich hedgerows and ditches bound the arable and

## LCT B: Farmland Plateau

pastoral fields and tree/scrub-lined stream corridors feature along the banks of the River Ter and its tributaries. Flich Way is a length of disused railway which runs across the north of the character area and now provides unimproved grassland and hedgerow habitats. It is the only designated LWS in the character area.

### Cultural influences

**5.255** Historic land use within the character area is evidenced by pre-18<sup>th</sup> century irregular fields, probably of medieval origin and possibly older. Fields are relatively small in the southern half of the area and become larger to the north.

**5.256** Historically, the settlement comprised dispersed or polyfocal settlement strung out along an extensive network of linear and triangular greens, the latter located at road junctions. In addition, there were isolated farms set within their own lands.

**5.257** The area is fairly densely populated, with the largest settlements in the south at Felsted, Bannister Green, Causeway End and Willows Green. Gransmore Green, other scattered farmsteads and clusters of houses feature in the north. In some areas, settlement has gradually expanded along the length of the roads, causing coalescence between villages and so the character area overall has a more settled feeling than the other LCAs.

**5.258** The settlement pattern is based around a comprehensive network of narrow winding rural lanes. Many roads abutted by fields are also flanked by raised banks or hedges.

**5.259** Interest and variety are added to the area through the presence of local vernacular buildings with colour washed walls and red tiled or thatched roofs. Listed buildings are scattered throughout the character area with a large number concentrated at Felsted, a designated Conservation Area. Leez Augustinian Priory, fishponds and Tudor mansion are Scheduled Monuments in the south, adjacent to the course of the River Ter.

## LCT B: Farmland Plateau

**5.260** A widespread network of public rights of way criss-crosses the countryside, including a section of National Cycle Network along the Flich Way, along a disused railway line. Leez Lane is a Protected Lane, likely of Saxon origin, designated for its historic, biodiversity and aesthetic values.

**5.261** Modern influences on the landscape are the busy dual carriageway the A120 in the north, electricity pylons through the centre of the area, and a solar farm south of Bartholomew Green. Larger commercial units are also found at Bartholomew Green and Grasmere Green.

### Views and perceptual influences

**5.262** This is an open landscape with wide, often panoramic views afforded at higher elevations. Areas of woodland knit together with hedgerows to provide landscape structure and the overall illusion of a wooden horizon. Variation in the nature of the view is determined by the woodland and tree cover which is dispersed in blocks throughout the character area. In the middle and south particularly, views from the small lanes are often enclosed by trees or houses, blinkering views.

**5.263** Noise from the A120 in the north impinges on the sense of tranquillity, as does the occasional aeroplane and its associated sound. Away from the A120, the experience of this character area is of a tranquil, rural landscape with a strong sense of place in the variation of settlement, woodlands and areas of smaller-scale farmland.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**5.264** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

## LCT B: Farmland Plateau

- Small, scattered woodlands, copses and hedgerow trees provide valued landscape features and a wooded horizon.
- Historic pattern of small, linear and polyfocal settlements.
- Comprehensive network of quiet rural lanes and roads, with high hedges and banks.
- The open rural character of the landscape with an overall sense of tranquillity.

**Figure 5.63: Open arable farmland with mature trees amongst hedgerows with gaps**



**Figure 5.64: Settlement at Bannister Green orientated around village green**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pollution of the River Ter from fertiliser and pesticide run-off from surrounding farmland.
- Invasive species within the river and banks, including Giant Hogweed and Himalayan Balsam altering the plant composition of the river banks.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.

## LCT B: Farmland Plateau

- Development pressure on the edge of existing settlements, including Felsted, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for coalescence of the small villages through piecemeal linear expansion along the rural roads.
- Potential for new development within Braintree district to the east, which may be visually intrusive within this character area.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to further demand for solar farms, and demand for wind turbines either within or visible from the LCA.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.
  - Changes to seasonal flooding and flash floods, and an increasing demand for flood defence activity. This could create more physical habitat degradation and introduce potentially detracting features.

# Landscape Guidelines

The overall strategy for Felsted Farmland Plateau LCA is to conserve the tranquil, historic, and rural character of the area, strengthen the woodland, hedgerow and habitat networks, protect the open views, and to restore riverside habitats along the River Ter.

### Protect and conserve

- Protect and conserve existing semi-natural habitats, including ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and inappropriate road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Ensure that important heritage assets (including the Leez Augustinian Priory Scheduled Monument and listed farmhouse buildings) are appropriately managed to avoid their loss or degradation.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character. Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.

## LCT B: Farmland Plateau

- Encourage regeneration of woodlands; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the marginal riverside habitat along the River Ter, including marshland, pasture, reed beds and off-stream wetlands. Manage the spread of invasive species.
- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (along PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.
- Manage visual and audible intrusion of road traffic, particularly in the north along the A120, including through roadside tree planting.

### Plan

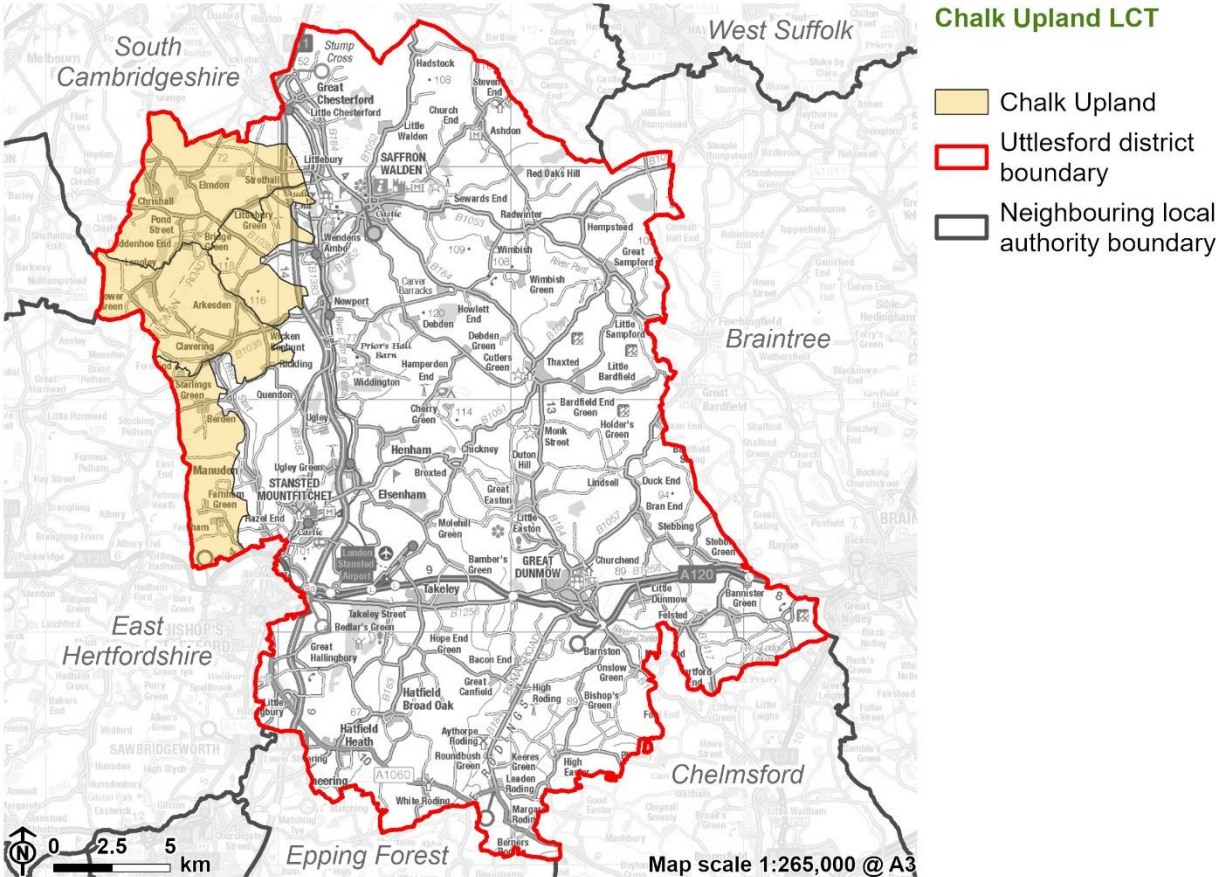
- Plan tree planting and woodland creation, appropriate to the woodland pattern of scattered woodland blocks. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to extend riparian woodland and other wetland habitats along the River Ter, to form green corridors to contribute to landscape character, green and blue infrastructure and nature recovery networks.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.

## LCT B: Farmland Plateau

- Ensure that any future solar farms are sensitively located and their impacts on the landscape mitigated through careful design, retaining an agricultural use to the fields where possible.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.
- Plan to incorporate green infrastructure links to contribute to nature recovery networks, enhance landscape character and provide sustainable opportunities for travel, access and recreation.

# Landscape Character Type C: Chalk Uplands

Figure 5.65: Location of LCT C Chalk Uplands



5.265 The key characteristics of this Landscape Character Type (LCT) are:

- Strongly rolling landform of broad, round-backed ridges.
- Large scale arable farmland.
- Distinctive elevated, expansive and generally open character.
- Panoramic views from ridgetops.
- Dispersed blocks of woodland and isolated copses.

## LCT C: Chalk Uplands

- Sparse settlement pattern of small linear villages alongside stream courses, and hamlets with greens.

**5.266** The following Landscape Character Areas (LCAs) are located within the Chalk Uplands LCT:

- C1 Elmdon Chalk Upland
- C2 Arkesden Chalk Upland
- C3 Langley Chalk Upland
- C4 Berden Chalk Upland

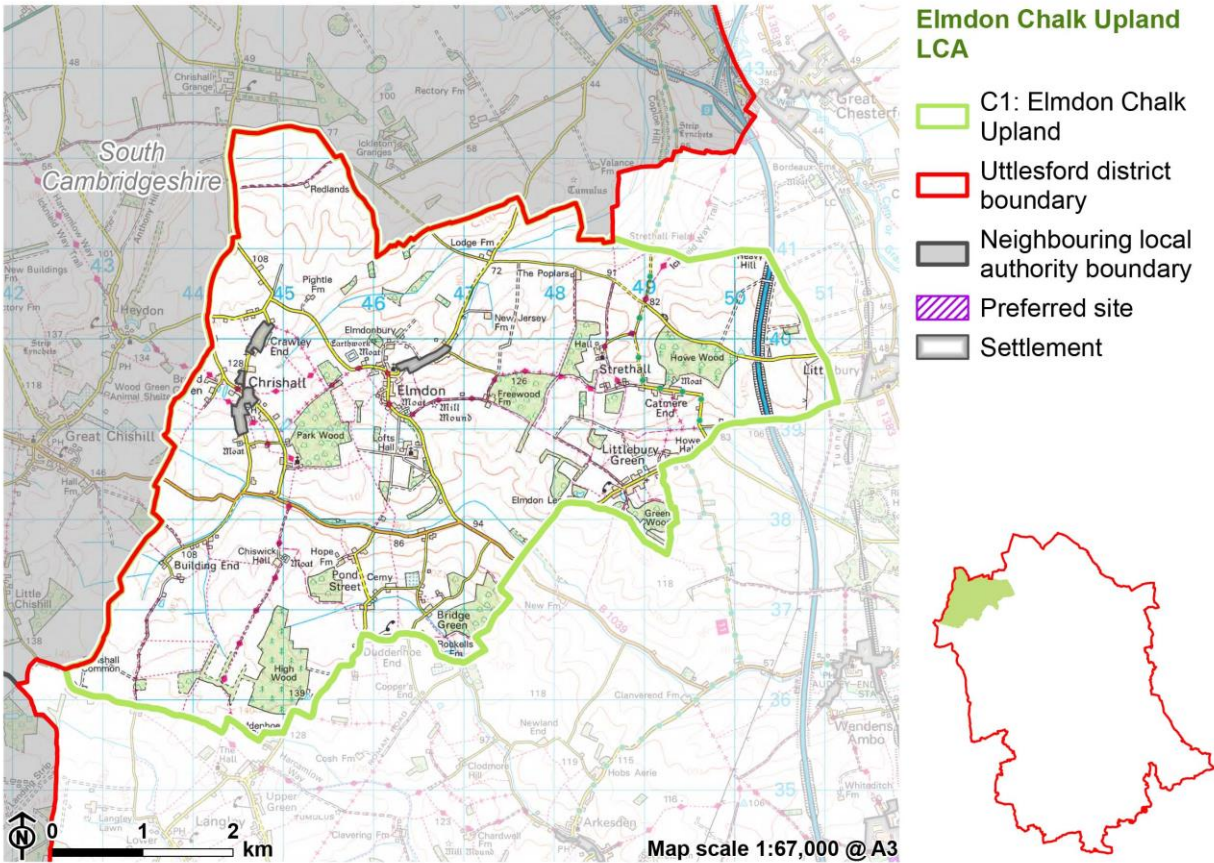
# LCA C1: Elmdon Chalk Upland

## Location and summary

5.267 This character area encompasses the rolling chalk ridge that runs across north-west Essex into Cambridgeshire. It is a transitional landscape where the rolling chalklands to the north meet the claylands of Essex to the south. It is an upland landscape of large-scale arable farming, interspersed with blocks of ancient woodland.

5.268 The area is located in the north west of the district, and stretches from the administrative boundary with South Cambridgeshire to the north and west, to Littlebury in the east and Upper Pond Street/Bridge Green in the south. The M11 juts into the east, separating the area from the Cam River Valley (LCA A1).

Figure 5.66: Location of C1 Elmdon Chalk Upland



**Figure 5.67: Typical view of the LCA: large open arable fields with woodland blocks providing a partially wooded horizon**



## Key characteristics

### Geology, soils, topography and drainage

- Rolling upland landscape with broad flat-topped ridges. Small tributaries of the Cam cut through the chalk.
- The chalk bedrock results in light soils which are well suited to arable farming.

### Land use and field patterns

- Large-scale rectilinear field pattern supports intensive arable farming. Drainage ditches, grassy tracks and low hedgerows define field boundaries.

### **Trees and woodland cover**

- Large blocks of ancient woodland sit on the hilltops and punctuate the open farmland, with some shaws on field edges.

### **Semi-natural habitats and biodiversity**

- Deciduous woodland including priority habitat and ancient woodlands designated as Local Wildlife Sites provide biodiversity interest.
- Semi-natural habitats are otherwise limited to small areas of fragmented grasslands including pasture and road verges, often designated as Local Wildlife Sites.

### **Historic landscape character**

- The medieval landscape is still evident, with the fieldscape dominated by large common-fields, with some enclosure.
- Largely intact medieval settlement pattern of nucleated villages and hamlets located in the valleys. Isolated farmhouses are located on the hill tops.
- Farms, church/hall complexes, small manors and moated sites are set alongside village greens or 'Ends'.
- Rich cultural heritage of vernacular architecture, with pale colour-washed and timber-framed houses, often with thatched roofs and brick and flint walls.

### **Settlement, transport pattern and rights of way**

- Settlement is concentrated at Elmdon and Chrishall. Elsewhere settlement is more widely dispersed.
- Road access is generally limited to winding sunken lanes while open roads cross the uplands. The M11 crosses the east in a cutting.
- Public access is more limited than other areas. The ancient trackway, the Icknield Way extends along the chalk ridge and the promoted route Harcamlow Way runs south from Chrishall.

### Views and perceptual qualities

- Higher ground and slopes afford panoramic vistas with big skies which contrasts with enclosure along tree-lined lanes and villages.
- A feeling of openness with large-scale field patterns, few trees and little visible settlement.
- Highly rural landscape, with a good experience of tranquillity and dark night skies.

## Landscape character description

### Natural influences

**1.1** An upland landscape, with broad ridges intersected by steep valleys to provide a rolling landform. Topography ranges from 70 metres AOD to 135 metres AOD. Located on the Lewes Nodular and New Pit Chalk Formations, with considerable overlays of glacial diamicton, while Head deposits of gravel, sand, silt and clay follow the small unnamed tributaries of the River Cam. The resulting soil is lime-rich and loamy and generally classified as Grade 2 (very good).

**1.2** The landscape is dominated by large-scale and intensive arable agriculture. The resulting landscape is open, although large blocks of ancient woodland provide punctuation on the hilltops. The majority of the woodlands are priority habitat deciduous woodland, with areas of replanted conifers at High Wood and Howe Wood. The woodlands are all designated as Local Wildlife Sites (LWS). Outside of the woodlands, semi-natural habitats are limited to small areas of pasture and meadow.

**1.3** Large-scale, rectilinear arable fields have a variety of field boundary treatments including drainage ditches, grassy tracks and broken hedgerows. There are also a number of shaws around field edges. Some field boundaries are now reinforced by post and wire or post and rail. Pasture fields on lower slopes

## LCT C: Chalk Uplands

and on the edge of villages are more irregular in shape and largely now in use for horse grazing.

### Cultural influences

**1.4** The medieval landscape is still evident, with the fieldscape dominated by large common-fields, of the Cambridgeshire and Midland type, a field-type that is rare in the rest of Essex. Some fields were enclosed by agreement in the early post-medieval period, the remainder being enclosed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, partially as a function of the Parliamentary enclosure act. On the higher land the landscape is more typical of Essex than Cambridgeshire with winding lanes, dispersed hamlets and greens and ancient woodlands.

**1.5** Settlement is concentrated at Elmdon and Chrishall. Elmdon is a small, nucleated settlement with exemplary historic buildings, designated as a Conservation Area. Chrishall is a linear settlement, and also contains a wealth of historic listed buildings. Outside of Elmdon, there is a highly dispersed settlement pattern. Settlements are focused on churches or halls, with moats, farms and manors set along historic Greens and Ends. Many of these are designated as listed buildings or Scheduled Monuments. A strong vernacular of pale colour-washed and timber-framed houses with thatched roofs, including an unusual thatched-roof church between Pond Street and Duddenhoe End.

**1.6** Winding lanes and minor roads, many of ancient origin, provide access to the scattered settlements. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values. Lanes are often sunken and tree-lined, and very tranquil. In contrast to the narrow local road system, the M11 runs in cutting through the east of this area.

**1.7** The landscape is crossed by a series of ancient roads and tracks. The ancient Icknield Way crosses east to west along the upland chalk ridge and the Harcamlow Way runs from Chrishall southwards towards Langley. There is also a network of public footpaths that link villages, but overall there are fewer public

## LCT C: Chalk Uplands

footpaths than in other character areas, due possibly to the poor soils and historic lack of early settlement in the chalk uplands.

### Views and perceptual influences

**1.8** Sweeping vistas of large-scale rolling arable land are punctuated by blocks of trees on the hilltops or broken low thorn hedges along ditches or field boundaries. These open views of large skies contrast with the enclosure along tree-lined roads, and within the settlements, which often lie in the valleys.

**1.9** The texture of this countryside is varied, from the smooth pale chalk slopes to the patchwork of darker woodlands and varied colourful vernacular buildings scattered across the landscape.

**1.10** There are few detractors within the landscape; a sewage works outside Elmdon is well integrated with linear windbreak trees. This is a landscape well cared for, with a strong sense of place. There is a strong sense of tranquillity away from the roads.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**1.11** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Blocks of ancient and semi-natural woodland visible on hilltops, and scattered trees within field boundaries.
- Winding rural lanes with flower-rich grass verges, often of ancient origin.
- Historic integrity of the intact medieval settlement pattern of traditional villages located around greens and numerous historic buildings.

## LCT C: Chalk Uplands

- The open character of the skyline on the ridges, with panoramic views and strong visual connections to adjacent landscapes.
- A working agricultural landscape with strong rural qualities, and a sense of tranquillity and remoteness.

**Figure 5.68: Rolling arable fields with a wooded horizon**



Figure 5.69: Chrishall village set round a small green



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, including Elmdon, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for new development within Cambridgeshire to the north which would be visually intrusive to views within this character area.
- Potential for erection of new farm buildings on the higher ground, which may be visually intrusive.

## LCT C: Chalk Uplands

- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- Pressure for telecommunication masts, especially along the M11 that may be visually intrusive in this open landscape.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

## Landscape Guidelines

The overall strategy for Elmdon Chalk Uplands LCA is to conserve the open, rural, tranquil character of the landscape. Seek to reinforce hedgerow and other field boundaries, and conserve and connect areas of adjacent woodlands.

### Protect and conserve

- Protect and conserve ancient and semi-natural woodlands, shaws and hedgerows.

## **LCT C: Chalk Uplands**

- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and road upgrades.
- Ensure that important heritage assets (including the moats and halls) are appropriately managed to avoid their loss or degradation.
- Protect the sparsely settled, tranquil character of the landscape.
- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within Elmdon Conservation Area.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### **Manage**

- Manage ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration; promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the traditional pattern and structure of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage the recreational use of the landscape (PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.

### **Plan**

## LCT C: Chalk Uplands

- Plan tree planting and woodland creation where appropriate to landscape character. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance connections between existing woodlands to increase habitat connectivity and enhance landscape character.
- Enhance landscape character and local biodiversity by a programme to create new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.

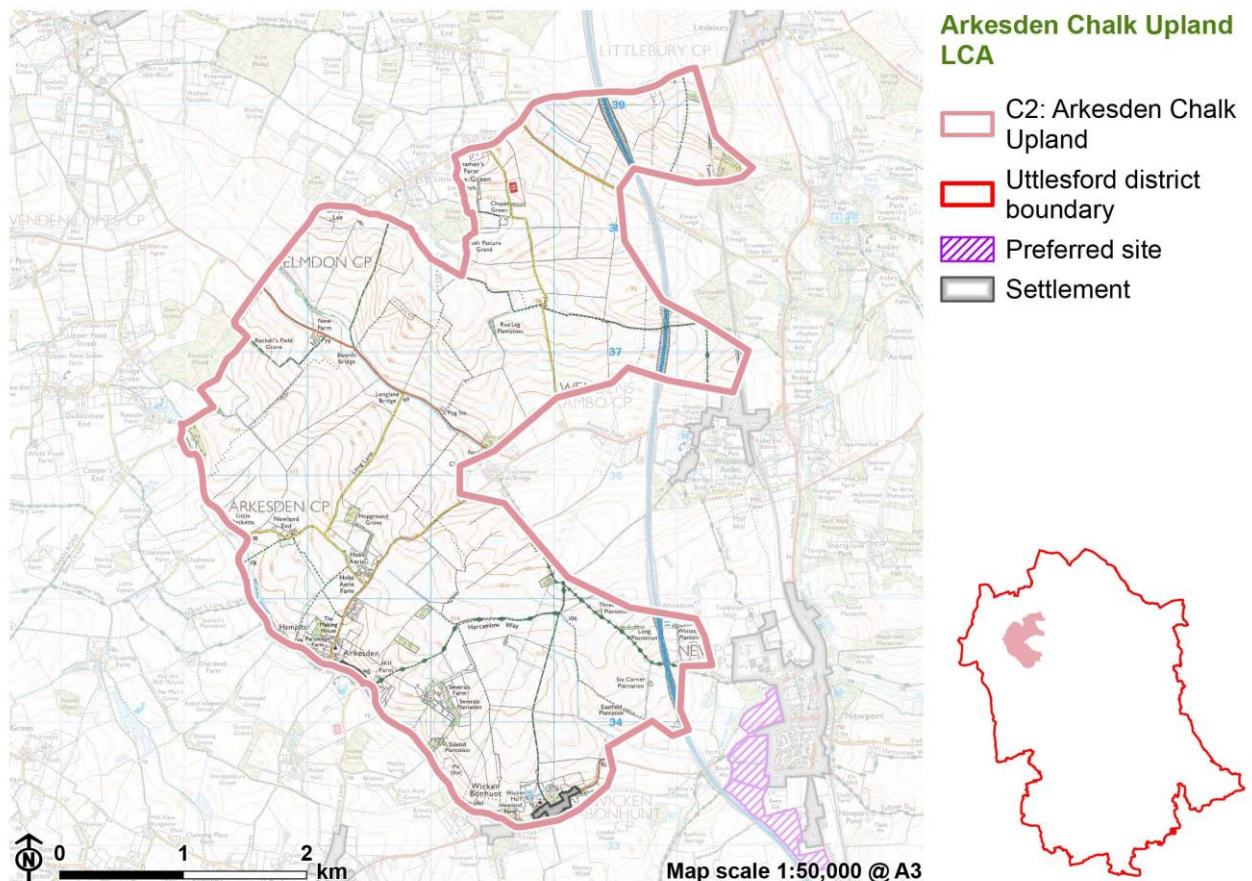
## LCA C2: Arkesden Chalk Upland

### Location and summary

**5.269** This character area is formed of the chalk upland that rises west of the Cam valley slopes. It comprises large-scale arable farming and is very open. Arkesden village in the south-west is the only settlement, resulting in a very rural character.

**5.270** The area is located in the north west of the district, and is bounded by Wicken Water on the south and west, and the Cam valley to the east. The Chalk Uplands continue to the north and west, in LCAs C1 and C3.

**Figure 5.70: Location of C2 Arkesden Chalk Upland**



**Figure 5.71: Typical view of the LCA: open rolling arable fields with limited tree cover**



## Key characteristics

### Geology, soils, topography and drainage

- Rolling upland landscape with almost flat-topped ridges in the north-east.
- The chalk bedrock results in light soils which are well suited to arable farming.
- Wicken Water runs along the west and south.

### Land use and field patterns

- Dominated by intensive arable agriculture, in a large-scale regular field pattern. Small scale pasture for horse grazing is found close to settlements.
- Hedgerows are more limited and fragmented - ditches and grassy tracks provide field boundaries.

## LCT C: Chalk Uplands

### Trees and woodland cover

- An open and exposed landscape with very few woodlands or trees. Small blocks of broadleaved woodland line Wicken Water, with small shaws near Arkesden and copses found around farmsteads.

### Semi-natural habitats and biodiversity

- Very limited semi-natural habitats outside of Wicken Water, although arable field margins provide some biodiversity interest.

### Historic landscape character

- The medieval landscape is still evident, with the fieldscape dominated by large common-fields.
- Dispersed medieval settlement pattern of linear hamlets and villages centred on small greens.
- Rich cultural heritage of vernacular architecture, of pale colour-washed buildings with thatched roofs.

### Settlement, transport pattern and rights of way

- A largely unpopulated area. Settlement is concentrated in the south along Wicken Water, at Arkesden and Wicken Bonhunt. Outside the villages, individual farmsteads are widely dispersed.
- Very straight lanes, many ancient, run up the slopes. These are often open or bound by fragmented hedgerows.
- Few public rights of way, although Harcamlow Way crosses the south of the area.

### Views and perceptual qualities

- The broad ridges in the north east afford wide views. These contrast with enclosed views along Wicken Water.

## LCT C: Chalk Uplands

- A feeling of openness with a large scale field pattern, few trees and little visible settlement. Woodland blocks outside the area create a distant wooded horizon.
- Highly rural landscape, with good levels of tranquillity and dark night skies.

## Landscape character description

### Natural influences

**1.12** An upland landscape, with broad ridges intersected by steep valleys to provide a rolling landform. Topography ranges from 75 metres AOD to 135 metres AOD. Located on the Lewes Nodular Formation, with considerable overlays of glacial diamicton. Head deposits of gravel, sand, silt and clay follow Wicken Water and the small unnamed tributary along the B1039. Former extraction pits at Royston Road and Arkesden are designated as Local Geological Sites for their exposures of chalk and glacial gravels.

**1.13** The resulting soil is lime-rich and loamy and generally classified as Grade 2 (very good) and as a result the landscape is dominated by large-scale and intensive arable agriculture. Fields are bound by ditches or grassy tracks, resulting in a very open landscape. Smaller pasture fields on the edge of villages, and particularly along the course of Wicken Water, are more irregular in shape and largely in use for horse grazing.

**1.14** Semi-natural habitats are limited to small shaws or woodland blocks, including priority habitat deciduous riparian woodland lining Wicken Water.

### Cultural influences

**1.15** An often unpopulated landscape, particularly in the north. Settlement is concentrated along Wicken Water, at Arkesden and Wicken Bonhunt. These are

## LCT C: Chalk Uplands

historic linear settlements, with a number of listed buildings. Arkesden is covered by a Conservation Area. The Grade II\* listed Church of St Mary the Virgin sits dramatically on a rise over the Arkesden village green and is a local landmark. There is a strong vernacular of colour-washed plaster and thatched roofed buildings. Wicken Water is apparent within the villages, with individual small bridges across the river providing access between the houses and main road.

**1.16** Outside of the villages, individual farmsteads and widely dispersed, although generally located south of the B1039. Most are historic brick buildings, some listed, although there are some modern agricultural barns and sheds which are of a larger-scale and somewhat out of place.

**1.17** Straight, narrow lanes, many of ancient origin provide access to the area. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values. Lanes are often open, or lined by occasional fragmented hedgerows. The M11 runs in cutting through the east of this area.

**1.18** The medieval landscape is still evident, with the fieldscape dominated by large common-fields, of the Cambridgeshire and Midland type, a field-type that is rare in the rest of Essex. Some fields were enclosed by agreement in the early post-medieval period, the remainder being enclosed in the 18<sup>th</sup> and 19<sup>th</sup> centuries, partially as a function of the Parliamentary enclosure act. On the higher land the landscape is more typical of Essex than Cambridgeshire with winding lanes, and linear hamlets with greens in a dispersed settlement pattern.

**1.19** Public rights of way are few, and there are large tracts of land which have no public access. The Harcamlow Way crosses the south, connecting Arkesden to Newport.

## Views and perceptual influences

**1.20** Panoramic views on the higher ground in the north-east over the rolling arable fields provide a distinctive sense of place. These contrast with the more intimate landscapes on the Wicken Water valley floor, with views channelled

## LCT C: Chalk Uplands

through trees to the sloping countryside. The sound of water from weirs and fords along Wicken Water adds a sense of place.

**1.21** Electricity pylons cross the south-east, and more distant pylons are evident in views from the north-east. Although the M11 crosses the east, there is limited road noise. Some views to the edge of Saffron Walden are possible from the higher ground. Recent housing remains in keeping with the local settlement pattern.

**1.22** This landscape remains very rural, and at times remote, tucked away above the western Cam valley slopes. The texture of the landscape is varied and interesting.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**1.23** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Riparian woodland along the Wicken Water and scattered trees provides visual interest within the landscape.
- Ditches and grassy tracks on the roads and lanes create an open character.
- Very straight rural lanes of ancient origin, which afford panoramic views from higher ground.
- The open character of the landscape in the north-east with long views and big skies. Strong visual connections to adjacent landscapes create a sense of place.
- Sparsely settled character which contributes to the perception of a rural agricultural landscape.

## LCT C: Chalk Uplands

- Historic villages at Arkesden and Wicken Bonhunt with a traditional vernacular style located around greens provide time-depth to the landscape.
- High sense of tranquillity and remoteness from the elevation of the landscape, particularly when compared to the enclosure along Wicken Water.

**Figure 5.72: Open arable fields with far-reaching views**



**Figure 5.73: Rolling arable fields along open narrow roads**



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and riparian vegetation.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Potential for pollution of Wicken Water from fertiliser and pesticide run-off from surrounding valley sides and farmland plateau areas.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Development pressure on the edge of existing settlements, including Arkesden and Wicken Bonhunt, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new, larger farm buildings on the higher ground, which may be visually intrusive.

## LCT C: Chalk Uplands

- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- Pressure for telecommunication masts, especially along the M11 that may be visually intrusive in this open landscape.
- The landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

## Landscape Guidelines

The overall strategy for Arkesden Chalk Uplands LCA is to conserve the open, rural, tranquil character of the landscape. Seek to reinforce hedgerow and other field boundaries, and restore marginal riverside habitats along Wicken Water.

### Protect and conserve

- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

## **LCT C: Chalk Uplands**

- Protect the dispersed medieval settlement pattern of villages, hamlets and farms.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within Arkesden Conservation Area.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.

### **Manage**

- Strengthen and enhance the traditional pattern and structure of the landscape by augmenting fragmented hedgerows using native species.
- Strengthen and enhance the marginal riverside habitat along Wicken Water, including marshland, pasture, reed beds and off-stream wetlands.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage the recreational use of the landscape (PRoW) which provide informal access on linked routes through farmland.
- Encourage sensitive management and screening of existing horse grazing and related activities; seek to enhance the visual appearance of grassland managed as horse paddocks.

### **Plan**

- Enhance landscape character and local biodiversity by a programme to create new hedgerows and grasslands, as part of a wider network of connected habitats.
- Plan tree planting and new woodland creation on hilltops and scarps to form focal points to reinforce the chalklands landscape character. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.

## LCT C: Chalk Uplands

- Use planning and design guidelines to resist urbanisation in this very rural landscape. Utilise traditional building materials, locally sourced where possible.

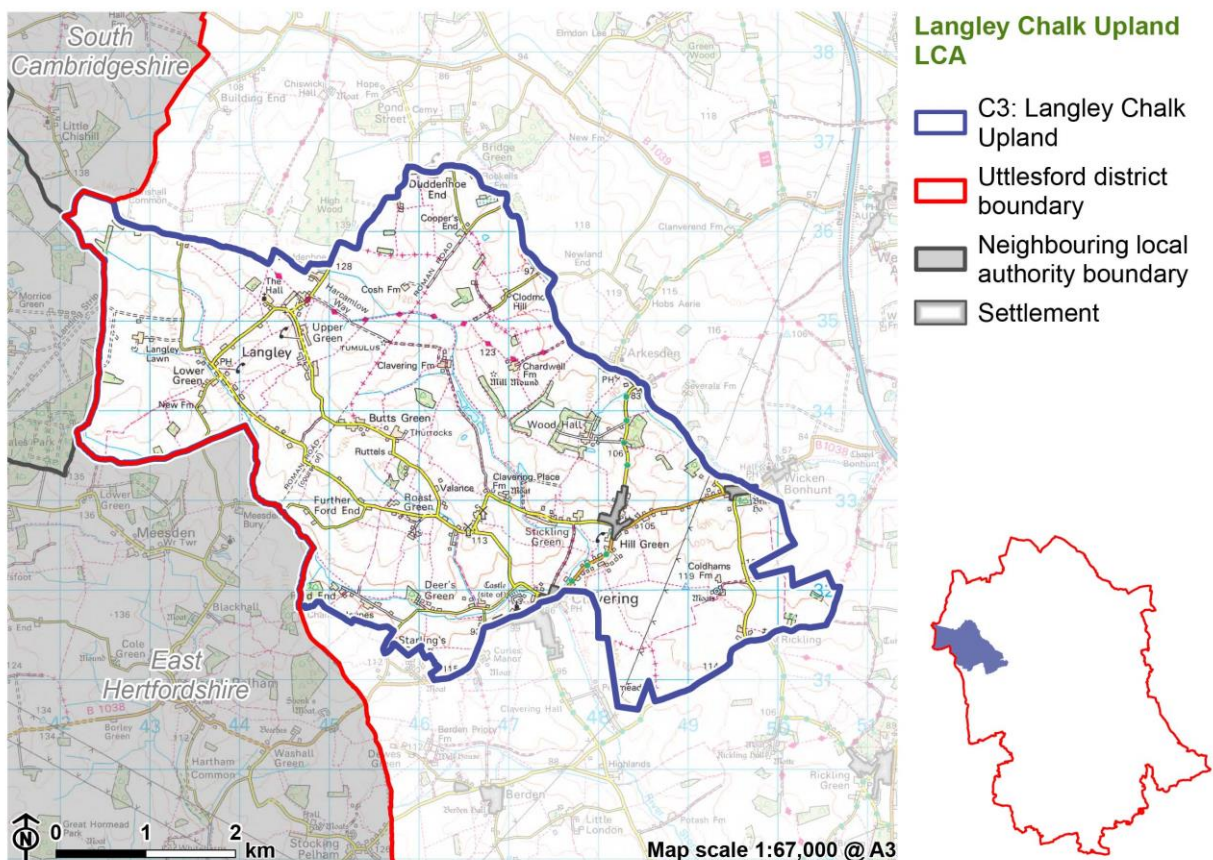
## LCA C3: Langley Chalk Upland

### Location and summary

**5.271** This character area is formed of the chalk upland that rises west of the Cam valley slopes. It comprises a rolling plateau landscape interspersed by small river valleys. Large-scale arable farming contrasts with small-scale populated valleys.

**5.272** The area is located in the north west of the district and is bounded by Wicken Water to the east, and the administrative boundary with Hertfordshire and Cambridgeshire to the west. The Chalk Uplands continue to the north, east and south-west in LCAs C1, C2 and C4, and the River Stort valley runs to the south (LCA A2).

**Figure 5.74: Location of C3 Langley Chalk Upland**



**Figure 5.75: Typical view of the LCA: large open arable fields with wooded horizons**



## Key characteristics

### Geology, soils, topography and drainage

- Rolling plateau landscape with broad ridges, eroded by narrow stream valleys.
- The chalk bedrock results in light soils which are well suited to arable farming.
- Wicken Water runs along the eastern boundary, and the River Stort rises near Langley.

### Land use and field patterns

- Dominated by intensive arable agriculture, with a medium- to large-scale regular field pattern. Smaller scale pasture for horse grazing is found close to settlements.

## LCT C: Chalk Uplands

- Fragmented hedgerows, ditches and grassy tracks provide field boundaries.

### **Trees and woodland cover**

- An open and exposed landscape with few woodlands or trees except for broadleaved woodland associated with valley bottoms and streams, including Wicken Water.
- Small shaws are located south of Arkesden, with small copses found around farmsteads.

### **Semi-natural habitats and biodiversity**

- Limited semi-natural habitats except for small woodlands and grasslands, some designated as Local Wildlife Sites, and pasture along the Wicken Water. Arable field margins provide some biodiversity interest.

### **Historic landscape character**

- The medieval landscape is still evident, with the fieldscape dominated by large common-fields.
- Rich cultural heritage of vernacular architecture, with pale colour-washed buildings and thatched roofs.

### **Settlement, transport pattern and rights of way**

- Small linear settlements set around village greens are located along the valleys, with few on the higher ground.
- Many lanes with good vehicular access, generally open to the fields.
- Good network of public rights of way including Harcamlow Way and route of a Roman Road.

### **Views and perceptual qualities**

- Contrast between large-scale, expansive and isolated higher ground and small-scale, intimate wooded valleys.

## LCT C: Chalk Uplands

- Wide views from higher ground contrast with enclosed views along Wicken Water.
- Feeling of openness with few trees and little visible settlement.
- Highly rural area, with good levels of tranquillity and dark night skies. Electricity pylons are visible across the area.

## Landscape character description

### Natural influences

**1.24** An upland landscape, with broad ridges intersected by narrow valleys to provide a rolling landform. Topography ranges from 95 metres AOD to 145 metres AOD. Located on the Lewes Nodular Formation, with considerable overlays of glacial diamicton, while Head deposits of gravel, sand, silt and clay follow Wicken Water and the River Stort. Clavering Lakes are a series of man-made lakes constructed for fishing.

**1.25** The resulting soil is lime-rich loamy and clayey with impeded drainage, and generally classified as Grade 2 (very good). The higher ground is dominated by large-scale and intensive arable agriculture. Fields are regular shaped and medium to large-scale, bound by broken hedgerows and isolated trees. Some grazing and rough grassland is found on the edges of settlements, and the river valleys are marked by meadows.

**1.26** Small scattered blocks of woodland are generally recorded as priority habitat deciduous woodland, with three small ancient woodlands. Occasional priority habitat good quality semi-improved grassland is found along the river and stream valleys. Many of the woodlands and pasture fields are locally designated as Local Wildlife Sites (LWS).

### Cultural influences

**1.27** The original medieval settlement pattern largely survives and consists of dispersed linear villages alongside greens, mostly within stream valleys. The settlement pattern is more dispersed in other parts of the LCA, with a number of individual halls and farmsteads. In places these have coalesced along the roads to create linear villages, such as Hill Green and Clavering.

**1.28** A distinctive characteristic of this area is naming the villages and hamlets after the village green, for example Stickling Green and Butts Green. Where small hamlets cross streams, it is not uncommon to have to cross small individual bridges to reach the houses on the riverbanks, as at Mill End. Villages contains many historic listed buildings, with Clavering designated as a Conservation Area. A rich heritage of vernacular buildings survives, with local materials including colour-washed plaster, thatched roofs and mellow old red brick. Some new development on the edge of existing settlements is relatively well integrated, and constructed of local materials such as pale plaster.

**1.29** Historic farm outbuildings are constructed with weatherboarding and red brick common, and many are listed. A scattering of Scheduled Monuments provides time-depth, including a Roman barrow, medieval moated site and earthwork remains of Clavering Castle .

**1.30** Narrow open lanes bound by fragmented hedgerows cross the landscape, connecting the small settlements. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values. In contrast, lanes leading to Clavering in the Stort valley are sunken and tree-lined.

**1.31** The historic field pattern consists of large irregular fields of pre-18<sup>th</sup> century origin, interspersed with patches of pre-18<sup>th</sup> century unenclosed commons.

**1.32** An extensive network of interconnected public footpaths crosses the area. This includes the line of the ancient Roman Road (thought to link Great

## LCT C: Chalk Uplands

Chesterford and Braughing) which runs south-west to north-east and the promoted route, Harcamlow Way, which crosses the north and south-east.

### Views and perceptual influences

**1.33** An open landscape with big skies, and panoramic views from higher ground over the rolling arable fields. Woodland forms a backdrop to the landscape as a dense block on the horizon or lining the valleys below.

**1.34** The open areas contrast with more intimate landscapes on the Stort and Wicken Water valley floors, with views channelled along tree-lined sunken lanes. The sound of water from weirs and fords along Wicken Water adds to the sense of place.

**1.35** Electricity pylons and a phone mast are visible in the Clavering area, but in general, only telegraph poles, hedgerows or trees break the horizon, resulting in a rural and largely undeveloped landscape, with a strong sense of place.

**1.36** Tranquillity is high away from Clavering and the busier roads, and there is a good experience of dark night skies. The texture of the landscape is varied and interesting.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**1.37** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Scattered blocks of dense woodland, some ancient, on the horizon and within valleys form conspicuous landscape features in the open landscape.

## LCT C: Chalk Uplands

- Ditches and grassy tracks on field edges create an open character.
- Tree-lined sunken lanes in the Stort valley contrast with the open narrow lanes on higher ground.
- The open skyline and spectacular views from high ground across rolling farmland and down to the wooded stream valleys.
- Historic integrity of the dispersed settlement pattern arranged along linear greens and stream valleys.
- The strong local vernacular of pale colour-wash and thatched roofs found in the many historic buildings.
- High sense of tranquillity and remoteness.

**Figure 5.76: Open arable field with a wooded horizon**



Figure 5.77: Historic houses around a linear green at Langley



## Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Expansion of horse grazing close to settlement with fields subdivided into paddocks by fences.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Pressure for expansion of Butts Green and Roast Green, which may be detrimental to landscape character and the sense of tranquillity.
- Potential for erection of new, larger farm buildings on the higher ground, which may be visually intrusive.
- Potential for pollution of Wicken Water from fertiliser and pesticide run-off from surrounding valley sides and farmland plateau areas.

## LCT C: Chalk Uplands

- Pressure for telecommunication masts that may be visually intrusive in this open landscape.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- The chalk upland landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.
  - Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

## Landscape Guidelines

The overall strategy for Langley Chalk Uplands LCA is to conserve the open, rural, tranquil character of this intensively farmed area. Seek to reinforce and restore hedgerow and other field boundaries, and restore marginal riverside habitats along Wicken Water and River Stort.

### Protect and conserve

- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and road upgrades.

## LCT C: Chalk Uplands

- Protect the sparsely settled, tranquil character of the landscape.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character, including within Clavering Conservation Area.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage and protect regeneration of woodlands; consider promoting natural colonisation adjacent to existing woodland.
- Strengthen and enhance the traditional pattern and structure of the landscape by augmenting fragmented hedgerows using native species. Manage grazing mammals and vigorous weed species to promote a greater range of age classes.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Strengthen and enhance the marginal riverside habitat along Wicken Water and River Stort, including marshland, pasture, reed beds and off-stream wetlands.
- Manage the recreational use of the landscape (PRoW) which provide informal access on linked routes through farmland.

### Plan

- Enhance landscape character and local biodiversity by a programme to create new hedgerows and calcareous grasslands, as part of a wider network of connected habitats.

## LCT C: Chalk Uplands

- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Plan tree planting and new woodland creation, on hilltops and scarps to form focal points to reinforce the chalklands landscape character. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.

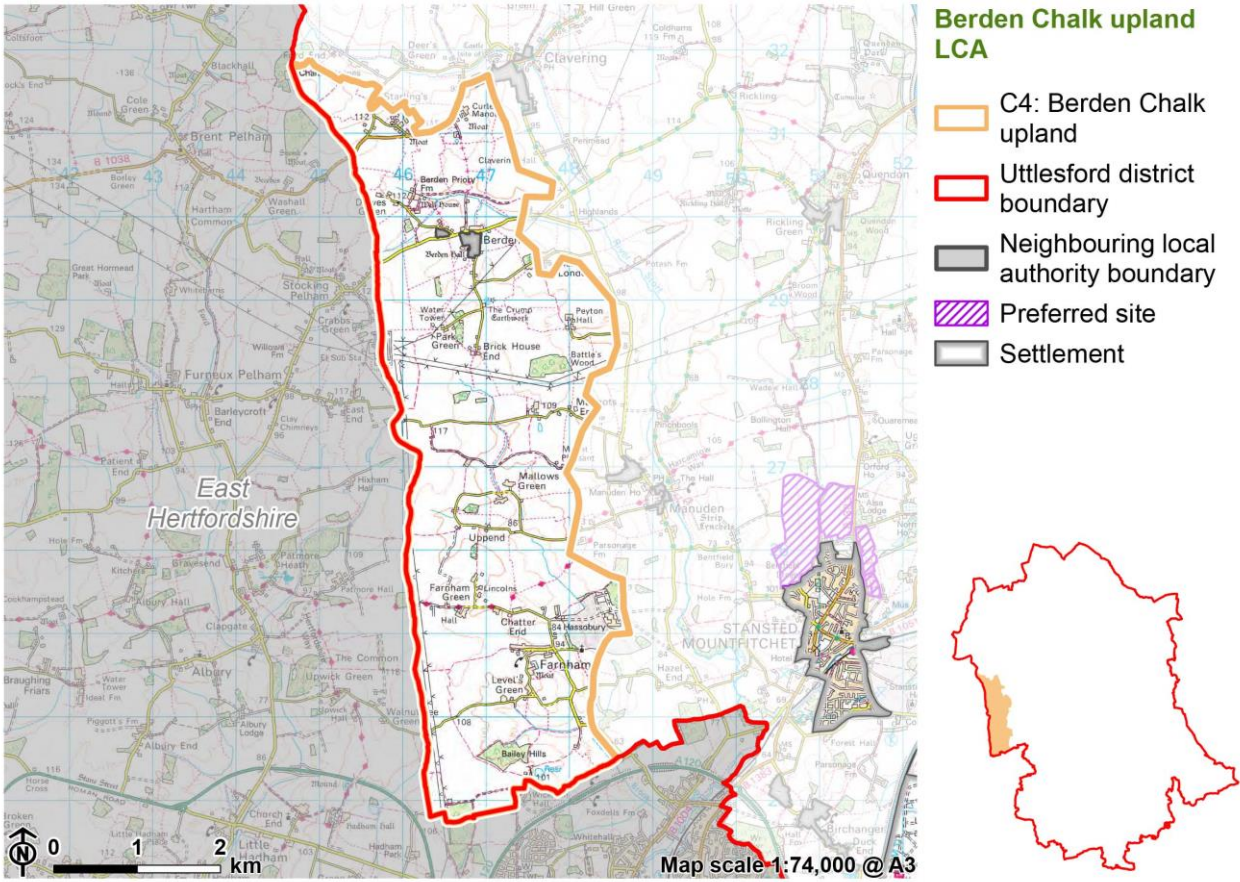
# LCA C4: Berden Chalk Upland

## Location and summary

5.273 This character area is formed of the chalk upland that rises west of the Stort valley slopes. It comprises a broad undulating plateau landscape interspersed by small river valleys. Large-scale arable farming contrasts with steeply sloping wooded stream valleys.

5.274 It is bounded by the River Stort valley to the east (LCA A3), and the administrative boundary with Hertfordshire to the west and south. The Chalk Uplands continue to the north in LCA C3.

Figure 5.78: Location of C4 Berden Chalk Upland



**Figure 5.79: Typical view of the LCA: open arable fields with tree cover along field boundaries and pylon routes**



## Key characteristics

### Geology, soils, topography and drainage

- An elevated landscape that rises from the Stort Valley. Broad undulating slopes flatten at the highest elevations, dissected by small watercourses.
- A complex underlying geology which transitions from chalk in the north to clay, silt and sand in the south, overlain by fertile soils.

### Land use and field patterns

- A regular large-scale field pattern on higher ground, supports intensive arable production. Fields are bounded by fragmented hedgerows.
- The field pattern becomes smaller and more organic in the valleys in the south and around villages where pasture, often horse grazing, is more common.

## LCT C: Chalk Uplands

### **Trees and woodland cover**

- Spares woodland cover of small deciduous woodland blocks, many of ancient origin and scattered tree groups.

### **Semi-natural habitats and biodiversity**

- Deciduous woodlands and some unimproved grasslands and wetlands provide semi-natural habitats, many designated as Local Wildlife Sites. Arable field margins provide some biodiversity interest.

### **Historic landscape character**

- A high concentration of historic farmhouses, halls and moated sites, with a strong vernacular of traditional materials including timber-frame and plaster buildings.

### **Settlement, transport pattern and rights of way**

- Infrequent settlement concentrated in the villages of Farnham and Berden, otherwise, a widely dispersed settlement pattern, with scattered farmsteads and halls.
- Limited vehicular access along narrow lanes, which often lead to dead ends.
- A good network of public rights of way, including Harcamlow Way in the south.

### **Views and perceptual qualities**

- Wide open vistas with big skies on higher ground contrast with more intimate, enclosed character along the steep-sided Bourne Brook.
- Distinct blocks of trees provide a wooded horizon and frame views. Electricity pylons are a common feature in views.
- Strong sense of emptiness and openness, with good levels of tranquillity and dark night skies.

# Landscape character description

## Natural influences

**1.38** An upland landscape of broad undulating slopes that flatten at the highest elevations. Topography varies from 120 metres AOD to 70 metres AOD, where the landscape is dissected by small springs and watercourses including Bourne Brook, and a number of small ponds. Around Berden the upland ridges are broad and almost flat, moving southwards the slopes become more rolling and wooded.

**1.39** Located on the transition from Lewes Nodular and Seaford Chalk Formations in the north to Thanet Formation and Lambeth Group clay, silt and sand and London Clay Formation in the south. Considerable overlays of glacial diamicton are found across the area, with occasional small patches of glacial sand and gravel and Head deposits along the watercourses. Mallows Green Chalk Pit is an overgrown chalk pit showing exposure of Reading Beds overlying Chalk, designated as a Local Geological Site.

**1.40** The resulting soil is lime-rich loamy and clayey with slightly impeded drainage, and generally classified as Grade 2 (very good) which support intensive arable cropping. The higher ground in the northern and middle part of the area is dominated by large-scale arable fields which are large and regular in shape, bounded by fragmented hedgerows and scrub-lined ditches. In the valleys and around villages the field pattern is generally more irregular and smaller in scale, and in use as pasture. Much of the pasture has now been converted to horse grazing. Occasionally post- and-rail fences enclose fields.

**1.41** Tree cover is sparse, with tree groups and small blocks of priority habitat deciduous woodland concentrated in the centre and south along the Bourne Brook, many recorded as ancient woodland. The woodlands and a small number of unimproved grasslands and wetlands are locally designated LWS.

### Cultural influences

**1.42** A very rural landscape, with settlement concentrated at Berden and Farnham. Berden originated as a church/hall complex, with the Grade I listed church of St Nicolas and II\* listed Berden Hall set apart from the rest of the village. A former priory and associated hospital at Berden are evidence of the religious communities once found across Uttlesford.

**1.43** Elsewhere, settlement is widely dispersed along linear greens and 'Ends'. A high number of moated sites, halls and large historic farmsteads with outbuildings, many of which are listed buildings. A strong local vernacular of timber-frame, colour-washed plaster buildings with occasional red brick outbuildings.

**1.44** Narrow rural lanes run east to west, and divide the area almost in thirds. Roads are often dead ends, or turn into private tracks resulting in a relatively inaccessible landscape. The lanes are often lined by fragmented or missing hedgerows, providing an open character. Many are designated as Protected Lanes, for their historic, biodiversity and aesthetic values.

**1.45** Evidence of historic land use is dominated by pre-18<sup>th</sup> century irregular fields, probably of medieval origin and some maybe even older, with a number of small areas of pre-18<sup>th</sup> century unenclosed common.

**1.46** A strong public right of way network allows recreational access across the area. The promoted Harcamlow Way runs through the south, and connects to Manuden and Hertfordshire to the west.

### Views and perceptual influences

**1.47** Panoramic views with big skies on the higher open ground in the centres and north over the rolling arable fields provide a distinctive sense of place. These contrast with the more enclosed and intimate character along the steep more

## LCT C: Chalk Uplands

wooded slopes of the Bourne Brook valley to the south, where narrow lanes are sunken and/or tree-lined.

**1.48** Electricity pylon routes dominate the skyline, and on the plateau outside Berden lead to a highly visible electricity transformer station on the western district boundary.

**1.49** The limited settlement and access by road leads to a sense of remoteness and good experience of relatively dark night skies. Tranquillity is generally high, particularly in the north and west, but impacted locally by proximity to Farnham, and to Bishops Stortford to the south. The texture of this landscape changes with the landform; moving from smooth expansive fields to winding lanes to steeply sloping mature woodland.

## Landscape Evaluation

### Key landscape qualities and sensitivities

**1.50** The most valued attributes of this LCA, which would therefore be most sensitive to change are summarised as:

- Small blocks of semi-natural woodland, some ancient, provide landscape structure and frame views.
- Small springs and watercourses create interest within the landscape.
- Historic, narrow lanes, which are enclosed along the Bourne Brook and open on the higher plateau.
- Historic integrity of the widely dispersed settlement pattern of traditional villages and strong local vernacular .
- The varied character, with the open skylines on the ridges, with panoramic views across the plateau contrasting with the intimate feel of the steep wooded slopes descending to the Bourn Brook

**LCT C: Chalk Uplands**

- An often inaccessible and highly rural landscape with a sense of tranquillity and remoteness.

**Figure 5.80: Open fields with a wooded horizon**



**Figure 5.81: Isolated farmsteads set in open arable fields**



### Pressures and forces for change

- Agricultural intensification leading to further loss or fragmentation of semi-natural habitats, now limited to the hedge network and woodland blocks.
- Intensification has also led to past loss of hedgerows and decline in hedgerow management.
- Pressure for telecommunication masts that may be visually intrusive in this open landscape.
- Pressure from increased traffic on rural lanes impacting local levels of tranquillity and erosion of verges.
- Potential for expansion of Farnham and Berden, which may be detrimental to rural landscape character and the sense of tranquillity.
- Potential for erection of new, larger farm buildings on the higher ground, which may be visually intrusive.
- Drive for more renewable energy generation leading to demand for wind turbines and solar farms either within or visible from the LCA.
- Potential for pollution of Bourne Brook from fertiliser and pesticide run-off from surrounding valley sides and farmland plateau areas.
- The chalk upland landscape is susceptible to the impacts of climate change, including higher average temperatures and drier summers, wetter winters, more frequent winter storms and flooding leading to:
  - Changes in woodland / tree species composition due to the spread of pests/ pathogens, (particularly phytophthora pathogens and ash die-back), including a loss of mature and veteran trees. This could also impact native hedgerows.
  - Loss of woodland /trees due to wind-throw and of dieback in drought prone locations.
  - Spread of non-native and invasive species such as giant hogweed.
  - Changes in cropping and land use as a response to climate change impacting the character of the farmland.

## LCT C: Chalk Uplands

- Drought conditions leading to crop failures, and reduced productivity changing the character of the farmed landscape.

## Landscape Guidelines

The overall strategy for Berden and Farnham Chalk Uplands LCA is to conserve the open, rural, tranquil character of this intensively farmed area. Seek to reinforce and restore hedgerow and other field boundaries, and restore marginal riverside habitats along Bourne Brook.

### Protect and conserve

- Protect and conserve ancient and semi-natural woodlands and hedgerows.
- Conserve historic lanes and unimproved roadside verges. Avoid unsympathetic highways works, including lighting and road upgrades.
- Protect the sparsely settled, tranquil character of the landscape.
- Conserve the local distinctiveness of historic buildings and their contribution to landscape character.
- Conserve the rural character of historic farmsteads as features of the agricultural landscape.
- Conserve dark skies by limiting unnecessary lighting along narrow lanes/road junctions and associated with new development.

### Manage

- Manage areas of ancient and semi-natural woodland through traditional woodland management techniques as important landscape, historical and nature conservation sites. Where opportunities arise, encourage woodland planting to link fragmented sites.
- Encourage regeneration of woodlands; promoting natural colonisation adjacent to existing woodland.

## LCT C: Chalk Uplands

- Strengthen and enhance the traditional pattern of the landscape by augmenting fragmented hedgerows using native species.
- Manage and expand the area of land available for arable field margins, and ensure these are protected from agricultural inputs to adjacent crops.
- Manage and expand the areas of unimproved grassland.
- Manage the recreational use of the landscape (PRoW) which provide informal access on linked routes through farmland.

### Plan

- Plan tree planting and woodland creation, on hilltops to form focal points to reinforce the chalklands landscape character. Use climate hardy species and follow 'Right Tree, Right Place' principles.
- Enhance landscape character and local biodiversity by creating new hedgerows and grasslands, as part of a wider network of connected habitats.
- Seek to restore marginal riverside habitat along Bourne Brook, including marshland, pasture, reed beds and off-stream wetlands.
- Plan to decrease erosion and siltation of water courses through appropriate crop species and minimising nutrient applications.
- Ensure that plans for modern farm buildings are sensitively located and their impacts on the landscape mitigated through careful design and deciduous tree planting.
- Use planning and design guidelines to resist urbanisation in this very rural landscape. Any new development should utilise traditional materials and building styles.

# Appendix A

## User guide

This user guide is designed for applicants and developers to follow when considering a development proposal outside of the main towns and villages, and for Development Managers within Uttlesford District Council reviewing applications, to ensure landscape character is considered.

**A.1** Applicants should follow the steps set out below before submitting a planning application to ensure that key characteristics, key landscape qualities and sensitivities and guidelines are considered at an early stage and considered in the planning and design of the development.

**A.2** Development proposals must demonstrate, as part of a planning application, how landscape character has influenced their siting, scale and design. Proposals that are likely to have a significant impact on the landscape and/or visual amenity will require a Landscape and Visual Impact Assessment (LVIA) to be undertaken. For proposals that are not likely to result in significant effects on the landscape and/or visual amenity, an informal landscape assessment can be undertaken.

**Step 1:** What type of change is proposed?

**Step 2:** Which landscape character area is the proposal in (refer to **Figure 5.2**)? If the proposal is close to the edge of two or more landscape character areas all relevant profiles will need to be considered.

**Step 3:** Will any of the key characteristics in the landscape character area be affected by the proposal? If so, which ones and how?

**Step 4:** Will any of the key landscape qualities and sensitivities be affected by the proposal? If so, which ones and how?

**Step 5:** Will the proposal conflict with the management guidelines? Can the proposal and mitigation help implement the guidelines and contribute to objectives for conservation, enhancement or restoration? If so, which ones and how?

**Step 6:** If the answer is yes to any of steps 3, 4 or 5, can the proposal be altered in any way to avoid adverse effects on key characteristics, key landscape qualities and sensitivities or guidelines? If not, can adverse effects be reduced or offset? How?

**Step 7:** Use the LCA and other related guidance including the Uttlesford Green and Blue Infrastructure Strategy (2023) to inform the design process, address green and blue infrastructure proposals and biodiversity net gain to achieve an optimum design proposal for planning consideration.

## Checklist

Referring to the relevant landscape character area profiles, have you considered the following general prompts?

- Does the proposal reinforce and enhance local distinctiveness and local landscape and/or settlement character?
- Does the proposal enhance the sense of place through careful design (including consideration of siting, massing, scale and materials)?
- Do proposals for new buildings respond to the existing topography?
- Does the choice of materials and colours for new buildings and structures reflect the landscape around them, as well as traditional building styles?

- Does the proposal protect and enhance key views into, out of, and across settlements?
- Does the proposal retain existing vegetation and enhance with new planting?
- Does the proposal use existing roads and tracks for site access? Do new roads and tracks fit in with the landscape character and complement the pattern of existing road networks?
- Does the proposal improve access to the public rights of way network and/or open access land?
- Does the proposal include aspects of Green Blue Infrastructure, integrated with biodiversity enhancement and high quality public open space where suitable?
- Does the proposal minimise effects on tranquillity relating to light pollution/dark skies?
- Have cumulative effects (including in-combination effects) with other existing or planned developments been considered?

# Appendix B

## Glossary of terms and abbreviations

**Table B.1: Glossary of terms and abbreviations**

Term	Abbreviation and Meaning
AOD	Above Ordnance Datum (sea level).
Agricultural Land Classification	The classification of agricultural land in England and Wales.
Analysis	The process of breaking the landscape down, usually in descriptive terms, into its component parts in order to understand how it is made up.
Ancient trees and veteran trees	<p>Individual trees or groups of trees with wood pastures, historic parkland, hedgerows, orchards, park, and other areas. They are often found outside ancient woodlands. irreplaceable habitats with some or all of the following characteristics:</p> <p><b>Ancient trees</b></p> <p>An ancient tree is exceptionally valuable. Attributes can include its great age, size, condition, biodiversity value (as a result of significant wood decay and the habitat created from the ageing process), cultural and heritage value.</p> <p><b>Veteran trees</b></p> <p>A veteran tree may or may not be very old, but it has decay features, such as branch death and hollowing. These features contribute to its biodiversity, cultural and heritage value.</p>

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
Ancient Woodland	Woodland which the evidence shows has had had continuous woodland cover since at least 1600 AD and has only been cleared for underwood or timber production. It is an extremely valuable ecological resource, with an exceptionally high diversity of flora and fauna.
Approach	The stepwise process by which a landscape assessment is undertaken.
Arable	Land used for growing crops.
Assessment	An umbrella term used to encompass all the many different ways of looking at, describing, analysing, and evaluating landscape.
BAP	UK Biodiversity Action Plan priority species and habitats were identified as being the most threatened and requiring conservation action under the UK BAP. The original lists of UK BAP priority habitats were created between 1995 and 1999 and were subsequently updated in 2007. See <a href="http://jncc.defra.gov.uk/page-5155">http://jncc.defra.gov.uk/page-5155</a> for further information.
Biodiversity	The measure of the variety of organisms present in different ecosystems.
Built form	The characteristic nature of built development.
Characteristic	An element that contributes to local distinctiveness (e.g. narrow winding lanes, vernacular building style).
Classification	A process of sorting the landscape into different types, each with a distinct, consistent, and recognisable character.

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
Condition	A judgement on the intactness and condition of the elements of the landscape.
Coppicing	The traditional method of woodland management in which trees are cut down to near the ground to encourage the production of long, straight shoots, which can subsequently be harvested.
CPRE	Campaign to Protect Rural England, a charity that campaigns to promote, enhance and protect the countryside across England.
Cultural heritage	Cultural heritage includes objects, monuments, individual sites and buildings and groups of buildings and sites that have a diversity of values including symbolic, historic, artistic, aesthetic, ethnological or anthropological, scientific and social significance. It includes tangible heritage and intangible cultural heritage.
Description	Verbal description of what a landscape looks like. This is usually carried out in a systematic manner, but it may also include personal reactions to the landscape.
Drift	The name for all material of glacial origin found anywhere on land or at sea, including sediment and large rocks.
Element	A component part of the landscape (e.g. hedges, roads, woods).
Enclosure	The placing in private hands of land to which there were previously common rights; the merging of commonly held strip fields to form a block surrounded by hedges.

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
End	A common English placename, often given to places originally at the end of a road/track e.g. Audley End, Uppend.
Eutrophication	A body of water, or parts of it, contains an excess of minerals and nutrients, particularly nitrogen and phosphorus. This can cause a dense growth of plant life.
Feature	A prominent, eye-catching element (e.g. wooded hilltop, church spire).
Floodplain	The area that would naturally be affected by flooding if a river rises above its banks, or if high tides and stormy seas cause flooding in coastal areas.
GIS	Geographic Information System.
GPS	Global Positioning System.
Grassland	Land used for grazing. Grassland can be improved (by management practices) semi-improved (modified by management practices and have a range of species less diverse than unimproved grasslands), or unimproved (not treated with fertiliser, herbicide or intensively grazed and consequently species diversity is high).
Habitat	The natural home or environment of an animal, plant, or other organism.
HER	Historic Environment Record – comprehensive index and primary information service for the historic environment within Herefordshire.
HLC	Historic Landscape Characterisation.
Hydrology	The science dealing with the occurrence, circulation, distribution,

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
	and properties of the waters of the earth and its atmosphere.
Intact	Not changed or diminished.
Land cover	Combinations of land use and vegetation that cover the land surface.
Landmark	An object or feature of a landscape or town that is easily seen and recognized from a distance, especially one that enables someone to establish their location.
Landscape	The term refers primarily to the visual appearance of the land, including its shape, form, and colours. However, the landscape is not a purely visual phenomenon; its character relies on a whole range of other dimensions, including geology, topography, soils, ecology, archaeology, landscape history, land use, architecture, and cultural associations.
Landscape character	A distinct pattern or combination of elements that occurs consistently in a particular landscape.
Landscape character area (LCA)	A unique geographic area with a consistent character and identity, which forms part of a landscape character type.
Landscape character type (LCT)	A generic term for landscape with a consistent, homogeneous character. Landscape character types may occur in different parts of the county, but wherever they occur, they will share common combinations of geology, topography, vegetation, or human influences.
Landscape condition	Based on judgements about the physical state of the landscape, and about its intactness, from visual,

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
	functional, and ecological perspectives. It reflects the state of repair or intactness of individual features or elements (relating to that feature's primary condition or ultimate desire).
Landscape value	The relative value that is attached to different landscapes. In a policy context the usual basis for recognising certain highly valued landscapes is through the application of a local or national landscape designation. Yet a landscape may be valued by different communities of interest for many different reasons without any formal designation, recognising, for example, perceptual aspects such as scenic beauty, tranquillity or wildness; special cultural associations; the influence and presence of other conservation interests; or the existence of a consensus about importance, either nationally or locally.
Linear settlement	A settlement that is built along a road, in comparison to a nuclear or dispersed settlement.
Listed building	A building, object or structure that has been judged to be of national importance in terms of architectural or historic interest, as designated under Section 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
LNR	Local Nature Reserve
Local Plan	A development plan prepared by local planning authorities.
LGS	Local Geological Site
LSA	Landscape Sensitivity Assessment

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
LWS	Local Wildlife Site
Natural character	Character as a result of natural or semi-natural features such as woodland, grassland, hedgerows etc.
Natural heritage	Natural features, geological and physiographical formations and habitats that are valued for science, conservation or natural beauty.
NCN	National Cycle Network Route.
NE	Natural England.
NNR	National Nature Reserve.
NPPF	National Planning Policy Framework
Nucleated settlement	A settlement that is clustered around a centre, in comparison to a linear or dispersed settlement.
Open access land	An area where the public have a right of access on foot as set out in the Countryside and Rights of Way (CRoW) Act 2005.
OS	Ordnance Survey.
Pargetting	Application of a decorative render to plaster buildings, a technique particularly associated with Essex and Suffolk.
Pasture	Land used for keeping or grazing sheep or cattle.
Remnant	A part or quantity left after the greater part has been used, removed, or destroyed.
Riparian habitat	Riverbank habitat.
Scheduled Monument	Nationally important archaeological sites or historic buildings, given protection against unauthorised change, as designated under the

## Appendix B Glossary of terms and abbreviations

Term	Abbreviation and Meaning
	Ancient Monuments and Archaeological Areas Act 1979.
Semi-natural vegetation	Any type of natural vegetation which has been influenced by human activities, either directly or indirectly.
Sense of place	A person's perception of a location's indigenous characteristics, based on the mix of uses, appearance and context that makes a place memorable.
Sensitive	The response to change or influence.
Skyline	The outline of a range of hills, ridge or group of buildings seen against the sky.
SSSI	Site of Special Scientific Interest.
Time depth	The time period expressed in the landscape, or the extent to which the landscape reflects a certain time period (a landscape with greater time depth will comprise older elements than a landscape with lesser time depth).
Topography	Combinations of slope and elevation that produce the shape and form of the land surface.
Valued landscape attributes	Positive features and characteristics that are important to landscape character and that, if lost, would result in adverse change to the landscape.
Vernacular	Buildings constructed in the local style, from local materials. Concerned with ordinary rather than monumental buildings.

# Appendix C

## Data sources

**Table C.1: GIS Data**

### Mapping

Ordnance Survey data © Crown Copyright and database rights 2023, licence number 100018688.

Name	Source
Aerial Imagery	ESRI
Topography	ESRI
OS 25k	Uttlesford District Council
OS 50k	Uttlesford District Council

### Administrative Boundaries

Name	Source
Local authority boundary	OS boundary line

### Natural Heritage

Name	Source
NNR	Natural England
SSSI	Natural England
AWI	Natural England

## Appendix C Data sources

Name	Source
National Forest Inventory	Forestry Commission
Priority habitats	Natural England
Traditional Orchard Inventory	Natural England
RSPB Reserve	RSPB
IBA	RSPB
Local Wildlife Site	Uttlesford District Council
Local Geological Site	Uttlesford District Council
Essex Wildlife Trust Reserves	Uttlesford District Council

## Landscape Character and Designated Landscapes

Name	Source
National Character Areas	Natural England
Uttlesford Landscape Character Assessment (2006)	Uttlesford District Council

## Historic Environment

Name	Source
Listed Buildings	Historic England
Scheduled Monuments	Historic England
Registered Historic Parks and Gardens	Historic England
Heritage at Risk	Historic England
Conservation Areas	Uttlesford District Council
Historic Landscape Characterisation	Essex Historic Environment Record

## Access and recreation

Name	Source
National Cycle Network	Sustrans
National Trails	Natural England
Open Access: Common Land	Natural England
Country Parks	Natural England
Public Rights of Way	Uttlesford District Council
Cycleways	Uttlesford District Council

## Dark Skies and Tranquillity

Name	Source
Light pollution	CPRE
Tranquillity	CPRE

## Planning

Name	Source
Settlement boundaries	Uttlesford District Council
Consented and committed sites	Uttlesford District Council

## Agriculture

Name	Source
ALC	Natural England
Corine Landcover	EEA

## Water resources

Name	Source
Flood Zones 2 and 3	Environment Agency
FSA	Environment Agency
SFD	Environment Agency
SPZ	Environment Agency
Uttlesford Natural Flood Management Catchments	Uttlesford District Council

## References

- 1 Natural England (2014), An Approach to Landscape Character Assessment.  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/691184/landscape-character-assessment.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691184/landscape-character-assessment.pdf)
- 2 National Character Areas  
<https://www.gov.uk/government/publications/national-character-area-profilesdata-for-local-decision-making/national-character-area-profiles>
- 3 Natural England (2014), An Approach to Landscape Character Assessment (as above)
- 4 Essex County Council (2009), Uttlesford District Historic Environment Characterisation Project.  
[https://www.uttlesford.gov.uk/media/1823/Uttlesford-District-Historic-Environment-Characterisation-Project-Report/pdf/Historic\\_Environment\\_Characterisation\\_Project\\_Report.pdf?m=638176682866600000](https://www.uttlesford.gov.uk/media/1823/Uttlesford-District-Historic-Environment-Characterisation-Project-Report/pdf/Historic_Environment_Characterisation_Project_Report.pdf?m=638176682866600000)

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# **Landscape Sensitivity Assessment**

Phase 1: Towns and key villages

## **Uttlesford District Council**

**Final accessible report (updated)**  
Prepared by LUC  
October 2023

Version	Status	Prepared	Checked	Approved	Date
1	Final accessible report	N Gul J Musial	A Knight P Smith	K Davies	19.10.2023



**Land Use Consultants Limited**

Registered in England. Registered number 2549296. Registered office: 250 Waterloo Road, London SE1 8RD. Printed on 100% recycled paper

Landscape Sensitivity Assessment

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# Chapter 1

## Introduction

### 2023 update

**1.1** In 2023 LUC was commissioned to update the Uttlesford Landscape Character Assessment (2023). The second part of the commission was to sense check the 2021-22 Landscape Sensitivity Assessments in light of the update. This included:

- Update the naming and numbering of Landscape Character Areas, to fit with the 2023 Landscape Character Assessment, for both maps and text.
- Sense check of the landscape sensitivity ratings based on the updated Landscape Character Assessment, and any development that has taken place since the original report.
- Update the report to meet the requirements of the Public Sector Bodies (Websites and Mobile Applications) (No.2) Accessibility Regulations 2018.

**1.2** The sense check has not resulted in any changes to the overall sensitivity ratings for any of the assessment parcels. Since the original assessment, additional development has been built, and sites have received planning permission. The Uttlesford Housing and Economic Land Availability Assessment (HELAA), dated October 2023, provides the most up-to-date status of all sites within the district. In the main text, we have reflected the change from Strategic Land Availability Assessment (SLAA) to Housing and Economic Land Availability Assessment (HELAA). However, the maps in this version still retain the previous SLAA term.

**1.3** This chapter gives an overview of the study and presents the policy context.

### Background and purpose of this study

**1.4** Uttlesford District Council (UDC) is in the early stages of preparing a new Local Plan to cover the period 2021 - 2041, which will need to accommodate strategic development at sustainable locations. As part of the evidence base for the Local Plan, the Council needs to consider whether the landscape around towns and villages in the district, as well as sites for new settlements, has the capacity to accommodate new development without causing significant adverse effects on its character.

**1.5** UDC commissioned LUC in June 2021 to prepare a landscape sensitivity assessment (hereafter referred to as the study) for the following:

- Phase 1: Towns and key villages
- Phase 2: Potential new settlement locations
- Phase 3: Allocations around other villages

**1.6** The purpose of the study is to provide a robust and up-to-date evidence base and assessment to inform the appropriate scale, form and location of future development to minimise harm to landscape and the setting of settlements. By assessing and mapping the relative sensitivity of different landscapes the study will provide a tool for informing landscape change.

**1.7** The outputs of the study will be used by UDC to;

- Identify land where development would be most appropriate to minimise impact on landscape, that is, areas of least sensitivity.
- Help in refining broad growth areas and inform the evaluation of potential development locations.
- Help establish individual site options for consideration through the Sustainability Appraisal process and for future consultation.

## Policy context

### National Planning Policy Framework (NPPF)

**1.8** The UK Government published an updated and revised National Planning Policy Framework (NPPF) in July 2021, which sets out the environmental, social and economic planning policies for England. Central to NPPF policies is a presumption in favour of sustainable development; that development should be planned for positively and individual proposals should be approved wherever possible.

**1.9** One of the overarching objectives that underpins the NPPF is set out in Paragraph 8: “an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.”

**1.10** Paragraph 174 states that “planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes” and “recognising the intrinsic character and beauty of the countryside”.

**1.11** Paragraph 20 states ‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

## Chapter 1 Introduction

1. Housing (including affordable housing), employment, retail, leisure and other commercial development;
2. 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);
3. Community facilities (such as health, education and cultural infrastructure); and
4. 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’.

**1.12** Paragraph 130 states ‘Planning policies and decisions should ensure that developments:

1. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
2. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
3. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
4. establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
5. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
6. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience’.

**1.13** Paragraph 175 states ‘Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries’.

**1.14** Paragraph 185 contains one reference to sensitivity as follows:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development...'

## National Planning Policy Guidance (NPPG)

**1.15** Further guidance is provided in the NPPG. Paragraph: 037 Reference ID: 8-037-20190721 Revision date: 21 07 2019 notes the following under the heading of 'How can the character of the landscape be assessed?'

**1.16** "...Landscape sensitivity can inform policy development and appropriate locations for development and can also be one of the considerations to be taken into account when making decisions on planning applications.

**1.17** To help assess the type and scale of development that might be able to be accommodated without compromising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed. To demonstrate the likely effects of a proposed development on the landscape, a Landscape and Visual Impact Assessment can be used.

## Local Plan

**1.18** The draft Local Plan 2019 was withdrawn in April 2020 following the Inspectors' Letter of January 2020. Preparation of the new Local Plan 2021-2041 is currently underway, with the first consultation stage completed in April 2021. The aim is to submit the new Local Plan to the secretary of state in winter 2024 with adoption in early 2026.

**1.19** The 2005 Local Plan is the current adopted plan for Uttlesford. The following policies relate directly to the Local Plan's stance on the protection of landscapes:

- Policy S8 The Countryside Protection Zone states that development will not be permitted if it promotes coalescence between Stansted Airport and existing development in the surrounding countryside, or if it would adversely affect the open character of the landscape.
- Policy GEN2 Design states that new development should safeguard important environmental features in its setting, retaining them and using them to reduce the visual impact of the new development were possible.
- Policy GEN5 Light Pollution states that developments with lighting schemes must use the minimum level of lighting necessary to achieve its purpose, and minimise glare and light spillage.

- Policy ENV3 Open Spaces and Trees states that traditional open spaces, visually important spaces, groups of trees and fine individual trees should be maintained, unless the need for development outweighs their amenity value.
- Policy ENV8 Other Landscape Elements of Importance for Nature Conservation states that the following landscape features should be retained where possible, and mitigation provided if this is not possible:
  - Hedgerows
  - Linear tree belts
  - Larger semi natural or ancient woodlands
  - Semi-natural grasslands
  - Green lanes and special verges
  - Orchards
  - Plantations
  - Ponds
  - Reservoirs
  - River corridors
  - Linear wetland features
  - Networks or patterns of other locally important habitats.
- Policy ENV9 Historic Landscapes states that significant local historic landscapes, historic parks and gardens and protected lanes should not be harmed by new development.

## Neighbourhood Plans

**1.20** Eight settlements within Uttlesford have adopted Neighbourhood Plans:

- Ashdon (adopted December 2022)
- Felsted (adopted February 2020)
- Great and Little Chesterford (adopted February 2023)
- Great Dunmow (adopted December 2016)
- Newport, Quendon and Rickling (adopted June 2021)
- Stebbing (adopted July 2022)

- Thaxted (adopted February 2019)
- Saffron Walden (adopted October 2022)

## Landscape character context

**1.21** Uttlesford is a large rural district. As set out in the updated Uttlesford Landscape Character Assessment (2023) [See reference 1], the landscape is one of gently rolling plateaux, generally under arable cultivation. The landscape is incised by river valleys, including the main rivers Cam, Stort, Pant and Upper Chelmer. The west of the district is underlain by chalk and has a more strongly rolling landform of round backed ridges.

**1.22** The distinct rural character of the District with its attractive and historic market towns and villages is widely recognised. The settlement pattern is sparse, with small historic villages strung along winding rural lanes. There has been expansion of the main towns of Saffron Walden, Stansted Mountfitchet and Great Dunmow. The M11 and A120 cut through the district. London Stansted Airport is located in the south-west of the district. Although noise from overhead flight paths reduces tranquillity, the airport is well-integrated in the landscape and screened from view.

**1.23** In order to help develop its policies and allocations for new housing and employment growth around towns and villages across the District, the Council needs to consider the sensitivity of the local landscape to new development and its capacity to accommodate development without causing significant adverse effects on its character.

## Using this study

### Limitation of the landscape sensitivity assessment

**1.24** This study provides an assessment of the relative landscape sensitivities of different landscape areas to residential and employment development, without knowing the exact location, layout, design or mitigation proposed.

**1.25** It should not be interpreted as a definitive statement on the suitability of certain locations for a particular development. It is not a replacement for detailed studies for specific siting and design and all developments will need to be assessed on their individual merits.

**1.26** The study is based on an assessment of landscape character using carefully defined criteria. Landscape sensitivity is the result of a complex interplay of often unequally weighted variables (or 'criteria'). We have sought to address this issue in our summary of overall landscape sensitivity given for each assessment area (or 'parcel') – which considers how the criteria-based assessments combine to give an overall sensitivity result for the different development types under consideration. The assessments are based on professional judgement, taking account of the interplay between criteria, as well as those which might be more important to the landscape character of the parcel.

**1.27** It is also worth noting that the assessment considers the following:

- The natural character of the landscape but not specific ecological issues in relation to species or habitats;
- The historic and cultural character of the landscape but not specific cultural heritage/archaeological issues associated with individual designated heritage assets and their settings; and
- The visual character of the landscape but not visual amenity issues associated with specific receptors - such as public views from specific locations (for example promoted viewpoints), or private views and outlooks available to occupants of residential properties.

**1.28** These are all issues that will need to be taken into account in site selection and impacts will need to be reported at the time when individual proposals are put forward – as such they will be addressed through the Sustainability Appraisal, the Strategic Land Availability Assessment (SLAA), planning applications and the Environmental Impact Assessment (EIA) process including more detailed landscape and visual impact assessments and appraisals (LVIA).

**1.29** This study concentrates on understanding the sensitivities to development and does not address capacity. Capacity is a further stage of assessment that requires consideration of cumulative development, landscape objectives, and thresholds of acceptable change to identify likely quantum of change that can be accommodated.

**1.30** Finally, this remains a strategic study which is based on the assessment of broad settlement edge parcels. There are likely to be spatial variations in character within any one parcel and these are generally described in the text. Individual site level investigations will likely indicate further differences and variations at the site scale. This study was undertaken at 1:25,000 scale, involving desk study and field work from public rights of way and public vantage points.

## Structure of the report

**1.31** Each phase of the study will be presented in its own report. Each report is structured as follows:

**Chapter 1** presents an introduction and policy context (this chapter)

**Chapter 2** sets out the methodology for the landscape sensitivity assessment.

**Chapter 3** sets out the overall landscape sensitivity results.

**Appendix A** contains the sources of information used in the assessment.

**Appendix B** contains a glossary of terms.

**Appendix C** presents the landscape sensitivity assessment profiles by parcel, ordered alphabetically by settlement.

## Chapter 2

# Methodology

**2.1** This chapter sets out the approach to assessing for the landscape sensitivity.

**2.2** The process for undertaking the landscape sensitivity assessment involved three main stages:

- Phase 1: Towns and villages
- Phase 2: Potential new settlements
- Phase 3: Additional sites around smaller villages

**2.3** The methodology for Phase 1: Towns and villages is described below.

## Phase 1: Towns and villages LSA

### Type and scale of developments considered

**2.4** The assessment considers the landscape sensitivity of the landscape around towns and villages within Uttlesford District to specific residential and commercial development types. These development scenarios were agreed with UDC as representative of those that are most likely to be put forward by developers.

**2.5** The development scenarios used for the assessment are set out in the following section.

## Development typology 1: Residential housing development

### Description

**2.6** Low density two-three storey houses at approximately .30-40 dwellings per hectare (dph) with associated access roads, private gardens and garaging.

### Example

Elms Farm, Stansted Mountfitchet



## Development typology 2: Mixed use development

### Description

Low density two-three storey houses at approximately .30-40 dwellings per hectare (dph) along with small scale two storey commercial development, for example, employment hubs.

## Example

Walpole Meadows, Stansted Mountfitchet



## Development typology 3: Sports facilities

### Description

One-two storey sports clubs, parking and flood lit sports fields

### Example

Manuden Village Community Centre



## Spatial framework for the assessment

**2.7** The assessment uses the spatial framework of Landscape Character Types (LCTs) and components Landscape Character Areas (LCA) identified by the existing updated Uttlesford Landscape Character Assessment (2023) which identifies 3 LCTs and 19 component LCAs.

**2.8** The LCTs and component LCAs which form the spatial framework for this study are shown in Figure 2.1

## Study Areas

**2.9** The assessment focuses on the settlement fringes of 10 towns and villages across the district which are set out in Table 2.1: Phase 1 Towns and villages assessment parcels and Figure 2.2.

**2.10** Study areas around each of these settlements were defined and agreed with UDC, following a desktop analysis of settlement surrounding and the likely extent of development pressure, including the following:

- Built-up area boundaries as defined in the adopted Uttlesford District Local Plan 2005
- Uttlesford Landscape Character Assessment (LCA)
- Ecological and heritage designations and information from the Uttlesford Historic Environment Project.
- The extent of sites put forward through the call for sites process (July 2021)

**2.11** The study areas for each of the towns and villages were based on an outer radius of up to 1 kilometre from the settlement edge for the larger towns, and up to 500 metres from other rural settlements. The extent of these areas was defined by a combination of the size of the settlement; the presence of substantive boundary features such as major roads or rivers; and the character of the surrounding landscape.

**2.12** Within the study area, land was scoped out of the assessment if there was no physical connection with the settlement (that is if another assessment parcel 'intervened' between the land and the settlement). Land was also scoped out based on defined key constraints, as agreed with UDC. The presence of the following constraints led to some land being automatically scoped out of the assessment:

- Flood Zone 3 (representing the highest level of flood risk);

- Statutory national ecological designations including Sites of Special Scientific Interest (SSSI); and National Nature Reserves
- Statutory heritage designations (Scheduled Monuments and Registered Parks and Gardens)

## Phase 1: Towns and villages

**Table 2.1: Phase 1 Towns and villages assessment parcels**

Settlements	Assessment Parcels
Bishop’s Stortford	2
Elsenham	3
Great Chesterford	2
Great Dunmow	2
Hatfield Heath	3
Newport	2
Saffron Walden	3
Stansted Mountfitchet	3
Takeley and Priors Green	2
Thaxted	2
<b>Total</b>	<b>24</b>

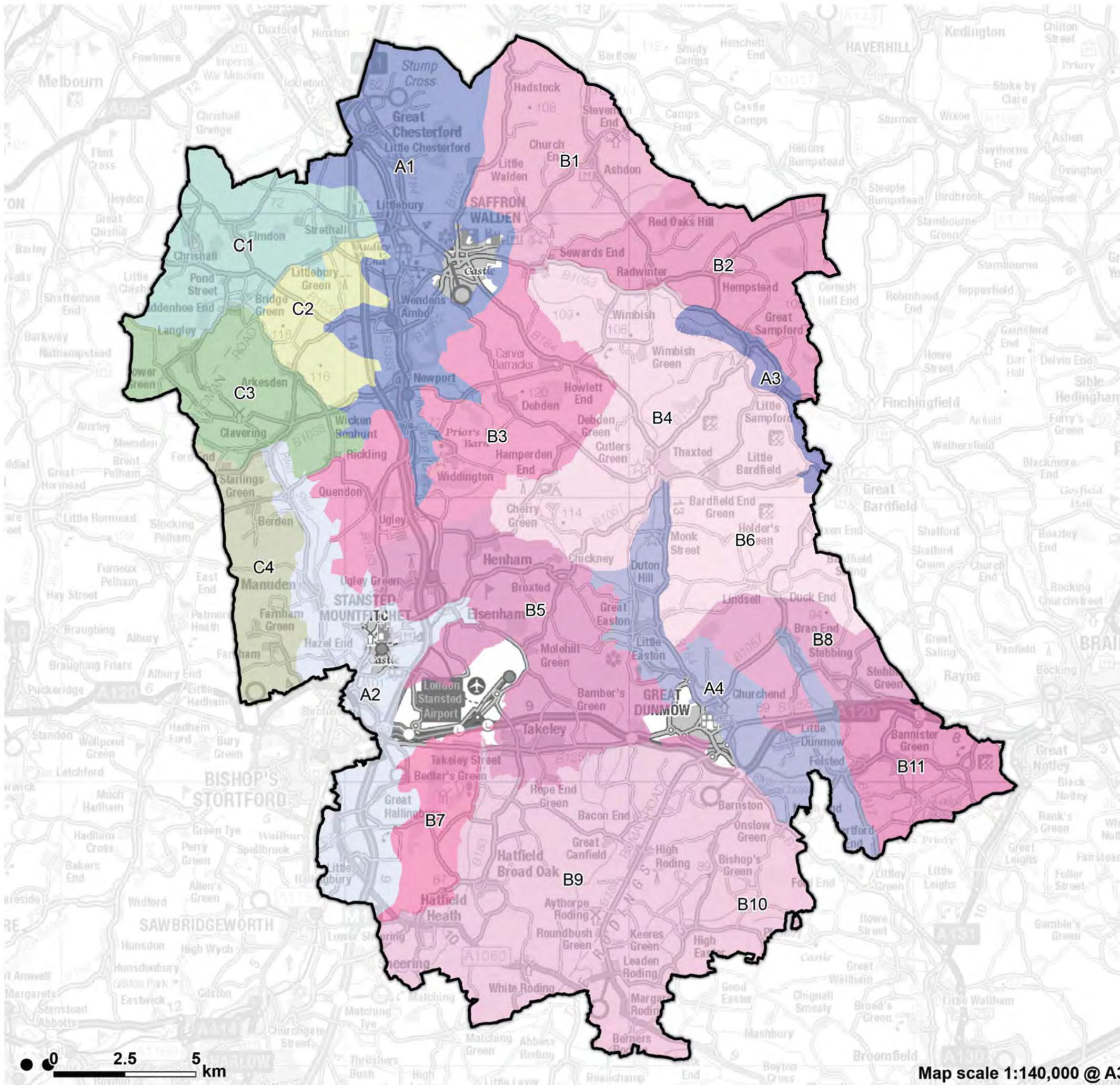
**2.13** The district-wide key constraints which determined the scoping are shown on Figure 2.3. Occasionally it was not feasible to exclude particularly small or narrow areas of land subject to these constraints.

**2.14** Each study area was then subdivided into assessment parcels, so that judgements could be made on the relative landscape sensitivity of different parts of each settlement fringe. Assessment parcels were defined so that they contained land of the same or similar land use or character, bounded by recognisable features such as roads, woodlands or field boundaries, as appropriate. The aim was to define areas of approximately even size, although characteristics were more important than size in determining their number and extent.

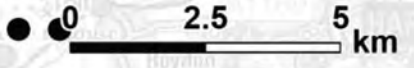
**2.15** This process resulted in a total of 24 geographically distinct assessment parcels being identified. These are outlined within Table 2.1: Phase 1 Towns and villages assessment parcels above.

**2.16** Figure 2.4 shows an example of the defined assessment parcels around Great Dunmow following this process.

Figure 2.1: Landscape Character Context

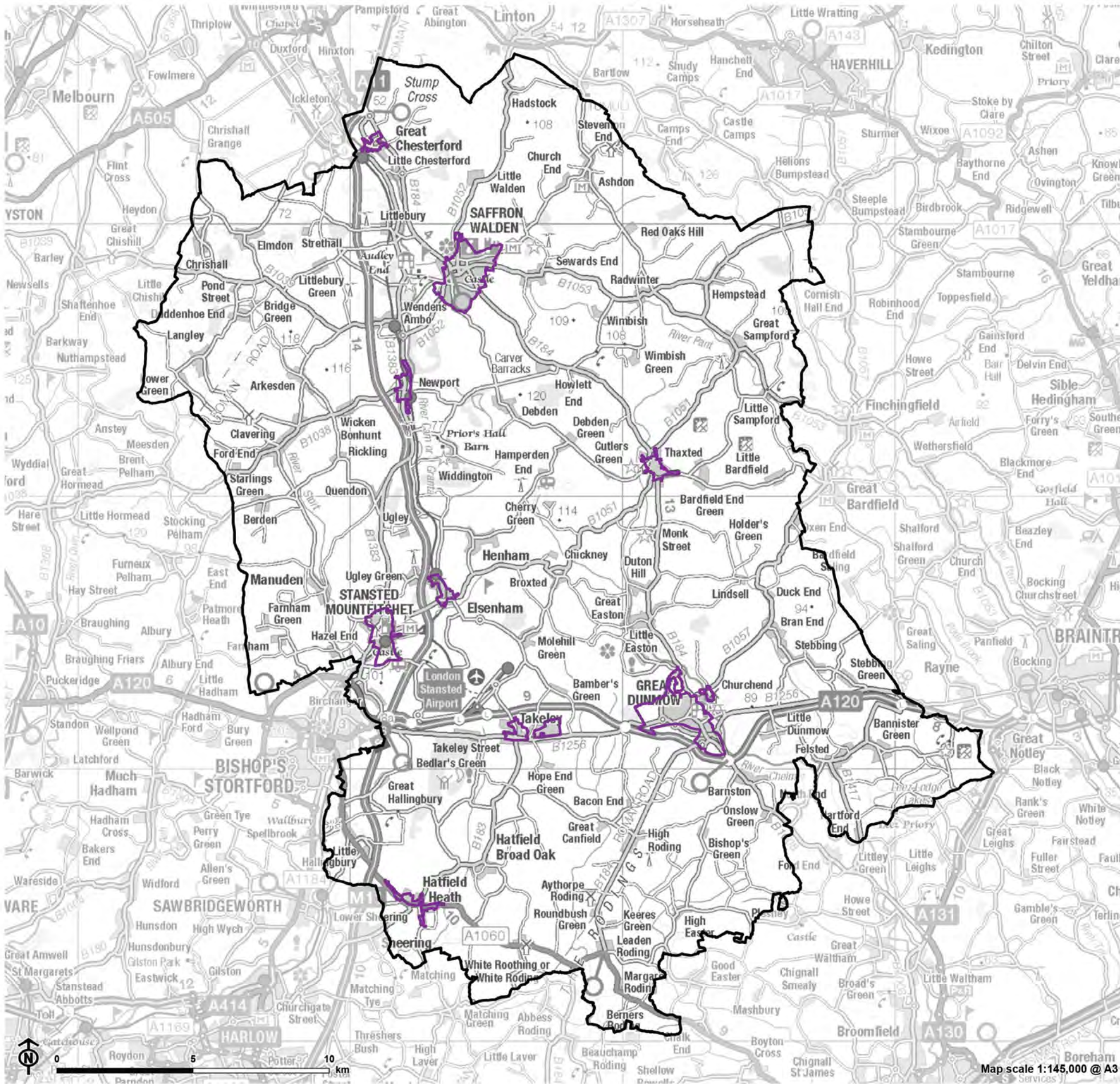


- Uttlesford district boundary
- Landscape Character Area**
- A - River Valley**
  - A1: Cam River Valley
  - A2: Stort River Valley
  - A3: Pant River Valley
  - A4: Upper Chelmer River Valley
- B - Farmland Plateau**
  - B1: Ashdon Farmland Plateau
  - B10: Barnston Farmland Plateau
  - B11: Felsted Farmland Plateau
  - B2: Hempstead Farmland Plateau
  - B3: Debden Farmland Plateau
  - B4: Thaxted Farmland Plateau
  - B5: Broxted Farmland Plateau
  - B6: Lindsell Farmland Plateau
  - B7: Hatfield Forest Farmland Plateau
  - B8: Stebbing Green Farmland Plateau
  - B9: Roding Farmland Plateau
- C - Chalk Valley**
  - C1: Elmdon Chalk Upland
  - C2: Arkesden Chalk Upland
  - C3: Langley Chalk Upland
  - C4: Berden Chalk upland



Map scale 1:140,000 @ A3

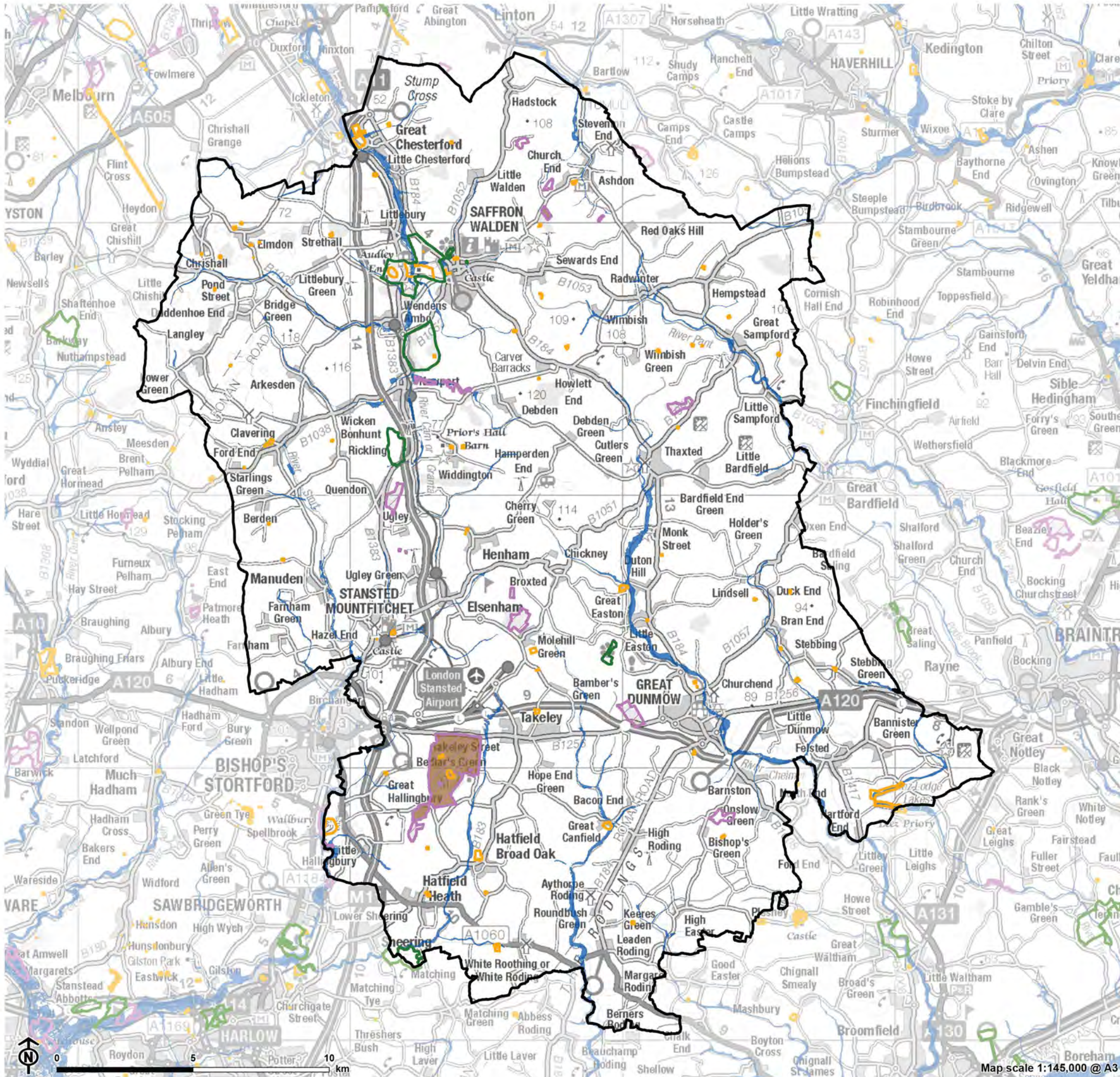
Figure 2.2 Study areas



Uttlesford District boundary  
Settlement boundary



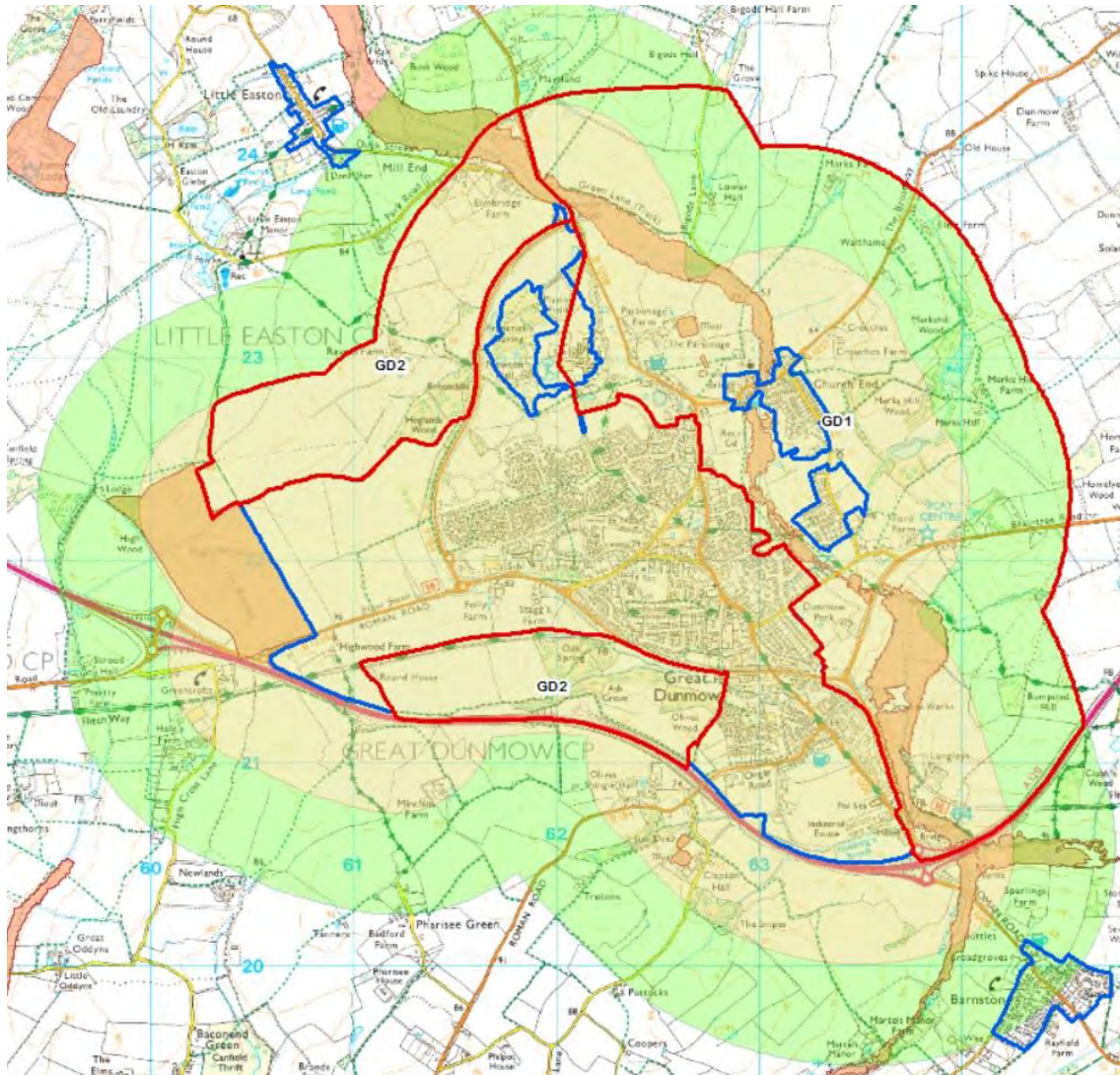
Figure 2.3 District wide key constraints



- Uttlesford District boundary
- Site of Special Scientific Interest
- National Nature Reserve
- Registered parks and gardens
- Scheduled monument
- Flood zone 3



**Figure 2.4: ArcGIS screenshot of defined parcels around Great Dunmow following the scoping out process. The 500 metres and 1 kilometres buffers are shown. Areas shaded in orange were scoped out due to flood areas and ecological designations.**



## Evaluating landscape sensitivity

**2.17** This assessment draws on advice contained in Natural England's 'Approach to landscape sensitivity assessment' (2019). This describes the term 'landscape sensitivity', within the context of spatial planning and land management, as follows:

"Landscape sensitivity may be regarded as a measure of the resilience, or robustness, of a landscape to withstand specified change arising from development types or land management practices, without undue negative effects on the landscape and visual baseline and their value."

**2.18** It is a term applied to landscape character and the associated visual resource, combining judgements of their susceptibility to the specific development type / development scenario or other change being considered together with the value(s) related to that landscape and visual resource.

## Assessment criteria

**2.19** Landscape sensitivity assessment requires judgements on both landscape susceptibility (how vulnerable the landscape is to change from the type being assessed, in this residential and commercial developments) and landscape value (consensus about importance, which can be recognised through designation as well as through descriptions within the 2014 Landscape Character Assessment).

**2.20** The selection of landscape sensitivity indicators ('criteria') for this study is informed by the attributes of landscape that could be affected by residential and commercial development. These consider the 'landscape', 'visual' and 'perceptual' aspects of sensitivity. Their selection is also based on current best practice and experience of LUC in undertaking similar studies elsewhere in the UK.

**2.21** The following six criteria headings are used for this study:

- Physical character (landform, scale and field pattern)
- Natural character
- Sense of time depth/ historic landscape character;
- Settlement character;

- Visual character (including skylines); and
- Perceptual and scenic qualities (including recreational value)

**2.22** Criteria and guidance assessment section at the end of this chapter provides guidance and examples of higher and lower sensitivity features/attributes for applying the criteria in Uttlesford to residential and commercial development. The assessments present a commentary against each criterion to inform the judgements on levels of sensitivity. It is important to note that the relative importance of each criterion varies between landscapes (due to differences in landscape character). The initial stage of the assessment involved a thorough desk-based study drawing on sources of spatial and descriptive information regarding the landscape. This was supplemented by field survey work undertaken by a team of landscape professionals to verify the findings.

## Making overall judgements on landscape sensitivity

**2.23** Once the landscape sensitivity criteria were assessed individually, the results were translated into overall scores of landscape sensitivity (see Table 2.2: The five point scale landscape sensitivity scale) for the different bandings of residential, mixed use and sports facility developments. If any areas within the parcel were judged to be of higher/lower landscape sensitivity (due to local variations), this is set out in the assessment summary.

**Table 2.2: The five point scale landscape sensitivity scale**

Sensitivity Level	Definition
High	The key characteristics and qualities of the landscape are highly sensitive to change. It is unlikely to be able to accommodate the proposed change without significant character change/adverse effects.
Moderate-High	The key characteristics and qualities of the landscape are sensitive to change. There may be very limited situations/locations

Sensitivity Level	Definition
	where the relevant change can be accommodated.
Moderate	Some of the key characteristics and qualities of the landscape are sensitive to change. It may have some potential to accommodate the relevant change in defined locations.
Low-Moderate	Few of the key characteristics and qualities of the landscape are sensitive to change. They are resilient and have some potential to accommodate the change proposed.
Low	The key characteristics and qualities of the landscape are robust and are either unlikely to be subject to change or are not sensitive to the change proposed.

**2.24** The five defined levels of landscape sensitivity form stages on a continuum, rather than clearly separated categories. Any given landscape may or may not fit neatly into one category, and an element of professional judgement is required.

**2.25** As with all assessments based upon data and information which is to a greater or lesser extent subjective, some caution is required in its interpretation. This is to avoid the suggestion that certain landscape features or qualities can automatically be associated with certain sensitivities – the reality is that an assessment of a landscape’s sensitivity to development is the result of a complex interplay of often unequally weighted variables or criteria.

## Criteria and guidance for assessing landscape sensitivity to residential and commercial development

### Physical character (including landform, scale and field pattern)

**2.26** This considers the shape and scale of the landform, landscape pattern and landscape elements in relation to the scale of potential development. Smooth, gently undulating or flat landforms are likely to be less sensitive to development than a landscape with a more dramatic landform, distinct landform features or incised valleys with prominent slopes.

**2.27** This criterion considers how developments fit with the scale of the landform (understanding the scale of the development proposed is important when applying this criterion). Larger scale, simple landforms are likely to be less sensitive to larger scale developments than smaller scale, enclosed landforms (where large-scale developments could appear out of scale with the underlying landform). Conversely, smaller developments may be able to be screened within enclosed landforms, therefore reducing landscape sensitivity. Existing small-scale features in the landscape in the form of existing buildings or trees can also influence the scale of development that can be accommodated in the landscape. This criterion also needs to be considered in relation to visual character.

#### Low Sensitivity

**2.28** The landscape has smooth, gently undulating or featureless landform with uniform large-scale landscape pattern and low density of overlying landscape features.

#### Moderate Sensitivity

**2.29** The landscape has an undulating landform and some distinct landform features; it is overlain by a mixture of small-scale and larger scale field patterns and a moderate density of small-scale landscape features.

## High Sensitivity

**2.30** The landscape has a dramatic landform or distinct landform features that contribute positively to landscape character; the area has a high density of small-scale landscape features and is overlain by a small-scale field pattern.

## Natural character

**2.31** This criterion considers the 'naturalistic' qualities of the landscape in terms of coverage of semi-natural habitats and valued natural features (for example trees, hedgerows) which could be vulnerable to loss from development.

**2.32** Areas with frequent natural features (including large areas of nationally or internationally designated habitats) result in increased sensitivity to development, while landscapes with limited natural features (including intensively farmed areas or areas with high levels of existing development) will be less sensitive. This criterion also looks at the role of the landscape as part of a wider network of natural features (Nature Recovery Network).

## Low sensitivity

**2.33** Much of the landscape is intensively farmed or developed with little semi-natural habitat coverage and few valued natural features.

## Moderate sensitivity

**2.34** There are areas of valued semi-natural habitats and features found in parts of the landscape, whilst other parts are intensively farmed or developed.

## High sensitivity

**2.35** Large areas of the landscape are nationally or internationally designated for their nature conservation interest; there is a frequent occurrence of valued natural features across the landscape.

## Sense of time depth / historic landscape character

**2.36** This considers the extent to which the landscape has ‘time-depth’ (a sense of being an historic landscape, with reference to the Uttlesford District Historic Environment Project (2009) and/or the presence of heritage assets that are important to landscape character (that is, Conservation Areas, Scheduled Monuments, listed buildings, protected lanes, archaeological features and remains or other features listed in the landscape character assessment).

**2.37** Landscapes with small-scale, more irregular field patterns of historic origin are likely to be more sensitive to the introduction of modern development than landscapes with large, regular scale parliamentary field patterns.

### Low sensitivity

**2.38** A landscape with relatively few historic features important to the character of the area and little time depth (that is, large intensively farmed fields).

### Moderate sensitivity

**2.39** A landscape with some visible historic features of importance to character, and a variety of time depths.

### High sensitivity

**2.40** A landscape with a high density of historic features important to the character of the area and great time depth (that is, piecemeal enclosure with irregular boundaries, ridge and furrow)

## Character and setting of settlement

**2.41** This considers the overall settlement form and character of existing settlement and considers whether development in the landscape would be in accordance with the general pattern, setting and form of current development and relationship with the existing settlement edge. It includes an understanding of the landscape pattern associated with settlement edges (where relevant), for example, if it is well integrated by woodland cover or open and exposed to form a ‘hard edge’ to the adjoining landscape.

**2.42** This criterion also considers the extent to which the landscape contributes to the identity and distinctiveness of settlements, by way of its character and/or scenic quality, for example by providing a backdrop/ setting, or playing an important part in views from a settlement. This also considers the extent to which the area contributes to a perceived gap between settlements (the loss of which would increase coalescence).

### Low sensitivity

**2.43** The area does not contribute positively to the setting of the settlement or play a separation role. Development in the parcel would have a good relationship with the existing settlement form/ pattern and could provide the opportunity to improve an existing settlement edge.

### Moderate sensitivity

**2.44** The area provides some contribution to the setting of the settlement by providing, or plays some part in views from the settlement, or play a role in the perception of a gap between settlements. Development in the parcel may be slightly at odds with the settlement form/ pattern and may adversely affect the existing edge to some extent.

### High sensitivity

**2.45** The area provides an attractive backdrop/ setting to the settlement, plays an important part in views from the settlement, or forms an important part in the perception of a gap between settlements. Development in the parcel would have a poor relationship with the existing settlement form/pattern and would adversely affect an existing settlement edge (which may be historic or distinctive)

## Visual character

**2.46** This considers the visual prominence of the parcel, reflecting the extent of openness or enclosure in the landscape (due to landform or land cover), and the degree of intervisibility with the surrounding landscape (that is, the extent to which potential development would be visible).

**2.47** Visually prominent landscapes are likely to be more sensitive to development than those which are not so visually prominent. Landscapes which are visually prominent and inter-visible with adjacent landscapes (both urban

and rural) are likely to be more sensitive to development than those which are more hidden or less widely visible.

**2.48** It also considers the skyline character of the area including whether it forms a visually distinctive skyline or an important undeveloped skyline. Prominent and distinctive and/or undeveloped skylines, or skylines with important landmark features, are likely to be more sensitive to development because new buildings/structures may detract from these skylines as features in the landscape. Important landmark features on the skyline might include historic features or monuments.

### Low sensitivity

**2.49** The area is enclosed/visually contained and/or has a low degree of visibility from surrounding landscapes and the area does not form a visually distinctive or important undeveloped skyline.

### Moderate sensitivity

**2.50** The area is semi-enclosed or has some enclosed and some open areas. It is likely to have some inter-visibility with surrounding landscapes and may have some visually distinctive or undeveloped skylines within the area.

### High sensitivity

**2.51** The area is open and/or has a high degree of visibility from surrounding landscapes, and/or the area forms a visually distinctive skyline or an important undeveloped skyline.

## Perceptual and scenic qualities (including access and recreation)

**2.52** This considers qualities such as the rural character of the landscape (traditional land uses with few modern human influences), scenic qualities, sense of remoteness and/or tranquillity, and the extent of public access via Public Rights of Way and/or Open Access Land.

**2.53** Landscapes that are relatively remote or tranquil (due to freedom from human activity and disturbance and having a perceived naturalness or a traditional rural feel with few modern human influences) tend to increase levels

of sensitivity to development compared to landscapes that contain signs of modern development. High scenic value and dark night skies also add to sensitivity in relation to this criterion. This is because development will introduce new and uncharacteristic features (including flood lighting) which may detract from a sense of tranquillity, dark skies and or remoteness/naturalness.

### Low sensitivity

**2.54** The area is significantly influenced by development/ human activity, where new development would not be out of character. Low or no public access.

### Moderate sensitivity

**2.55** A landscape with some sense of rural character, but with some modern elements and human influences. Some Public Rights of Way.

### High sensitivity

**2.56** A tranquil or highly rural landscape, lacking strong intrusive elements. A landscape of high scenic value with dark skies and a high perceived degree of rural character and naturalness with few modern human influences. Extensive public access via PROWs/open access land.

## Desk Study

**2.57** The first task in the assessment process, following the definition of the 24 spatially distinct assessment parcels against the agreed criteria, was to carry out a desk-top analysis of each settlement and its component parcels. This involved the mapping of multiple data sets within ArcGIS (Geographical Information System) to identify the potential sensitivities of each parcel.

## Field Verification

**2.58** A structured process of field survey verification was undertaken by landscape experts in order to test and refine the outputs from the desk study. Each assessment parcel was visited in turn to record information and take photographs. The field survey was undertaken from roads and public rights of way to gain an understanding of landscape character sensitivity.

**2.59** The landscape assessment fieldwork focused in particular on the relationships between the assessment parcels and adjoining settlement edges, landscape settings and wider views. It also noted any important features within each area that would be sensitive to change.

## Reporting

**2.60** A pilot assessment was produced to agreement with UDC before the full report was prepared.

**2.61** Each settlement report produced as part of this study contains the individual landscape sensitivity parcel 'profiles' focussed around the settlement edge. The reports are structured as follows:

- An aerial photograph showing the boundaries of the parcels identified for the settlement;
- An overview of the settlement in terms of its location, form, character and setting;
- A short description of each assessment parcel surrounding the settlement;
- Identification of any areas scoped out of the assessment;
- A detailed map of the settlement and parcels, with relevant designations and constraints;
- Representative photographs of the parcels;
- Landscape sensitivity profiles for each assessment parcel, comprising:
  - Overall description of the landscape character context – i.e., which Landscape Character Area(s) the area falls within.
  - Criteria-based landscape sensitivity assessment, with a description given against each assessment criterion and its sensitivity.
  - Overall assessment of landscape sensitivity to future change from residential, mixed use and sports facility development, using the five-point scale rating and a written summary.

## Chapter 3

# Landscape Sensitivity Assessment Results

**3.1** This chapter presents the overall results of the assessment.

**3.2** The overall results of the landscape sensitivity assessment are set out in **Table 3.1**. These ratings are also mapped in the figures included in this chapter.

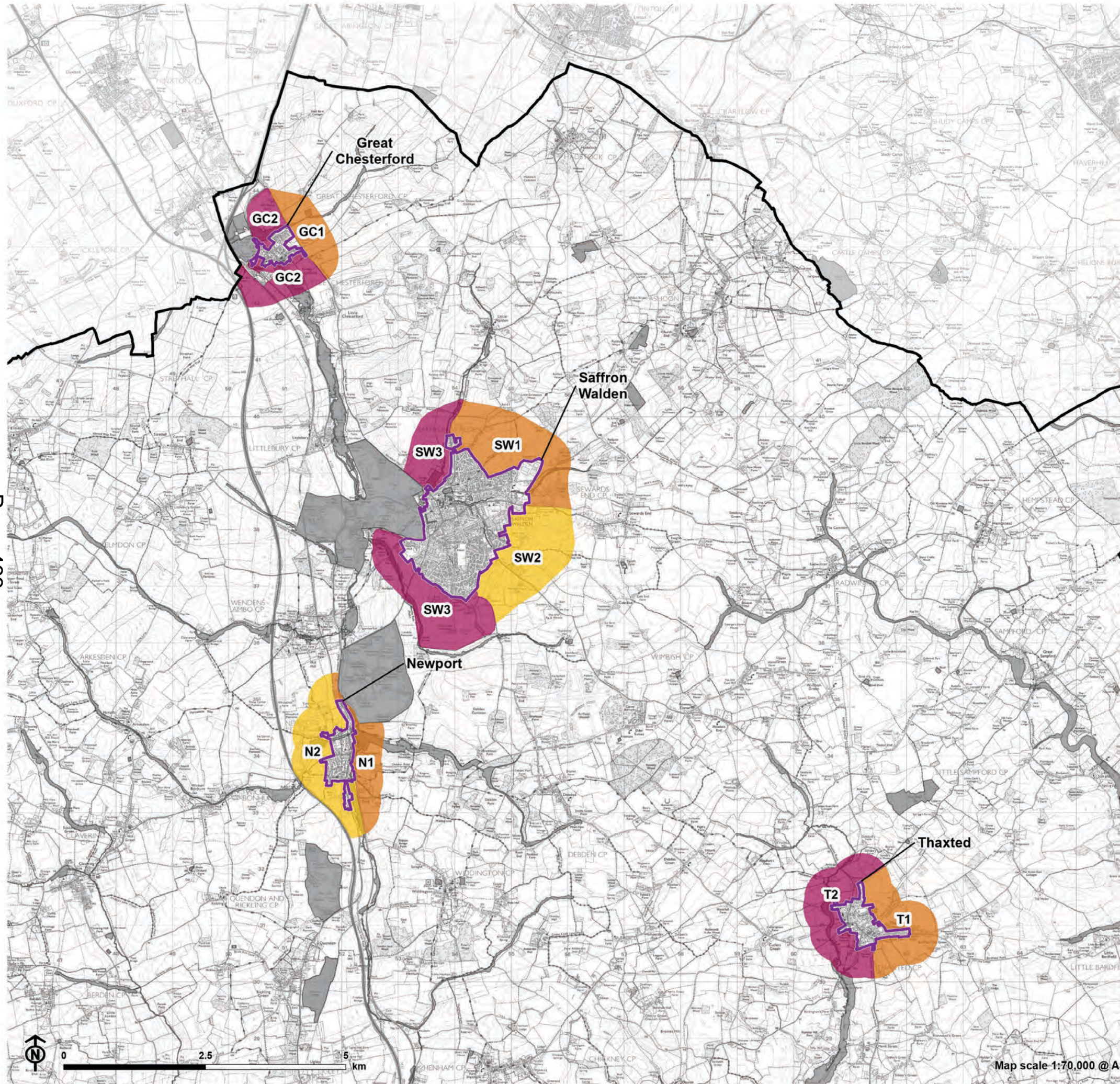
**3.3** The overall judgement scores should always be interpreted in conjunction with the information contained in the detailed profiles for the individual settlements. It should not be assumed that all areas with lower sensitivity ratings could be considered suitable for development, as cumulative issues would need to be considered.

**Table 3.1: Landscape sensitivity to residential and commercial development**

Settlement	Assessment Parcel	Landscape sensitivity to: Residential development	Landscape sensitivity to: Mixed-use development	Landscape sensitivity to: Sports facilities
Bishop's Strotford	BS1	Low	Low	Low
Bishop's Strotford	BS2	Low-Moderate	Moderate	Low-Moderate
Elsenham	E1	Low-Moderate	Moderate	Moderate
Elsenham	E2	Moderate-High	High	High
Elsenham	E3	Low-Moderate	Moderate	Moderate
Great Chesterford	GC1	Moderate-High	Moderate-High	Moderate-High
Great Chesterford	GC2	High	High	Moderate-High
Great Dunmow	GD1	Moderate-High	High	Moderate-High
Great Dunmow	GD2	Moderate	Moderate-High	Moderate-High
Hatfield Heath	HH1	Moderate-High	Moderate-High	Moderate-High
Hatfield Heath	HH2	High	High	Moderate-High

Settlement	Assessment Parcel	Landscape sensitivity to: Residential development	Landscape sensitivity to: Mixed-use development	Landscape sensitivity to: Sports facilities
Hatfield Heath	HH3	Moderate	Moderate	Moderate
Newport	N1	Moderate-High	High	Moderate-High
Newport	N2	Moderate	Moderate-High	Moderate
Saffron Walden	SW1	Moderate-High	Moderate-High	Moderate-High
Saffron Walden	SW2	Moderate	Moderate	Moderate
Saffron Walden	SW3	High	High	Moderate-High
Stansted Mountfitchet	SM1	Moderate-High	Moderate-High	Moderate-High
Stansted Mountfitchet	SM2	Moderate	Moderate	Moderate
Stansted Mountfitchet	SM3	Moderate-High	Moderate-High	Moderate-High
Takeley and Priors Green	TPG1	Moderate-High	High	Moderate-High
Takeley and Priors Green	TPG2	Moderate	Moderate-High	Moderate
Thaxted	T1	Moderate-High	Moderate-High	Moderate-High
Thaxted	T2	High	High	High

Figure 3.1: Overall landscape sensitivity to residential development (North)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low

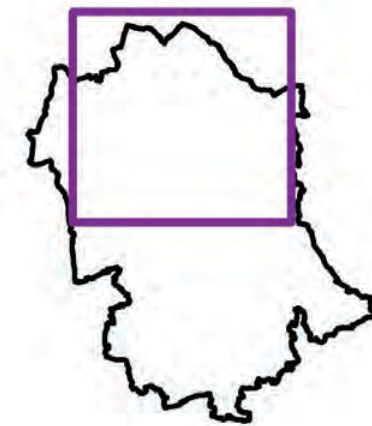
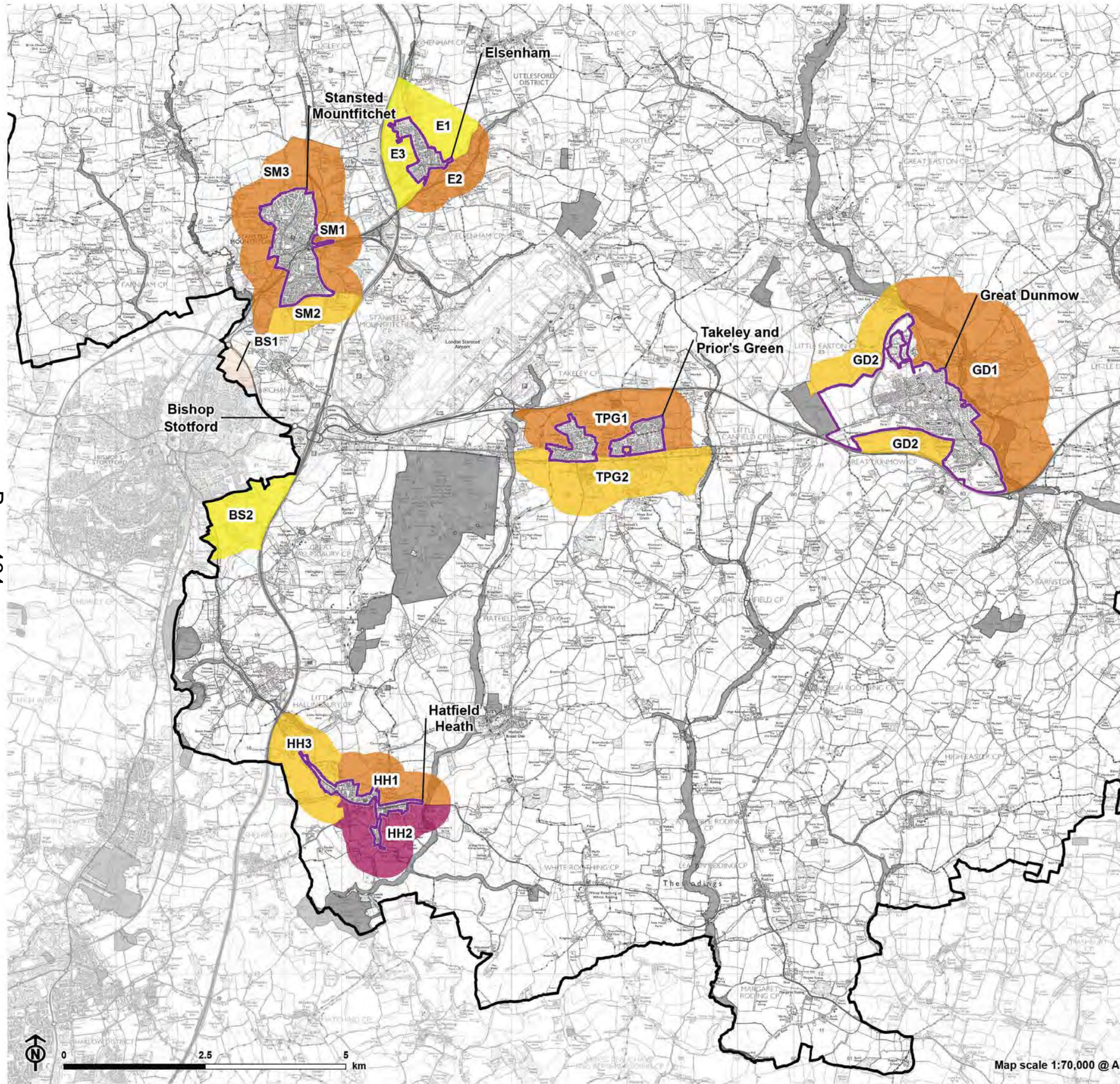


Figure 3.1: Overall landscape sensitivity to residential development (South)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low

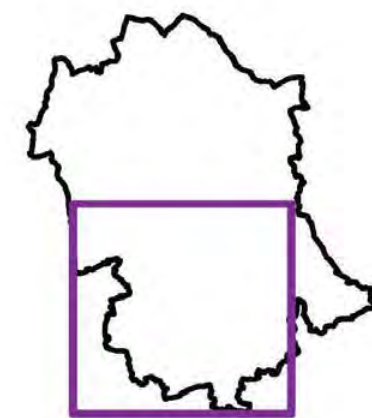
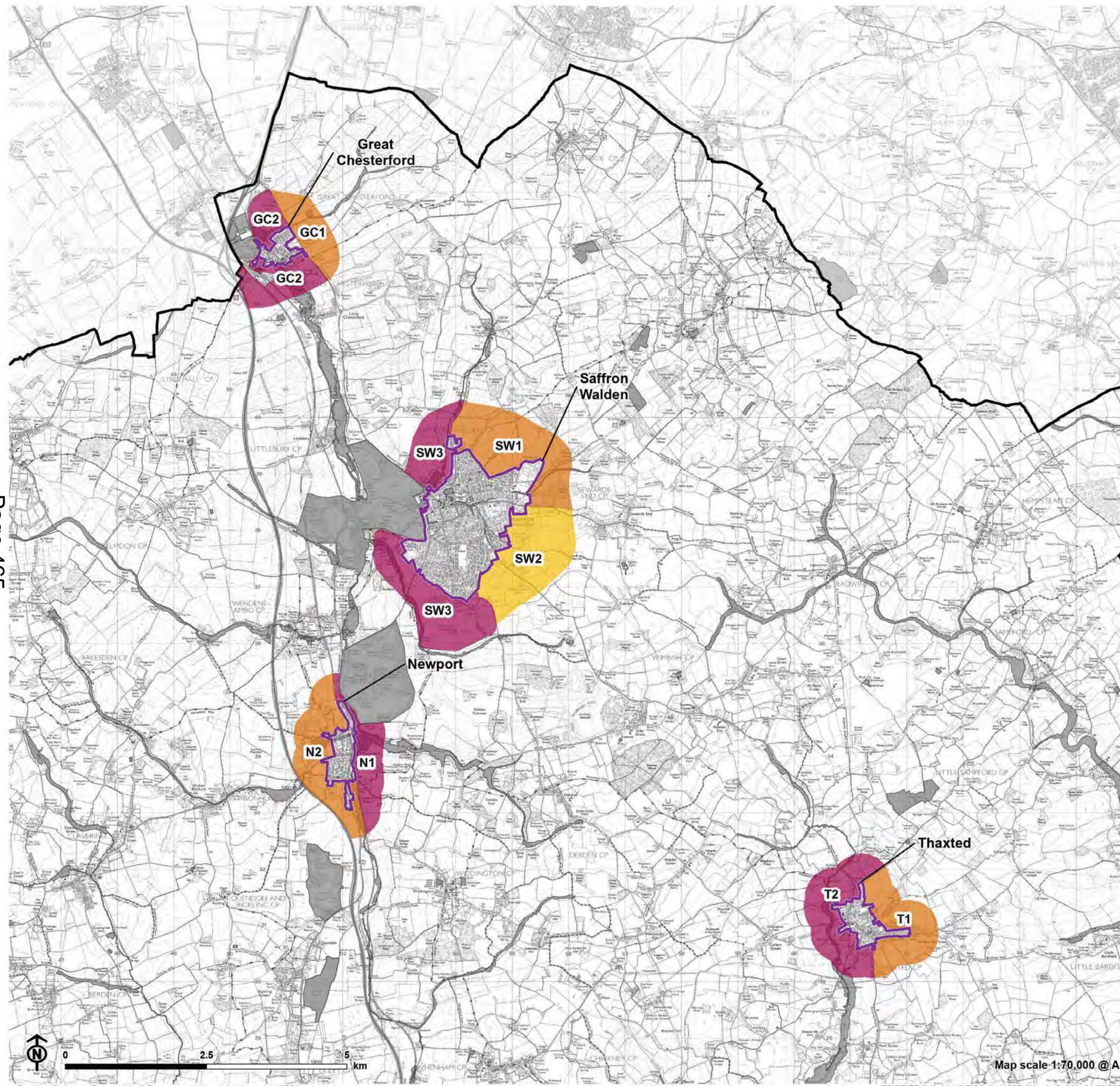


Figure 3.2: Overall landscape sensitivity to mixed-use development (North)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low

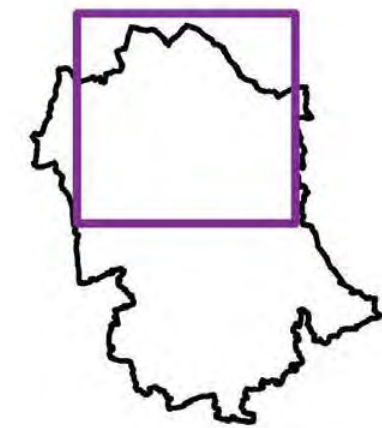
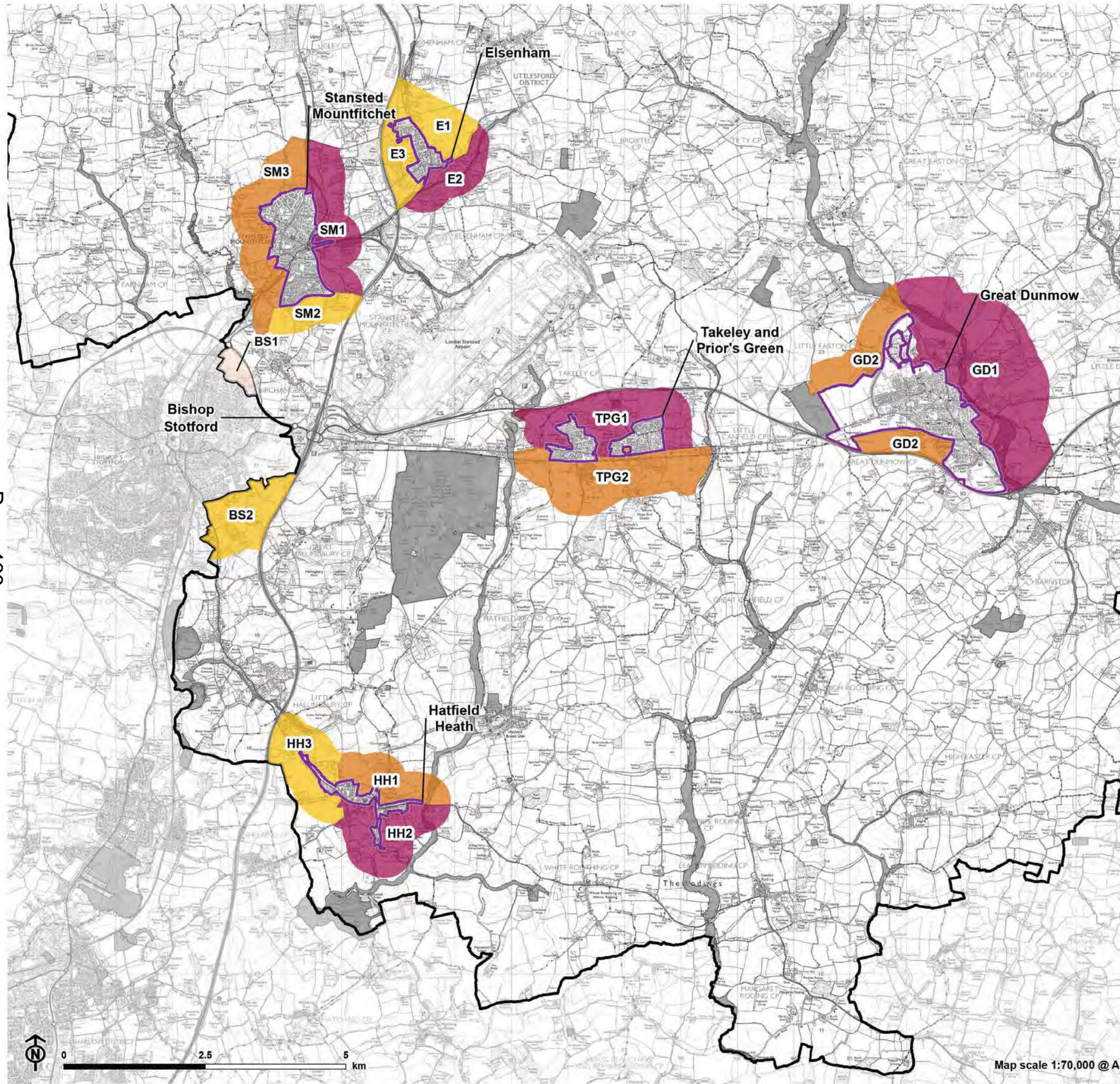


Figure 3.2: Overall landscape sensitivity to mixed-use development (South)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low

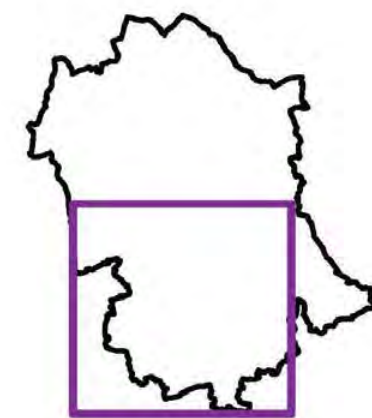
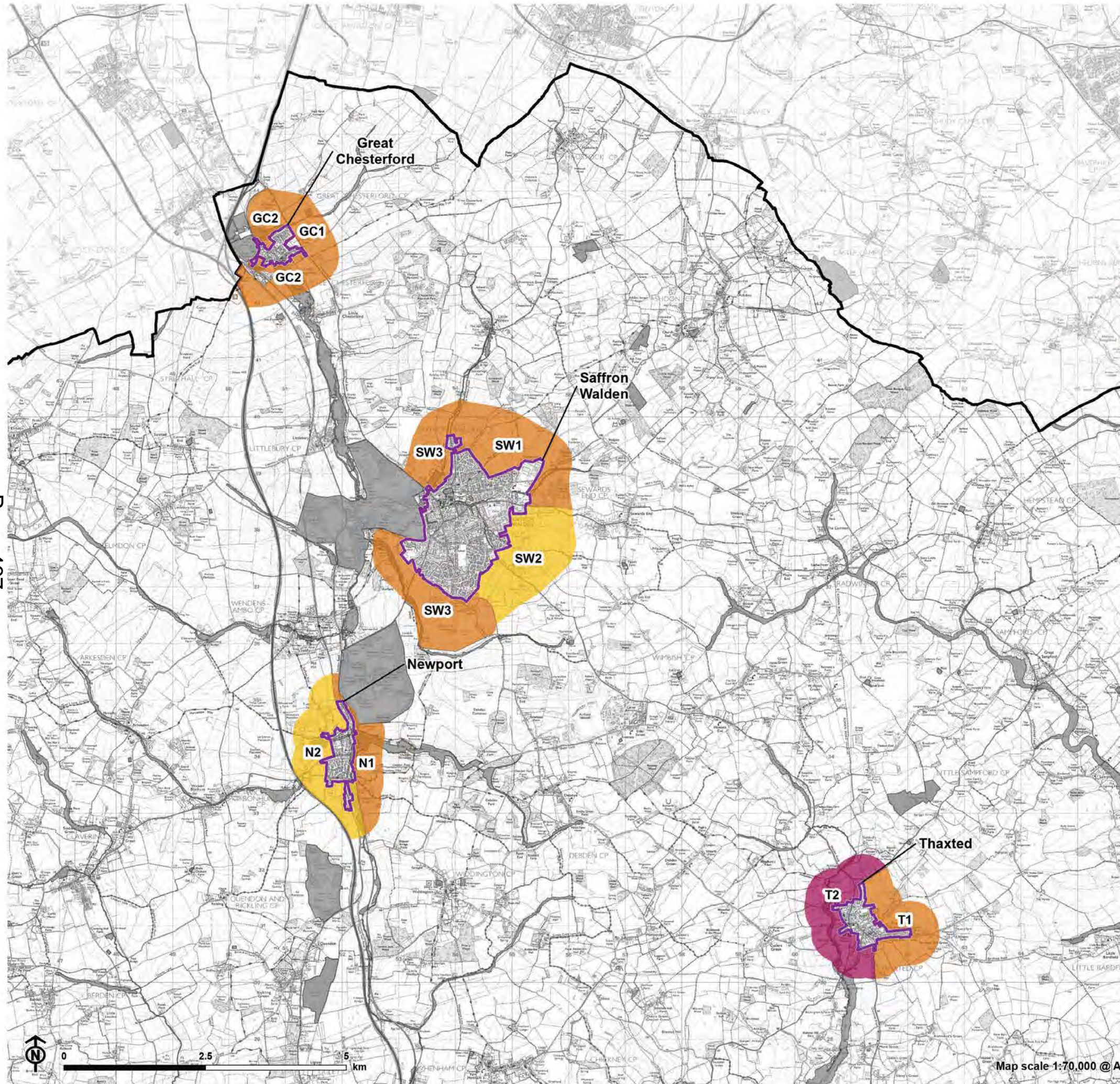


Figure 3.3: Overall landscape sensitivity to sports facility (North)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low

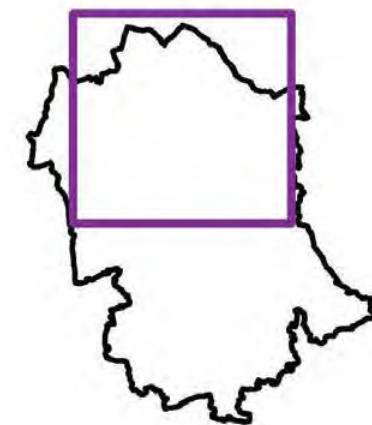
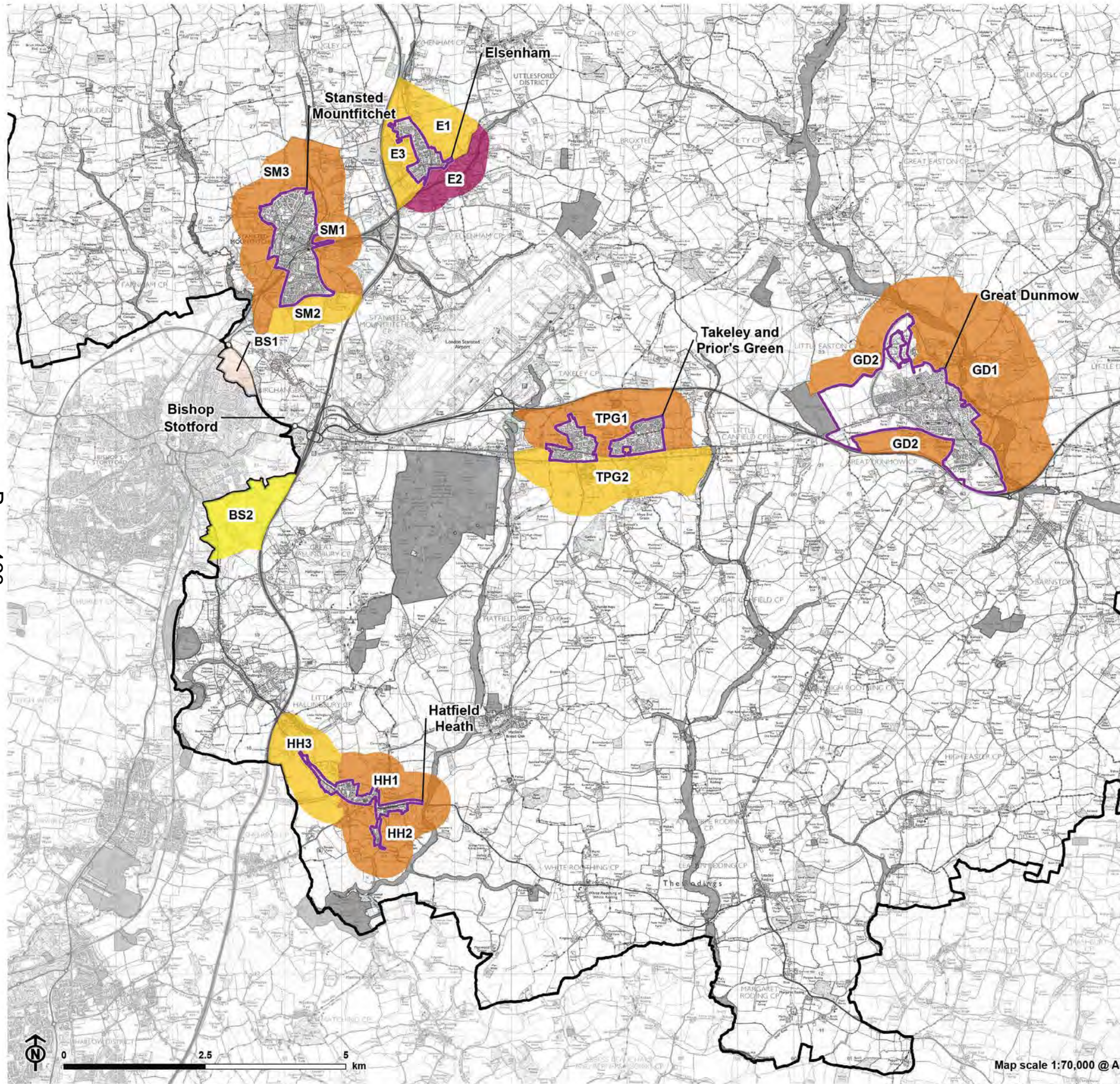


Figure 3.3: Overall landscape sensitivity to sports facility (South)



- Uttlesford District boundary
- Settlement boundary
- Absolute constraints
- Sensitivity score**
- High
- Moderate - High
- Moderate
- Low - Moderate
- Low



# Chapter 4

## Landscape Guidance

**4.1** This section provides generic guidance to help accommodate development within the landscape.

### Landscape guidance for accommodating residential and employment development in Uttlesford District

**4.2** This guidance should be read in conjunction with the more detailed information provided in the updated Uttlesford Landscape Character Assessment (2023) and the Essex Design Guide (2018).

**4.3** All development should aim to:

- Utilise existing vegetation or plant new vegetation/trees to assimilate development into the landscape. Cues from the local landscape character should be used to design species and planting patterns.
- Avoid visually prominent locations, where development will be incongruous with the wider landscape context.
- Refer to the published landscape guidance in the updated Uttlesford Landscape Character Assessment (2023), Neighbourhood Plans (in place for Ashdon, Felsted, Great and Little Chesterford, Great Dunmow, Newport, Quendon and Rickling, Stebbing and Thaxted).
- and The Essex Design Guide (2018) for ideas for mitigation and enhancement that will be in character with the landscape.
- Improve access networks and recreational opportunities to enable access to, and enjoyment of, the landscape where possible.
- Ensure the landscape components of the development are in character with the locality, form part of a coherent green infrastructure network and provides ecosystem services including increasing pollinating insects, providing water storage, preventing soil erosion, enhancing water quality and enhancing sense of place.

- Ensure a high quality and responsive design, making reference to the National Design Guide, Building for a Healthy Life and Essex Design Guide, particularly the sections on character and context.
- Be in-keeping with the existing settlement form and vernacular taking into account specific local information including Neighbourhood Plans.
- Where appropriate, use visual representations to understand impact of development proposals – as set out in Landscape Institute's Visual Representation of Development Proposals.
- Take opportunities to mitigate the impact of existing detracting features within the landscape, and where possible enhance landscape character in line with published guidance, including local landscape character assessments.

## Cumulative impacts of development

**4.4** This assessment has considered sites on an individual basis. For some areas/ villages a large number of potential development sites are proposed around a settlement. Clearly, development of multiple sites would have a greater cumulative landscape impact and consideration would be required of an appropriate limit of change, taking into account factors including:

- Settlement shape and form ensuring the development relates well to existing form rather than for example elongated extensions.
- Maintaining sense of place, distinctiveness and key gateways.
- Relationship to landscape features such as hill crests, valleys, woodland blocks which contain or define the settlement setting.
- Factors such as options for development of one larger site as opposed to multiple smaller sites.
- Opportunities for mitigation and wider landscape enhancement.

## Mitigation for sites with high or moderate-high landscape sensitivity

**4.5** It is unlikely that mitigation will reduce sensitivity for sites judged as having moderate-high or high landscape sensitivity to the specified change. Higher landscape sensitivity is one factor that will need to be weighed in the planning balance. For higher sensitivity sites the greatest opportunities for landscape improvements and enhancements should be taken in association with

development. It is also important to note that landscape mitigation and enhancement is equally important for those sites of moderate or lower sensitivity and will be critical in helping to ensure positive landscape change in association with development. For these sites the generic guidance provided here should be used to develop site specific mitigation proposals.

# Appendix A

## Data/information sources

### Key sources of information used to inform the study

A.1 The following documents were used to inform the Landscape Sensitivity Assessment:

- Updated Uttlesford Landscape Character Assessment (LUC, 2023)
- Conservation Area Appraisals:
  - Great Chesterford (2007)
  - Great Dunmow (2007)
  - Newport (2007)
  - Saffron Walden (2018)
  - Stansted Mountfitchet (2007)
  - Thaxted (2012)

A.2 In addition, the following table lists the main datasets collated and analysed in Geographic Information System (GIS) software as a key part of the evidence base for this study.

### GIS considered in the assessment

**Table A.1: GIS considered in the assessment**

Assessment type	GIS layer	Source
Base maps	Local authority boundaries	Ordnance Survey

## Appendix A Data/information sources

Assessment type	GIS layer	Source
Base maps	Ordnance Survey 1: 25K	Uttlesford Council
Base maps	Ordnance Survey 1: 50K	Uttlesford Council
Base maps	Ordnance Survey 1:250k	Ordnance Survey
Base maps	Aerial imagery	ESRI
Landscape	National Character Areas	Natural England
Landscape	Agricultural Land Classification	Natural England
Landscape	Light pollution	CPRE
Landscape	Tranquillity	CPRE
Landscape	CORINE Land Cover	EEA
Historic environment	Conservation areas	Uttlesford Council
Historic environment	Listed buildings	Historic England
Historic environment	Registered Parks and Gardens	Historic England
Historic environment	Scheduled Monuments	Historic England
Historic environment	Registered battlefields	Historic England
Historic environment	Locally listed buildings	Uttlesford Council
Ecological environment	Local Wildlife Sites (LoWS)	Uttlesford Council

## Appendix A Data/information sources

Assessment type	GIS layer	Source
Ecological environment	Priority Habitat Inventory (PHI)	Natural England
Ecological environment	Local Nature Reserves (LNR)	Natural England
Ecological environment	National Nature Reserves (NNR)	Natural England
Ecological environment	Sites of Special Scientific Interest (SSSI)	Natural England
Ecological environment	Ancient Woodland Inventory (AWI)	Natural England
Access and recreation	Country Parks	Natural England
Access and recreation	National Trails	Natural England
Access and recreation	National and Regional Cycle Routes	Sustrans
Access and recreation	Ordnance Survey Open Greenspace	Ordnance Survey
Access and recreation	CRoW Act Open Access Land / Open Country	Natural England
Access and recreation	National Trust Land – Always Open / Limited Access	National Trust

# Appendix B

## Glossary

**Table B.1: Glossary of terms**

Term	Definition
Ancient woodland	An area of woodland which evidence shows has had continuous woodland cover since at least 1600 AD and has only been cleared for underwood or timber production. It is an extremely valuable ecological resource, with an exceptionally high diversity of flora and fauna.
AOD	Above Ordnance Datum (sea level)
Arable	Land used for growing crops
Biodiversity	The measure of the variety of organisms present in different ecosystems
Built form	The characteristic nature of built development
Feature	A prominent, eye-catching element (for example, wooded hilltop, church spire)
Floodplain	The area that would naturally be affected by flooding if a river rises above its banks
GIS	Geographic Information System
Grassland	Land used for grazing. Grassland can be improved (by management practices), semi-improved (modified by management practices with a less diverse range of species than unimproved grasslands), or unimproved (not treated with fertiliser, herbicide or intensively grazed, and consequently has a high species diversity)

Term	Definition
Habitat	The natural home or environment of an animal, plant, or other organism
Intact	Not changed or diminished
Land cover	Combinations of land use and vegetation that cover the land surface
Landmark	An object or feature of a landscape that is easily seen and recognised from a distance, especially one that enables someone to establish their location
Landscape	The term refers primarily to the visual appearance of the land, including its shape, form and colours. However, the landscape is not a purely visual phenomenon; its character relies on a whole range of other dimensions, including geology, topography, soils, ecology, archaeology, landscape history, land use, architecture and cultural associations.
Landscape Character Areas (LCAs)	A unique geographic area with a consistent character and identity, which forms part of a landscape character type.
Landscape Character Types (LCTs)	Distinct types of landscape that are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the district, but share broadly similar combinations of geology, topography, drainage patterns, vegetation, historic land use and settlement pattern.
Landscape value	The relative value that is attached to different landscapes. In a policy context the usual basis for recognising certain highly valued landscapes is through the application of a local or national landscape designation. Yet a landscape may be valued by different communities of interest for many different reasons without any formal designation, recognising, for example, perceptual aspects such as scenic beauty, tranquillity or wildness; special cultural associations; the influence and presence of other conservation interests;

## Appendix B Glossary

Term	Definition
	or the existence of a consensus about importance, either nationally or locally.
Listed building	A building, object or structure that has been judged to be of national importance in terms of architectural or historic interest, designated by Historic England
Local Plan	A development plan prepared by local planning authorities
LSA	Landscape Sensitivity Assessment
LoWS	Local Wildlife Site
Natural character	Character as a result of natural or semi-natural features such as woodland, grassland, hedgerows
NPPF	National Planning Policy Framework
Nucleated settlement	A settlement that is clustered around a centre, in comparison to a linear or dispersed settlement
OS	Ordnance Survey
Pastoral	Land used for keeping or grazing sheep or cattle
Priority habitat	UK Biodiversity Action Plan priority species and habitats were identified as being the most threatened and requiring conservation action under the UK BAP. The original lists of UK BAP priority habitats were created between 1995 and 1999 and were subsequently updated in 2007. See <a href="http://jncc.defra.gov.uk/page-5155">http://jncc.defra.gov.uk/page-5155</a> for further information.
Riparian habitat	Riverbank habitat
Scheduled Monument	Nationally important archaeological sites or historic buildings, given protection against unauthorised change.

## Appendix B Glossary

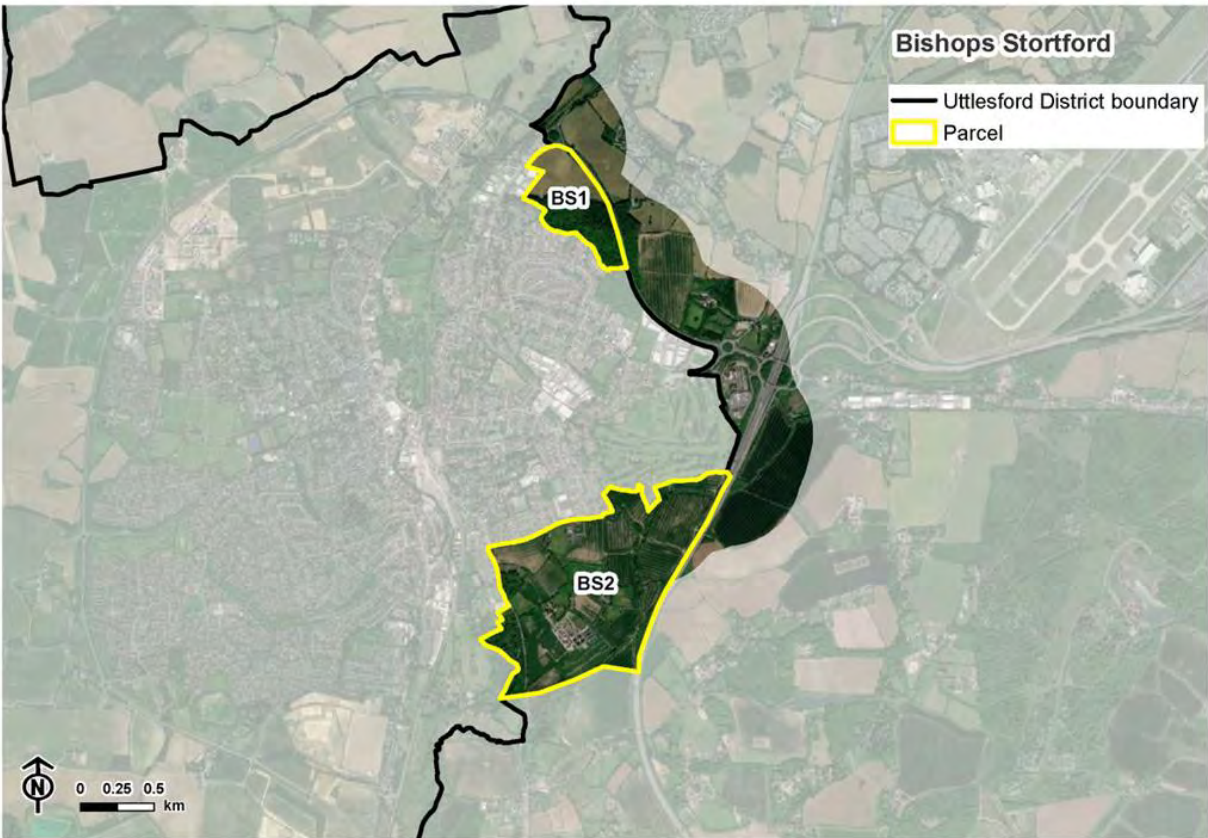
Term	Definition
Semi-natural vegetation	Any type of natural vegetation which has been influenced by human activities, either directly or indirectly
Sense of place	A person's perception of a location's indigenous characteristics, based on the mix of uses, appearance and context that make a place memorable
Sensitive	The response to change or influence
SSSI	Site of Special Scientific Interest
Time depth	The time period expressed in the landscape, or the extent to which the landscape reflects a certain time period (a landscape with greater time depth will comprise older elements than a landscape with lesser time depth).
Topography	Combinations of slope and elevation that produce the shape and form of the land surface
Valued landscape attributes	Positive features and characteristics that are important to landscape character and that, if lost, would result in adverse change to the landscape
Vernacular	Buildings constructed in the local style from local materials. Concerned with ordinary rather than monumental buildings

# Appendix C

## Landscape sensitivity proformas

### Settlement Area: Bishop's Stortford

Figure C.1: Location of landscape sensitivity parcels for Bishop's Stortford



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: UDC

### Location and description

Bishop's Stortford is a historic market town in East Hertfordshire. The town has expanded during the 20th century to the district boundary with Uttlesford. This assessment considers the sensitivity of land within Uttlesford District only.

The settlement edge is divided into two parcels:

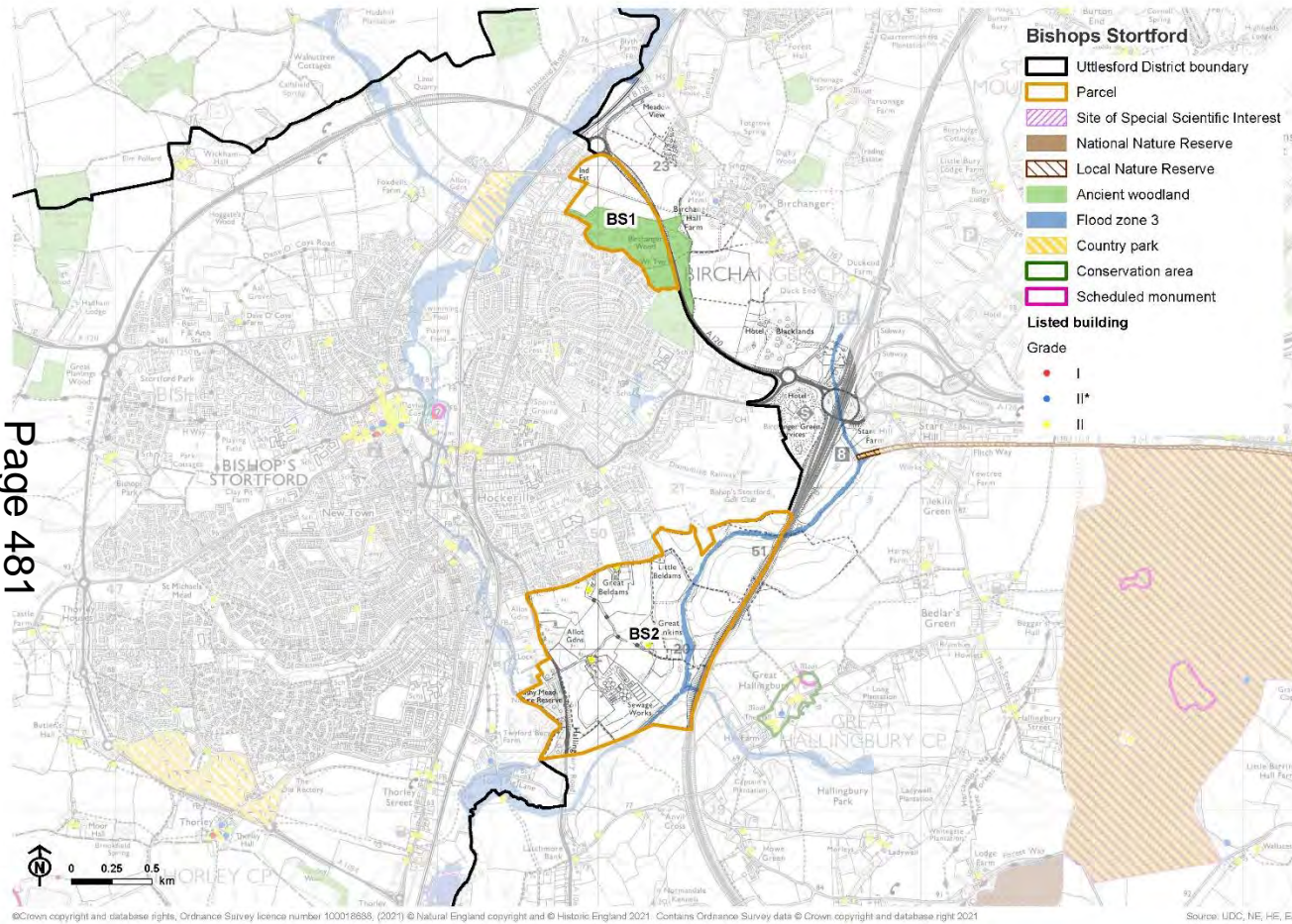
BS1 – gently undulating landscape east of Hanger Lea.

BS2 – undulating valley sides of the River Stort, south of Hockerill

Land east of the A120 and east of the M11 has been scoped out as these major road networks provide a strong boundary feature and development to the east of them, would have no relationship with Bishop's Stortford.

Development east of the A120 would also cause coalescence with Birchanger. The land which contains Birchanger Services between the A120 and the M11 has been excluded from this assessment as it is already developed and therefore would have no landscape sensitivities.

Figure C.2: Natural and cultural heritage designations within Bishop's Stortford



## Bishop's Stortford representative photos

**Figure C.3: BS1 looking north to Stansted Road**



**Figure C.4: BS1 looking east to Birchanger Wood**



**Figure C.5: BS2 looking north from Jenkins Lane to the settlement edge**



**Figure C.6: BS2 looking north from Jenkins Lane to the settlement edge**



# Landscape Sensitivity Assessment: Bishop's Stortford BS1

## Landscape Character Area: A2 Stort River Valley

### Criterion 1: Physical character

- Gently rising topography, rising between 70 metres to 90 metres AOD from the River Stort to the north-west
  - Moderate sensitivity
- Large open arable fields
  - Lower sensitivity

### Criterion 2: Natural character

- Birchanger Wood is designated as a LoWS and as Important Woodland due to its priority habitat deciduous woodland which is ancient in origin.
  - Higher sensitivity
- Limited natural character except for boundary hedgerows, hedgerow trees and roadside vegetation.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- There are no recorded heritage assets in the parcel, or evidence of older field patterns.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- Birchanger Wood provides a strong wooded boundary to the residential edge of Bishop's Stortford. The parcel also provides separation between Bishop's Stortford and the A120.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- Development on the arable fields to the north of the parcel would have a good relationship with the industrial estate on Stansted Way.
- Lower sensitivity

### Criterion 5: Visual Character

- Birchanger Wood provides enclosure to the south within the parcel, and there is some enclosure from vegetation along the A120.
- Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable from the industrial estate and the surrounding major road network.
  - Lower sensitivity
- A public right of way links the edge of the Bishop's Stortford through Birchanger Wood to Birchanger under the A120. There is no other public access to the parcel.
  - Lower sensitivity
- The A120 and the industrial estate are noticeable human influences on the parcel. The M11 and Stansted Airport to the east are also intrusive influences.
  - Lower sensitivity

# Landscape sensitivity assessment: Bishop's Stortford BS2

## Landscape Character Area A2 Stort River Valley

### Criterion 1: Physical character

- Undulating landform, rising from a tributary of the Stort from 65 metres to 85 metres AOD.
  - Moderate sensitivity
- Large arable fields with some horse grazing around Great Jenkins.
  - Lower sensitivity
- Hedgerows, hedgerow trees and vegetation provide some small-scale landscape features in the landscape.
  - Moderate sensitivity

### Criterion 2: Natural character

- Pockets of priority habitat good quality semi-improved grassland is recorded in the north-east of the parcel (to the south of the former Bishop's Stortford golf course). Rushy Mead contains priority habitat deciduous woodland and is designated as a LoWS and nature reserve.
  - Higher sensitivity
- Medium to large scale arable fields, with smaller-scale pasture fields at Great Jenkins. Roadside trees and vegetation, hedgerows and hedgerow trees provide semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- Farmsteads at Great Beldams and Great Jenkins contain Grade II listed buildings and are recorded as archaeological sites.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- Although modern agriculture has altered some field boundaries, historic enclosed field patterns remain east of Hallingbury Road and around Little Beldams.
  - Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting to the south of Bishop's Stortford, particularly in views from Beldams Lane.
  - Moderate sensitivity
- The parcel provides separation between Bishop's Stortford and the M11 to the east. However, the settlement edge along Jenkins Lane on the south of Bishop's Stortford is open and forms a harsh edge, so development could provide an opportunity to improve the existing settlement edge.
  - Lower sensitivity

### Criterion 5: Visual Character

- Roadside vegetation, trees and woodland within the parcel provide a semi-enclosed character. From Beldams Lane there are some views south-east to the Church of St Giles, Great Hallingbury.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Proximity to Bishop's Stortford and the M11 contribute to light pollution in the parcel.
  - Lower sensitivity
- The parcel has an urban edge characteristic, with horse tape and paraphernalia at Great Jenkins, a sewage works, and poor-quality hedgerows, some replaced by post and wire fencing.
  - Lower sensitivity
- Some public rights of way connect the edge of Bishop's Stortford to the wider countryside, across the M11.
  - Moderate sensitivity

# Overall assessment of landscape sensitivity: Bishop’s Stortford

**Table C.1: Landscape sensitivity scores for Bishop’s Stortford**

Development type	BS1	BS2
Residential development	Low	Low-Moderate
Mixed use development	Low	Moderate
Sports facilities and flood lighting	Low	Low-Moderate

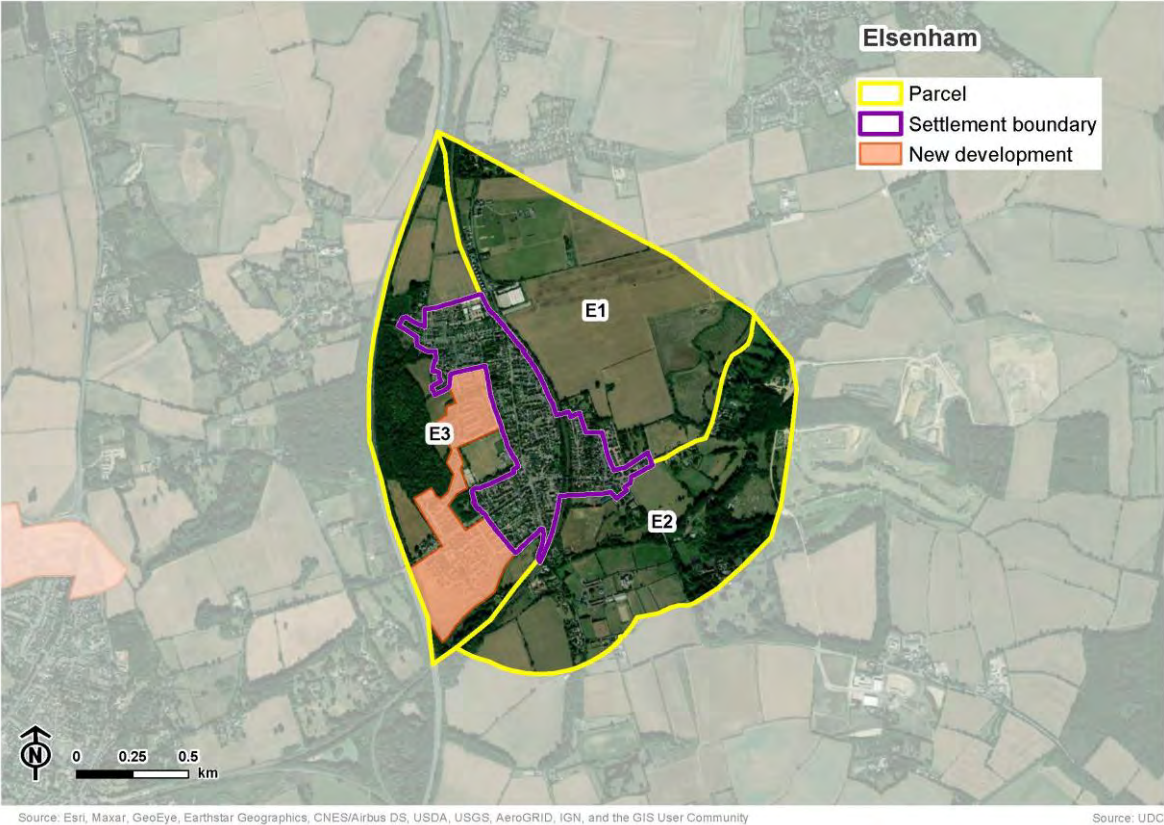
## Summary

**C.1** Parcel **BS1** has limited sensitivities due to its large-scale landscape pattern and limited landscape features, lack of time-depth, open settlement edge and strong human influences. It is assessed as having **low** sensitivity to residential and mixed-use development, which would provide an opportunity to improve the existing settlement edge along the north-east of Bishop’s Stortford. The parcel would also have **low** sensitivity to sports facility development due to its proximity to the A120 and the M11. However, Birchanger Wood in the south of the parcel has a **high** sensitivity to all development types due to value as a semi-natural habitat and boundary feature along the residential edge of Bishop’s Stortford.

**C.2** Parcel **BS2** provides a semi-rural setting to the south of Bishop’s Stortford, with views across the parcel to the church spire at Great Hallingbury. However, it has a semi-enclosed visual character, much of the settlement edge is open and forms a harsh edge and the parcel has lower perceptual qualities due to existing development within the parcel. The parcel is considered to have a **low-moderate** sensitivity to residential development, and a **moderate** sensitivity to mixed-use development due to the existing scale and pattern of the current built form. Rushy Mead to the west of the A1060 Hallingbury Road has a higher sensitivity due to its important semi-natural habitats. The parcel is assessed as having **low-moderate** sensitivity to sports facility development as the M11 and proximity to Bishop’s Stortford have reduced the dark skies.

# Settlement Area: Elsenham

Figure C.7: Location of landscape sensitivity parcels for Elsenham



## Location and description

The village of Elsenham is located in the centre of the district, 2 kilometres north of Stansted Airport. It has a linear settlement pattern and extends along the railway line. Historic buildings are concentrated in the south-east along Henham Road, but the village expanded rapidly in the 20th century, with more recent expansion to the west and east in the 21st century.

The settlement edge is divided into three parcels:

E1 – open farmland plateau to the east of Elsenham.

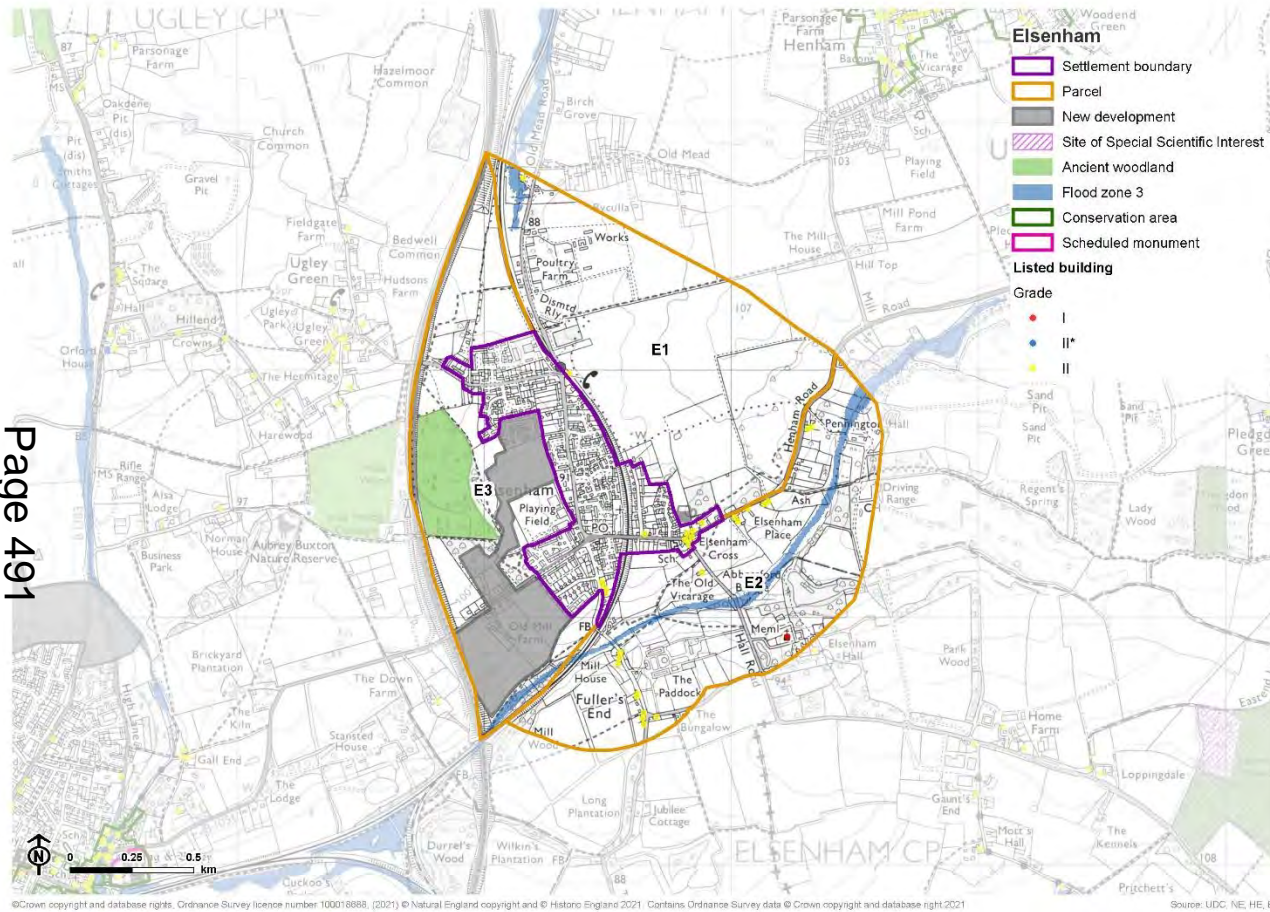
## Appendix C Landscape sensitivity proformas

E2 – sloping valley sides of the Stansted Brook to the south of Elsenham.

E3 – wooded farmland plateau to the west of Elsenham (a large area to the south is under development).

Land to the west of the M11 has been scoped out as development here would have no relationship with Elsenham.

Figure C.8: Natural and cultural heritage designations within Elsenham



## Elsenham representative photos

**Figure C.9: E1 looking north to Poultry Farm**



**Figure C.10: E1 looking east from Poultry Farm**



**Figure C.11: E2 looking north to Elsenham Place from Hall Road**



**Figure C.12: E2 Church of St Mary the Virgin**



**Figure C.13: E3 looking west from the settlement edge on Bedwell Road**



**Figure C.14: E3 looking north from Bedwell Road**



## Elsenham E1

### Physical character

- Flat to gently undulating topography, rising from 90 metres to 105 metres AOD in the east.
  - Lower sensitivity
- Arable fields are large scale, regular in size with few smaller-scale features. Fields have been converted for horse grazing at Poultry Farm.
  - Lower sensitivity

### Natural character

- Intensively farmed landscape with no recorded priority habitats. Hedgerows, hedgerow trees and roadside vegetation provide some semi-natural habitats.
  - Lower sensitivity

### Sense of time depth

- Limited time-depth with the Grade II listed waiting room at the railway station the only listed building in the parcel. There is an archaeological site recorded adjacent to Pennington Hall.
  - Moderate sensitivity
- Modern agricultural practices have removed most historic field patterns, although is a small area of historic field patterns along the B1051 Henham Road adjacent to Pennington Hall.
  - Lower sensitivity

### Character and setting of settlement

- The parcel provides some contribution as a rural setting to Elsenham to the north and east. The parcel provides a sense of separation between Elsenham and the linear settlement of Old Mead to the north.
  - Moderate sensitivity

## Appendix C Landscape sensitivity proformas

- Recent development at Elsenham Park has extended the settlement edge further east of the railway line and further east along Henham Road. Development east of the railway line would be in keeping with the existing settlement pattern, which has extended beyond the railway line, north-west of Henham Road.
  - Lower sensitivity

### Visual character

- Despite the open character of the arable landscape, roadside and rail-side vegetation and hedgerows provide a semi-enclosed character, with few views from the surrounding roads and public rights of way. The skyline is largely undeveloped.

### Perceptual and scenic qualities

- Some light pollution is noticeable at Elsenham, but there are darker skies further east and north-east.
  - Moderate sensitivity
- There are limited public rights of way through the parcel. A playing field north of Henham Road provides recreational opportunities.
  - Lower sensitivity
- A moderately rural landscape. Human influences within the parcel include the railway line, modern development at Poultry Farm, Old Mead Road, along Henham Road and north-west of Henham Road. The M11 is an intrusive influence to the west, and Stansted Airport to the south.
  - Moderate sensitivity

## Landscape sensitivity assessment: Elsenham E2

### Landscape Character Area A2 Stort River Valley (and B5 Broxsted Farmland Plateau in the east)

#### Criterion 1: Physical character

- Sloping valley sides of the Stansted Brook, rising from 75m to 95m AOD.
  - Moderate sensitivity
- Small to medium scale arable fields, with grazing east of Hall Road and along the course of the Stansted Brook and an orchard west of Hall Road. Hedgerows, existing buildings and paddocks are smaller-scale landscape features.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland around Elsenham Hall, along the course of the Stansted Brook and at Mill Wood which is recorded as a locally Important Woodland. Priority habitat good quality semi-improved grassland is recorded at Mill House.
  - Higher sensitivity
- Hedgerows, mature hedgerow trees and roadside trees create a wooded character.
  - Higher sensitivity

#### Criterion 3: Sense of time depth

- The Church of St Mary the Virgin is Grade I listed and contains an archaeological site. Fuller's End contains a number of Grade II listed cottages, and there is a cluster of Grade II listed buildings around Elsenham Place. An archaeological site extends into the parcel from Elsenham Hall.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- Modern agricultural practices have removed most historic field patterns, except for older enclosure fields along the Stansted Brook and around Mill Wood.
- Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach to Elsenham, particularly from the south on Hall Road as it approaches the listed buildings at Elsenham Cross.
  - Higher sensitivity
- The parcel provides separation between Elsenham and Stansted Airport.
  - Higher sensitivity
- The railway line provides a strong boundary to the south-west settlement edge of Elsenham. There is limited development south of High Street and Henham Road, and new development to the south of these roads would not fit with the existing settlement pattern.
  - Higher sensitivity

### Criterion 5: Visual character

- Hedgerows and roadside trees create a semi-enclosed character, except for open views south of Henham Road. The skyline is generally treed, and there are no structures visible above the treeline.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- A landscape with largely dark skies except for some light pollution from Elsenham to the north and Stansted Airport to the south.
  - Higher sensitivity
- A network of public rights of way crosses the parcel.
  - Moderate sensitivity

- A rural landscape with human influences within the parcel limited to the railway line and the M11. Stansted Airport to the south is also an intrusive modern influence.
  - Moderate sensitivity

# Landscape sensitivity assessment: Elsenham E3

## Landscape Character Area B5 Broxted Farmland Plateau (and A2 Stort River Valley in the south)

### Criterion 1: Physical character

- Flat to gently undulating topography in the north and west, from 90 metres to 100 metres AOD, more steeply sloping in the south near Stansted Brook.
  - Lower sensitivity
- Arable fields are medium scale with some intact hedgerows and hedgerow trees which provide smaller-scale features. A small area of horse pasture between Rush Lane and the railway line.
  - Moderate sensitivity

### Criterion 2: Natural character

- The extensive woodland at Alsa Wood is designated as a LoWS for its priority habitat deciduous woodland, much of which is ancient. Priority habitat deciduous woodland also lines the Stansted Brook and the M11.
  - Higher sensitivity
- North of Bedwell Road fields are bound by hedgerows with some hedgerow trees. Mature vegetation encloses the modern settlement edge of Elsenham.
  - Lower sensitivity

### Criterion 3: Sense of time depth

- There are no recorded heritage assets in the parcel. Four archaeological sites run along the M11.
  - Lower sensitivity
- Modern agricultural practices and 20th century development have removed most historic field patterns, although there is some evidence of older enclosed fields patterns south of Bedwell Road.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The landscape north of Bedwell Road provides some contribution as a rural setting to Elsenham. The M11 and Alsa Wood to the west and railway line to the north-east and south are strong boundary features. Development beyond these would not have a relationship with Elsenham.
  - Higher sensitivity
- Development north and south of Bedwell Road would fit with the new settlement pattern. The industrial area on Jenkins Drive forms a hard edge to the adjoining landscape, and development to the north of the parcel could soften this.
  - Lower sensitivity

### Criterion 5: Visual character

- The parcel is visually enclosed from the surrounding landscapes due to vegetation along the M11, Alsa Wood and roadside and rail-side vegetation. The skyline is largely undeveloped.
  - Lower sensitivity

### Criterion 6: Perceptual and scenic qualities

- Some light pollution is noticeable at Elsenham, but there are darker skies further north.
  - Moderate sensitivity
- There are public rights of way through the parcel, connecting the different areas of the village and extending across the M11.

**Appendix C** Landscape sensitivity proformas

- Moderate sensitivity
- Fields north and south of Bedwell Road are largely unmanaged, detracting from the scenic qualities of the landscape.
- Lower sensitivity
- Limited rural character. Human influences within the parcel include the M11 to the west, railway line to the south and north-east, commercial development at Jenkins Drive and the new developments off Isabel Drive.
- Moderate sensitivity

Overall assessment of landscape sensitivity:  
Elsenham

**Table C.2: Landscape sensitivity scores for Elsenham sites**

Development type	E1	E2	E3
Residential development	Low-Moderate	Moderate-High	Low-Moderate
Mixed use development	Moderate	High	Moderate
Sports facilities and flood lighting	Moderate	High	Moderate

**Summary**

**C.3** Parcels E1 and the remaining undeveloped farmland within E3 are assessed as having low-moderate sensitivity to residential development due to the flat to gently undulating topography, medium to large scale arable fields, limited semi-natural habitats, largely enclosed character, and the human influence of modern development within the parcels. The extensive deciduous woodland in E3 would be highly sensitive to change, due to value as a semi-natural habitat and the contribution it makes to the rural setting of Elsenham.

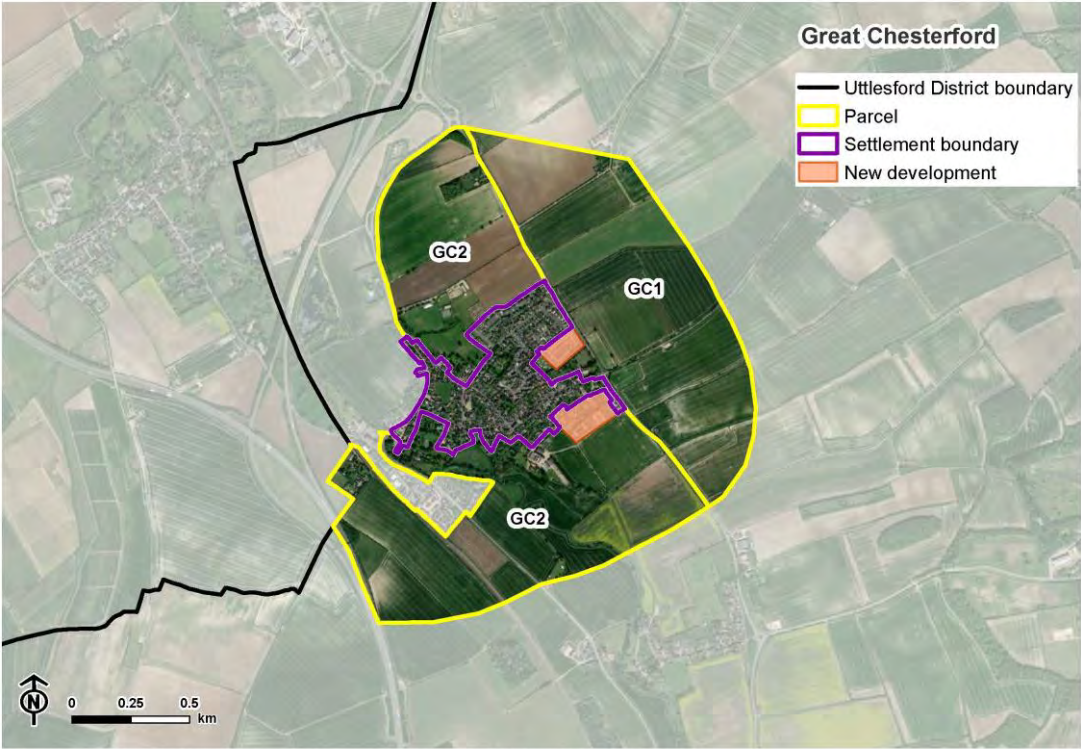
## Appendix C Landscape sensitivity proformas

Parcel E1 also provides a rural setting to Elsenham and provides separation between Elsenham and Old Mead in the north. Parcel E1 is assessed as having moderate sensitivity to mixed use development due to the existing scale and pattern of the current built form. E3 has a moderate sensitivity to mixed-use development but this may be lower in the north, where it would relate to the existing industrial development on Jenkins Drive. Both parcels are assessed as having moderate sensitivity to sports facility development due to the moderately dark skies.

**C.4** E2 is assessed as having a moderate-high sensitivity to future change from residential development due to the rural setting it provides to Elsenham, steeper topography particularly from Hall Road, small to medium scale field pattern, and greater time-depth. Sensitivity to mixed use development is assessed as high, due to the small scale of the landscape and existing scale and general pattern of the current built form. The parcel is also considered to have high sensitivity to sports facility development due to the levels of dark night skies.

# Settlement Area: Great Chesterford

Figure C.15: Location of landscape sensitivity parcels for Great Chesterford



## Location and description

The village of Great Chesterford is located in the valley of the River Cam, in the north-west of the district, on the border with South Cambridgeshire. It is characterised by a historic settlement core which lies immediately east of the river, centred on School Street, Carmel Street and High Street, with many timber-framed and plastered buildings from the 17th and 18th centuries. The village expanded in the 20th century around the railway station in the south-west with a mix of housing and large-scale commercial development, and to the north-west with a large area of housing. A further extension in the south-west along the railway line is now under construction.

## Appendix C Landscape sensitivity proformas

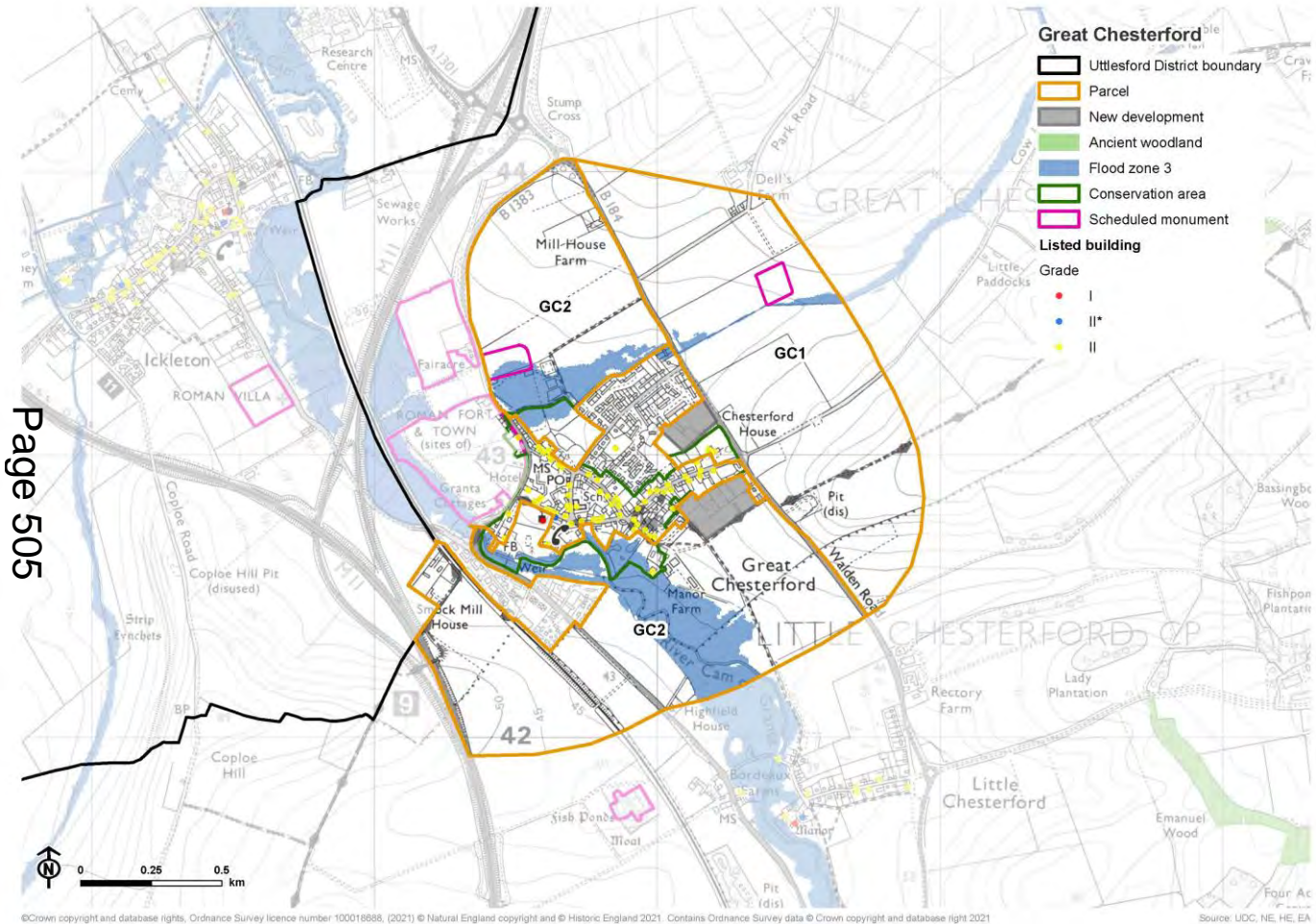
The settlement edge is divided into two parcels:

GC1 – rolling large arable fields to the east of Great Chesterford.

GC2 – valley of the River Cam and surrounding arable fields to the north, south and west of Great Chesterford.

Land to the north-west of Great Chesterford has been scoped out of the assessment due to its designation as a Scheduled Monument. Land outside the district boundary to the west has also been scoped out of the assessment.

Figure C.16: Natural and cultural heritage designations within Great Chesterford



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## Great Chesterford representative photos

**Figure C.17: GC1 looking south on Walden Road**



**Figure C.18: GC1 looking east on Park Road**



Figure C.19: GC2 looking south to settlement edge



Figure C.20: GC2 looking east along the southern settlement edge



# Landscape sensitivity assessment: Great Chesterford GC1

## Landscape Character Area A1 Cam River Valley

### Criterion1: Physical character

- Rolling landform ranging from 45m to 75m AOD.
  - Higher sensitivity
- Fields are large scale, regular in size and mainly arable, with an open character.
  - Lower sensitivity

### Criterion 2: Natural character

- The B184 Walden Road is designated as a LoWS and a Special Verge.
  - Moderate sensitivity
- Fragmented hedgerows border the arable fields, with some remnant hedgerow trees. There are no registered priority habitats within the parcel.
  - Lower sensitivity

### Criterion 3: Sense of time depth

- A Romano-Celtic temple south of Park Road is designated as a Scheduled Monument.
  - Higher sensitivity
- Modern agricultural practices have removed most historic fields in the area but some pre-modern enclosure field patterns remain.
  - Moderate sensitivity

## Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach along Cow Lane to the historic settlement edge at High Street.
  - Higher sensitivity
- The B184 Walden Road provides a strong edge to the village and contains the eastern extent of the village. Development east of Walden Road would not be in keeping with the existing settlement pattern.
  - Higher sensitivity

## Criterion 5: Visual character

- The parcel has an open character, with long views to and from Great Chesterford across the rolling countryside.
  - Higher sensitivity
- The skyline is largely undeveloped.
  - Moderate sensitivity

## Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable at Great Chesterford but there are darker skies to the east.
  - Moderate sensitivity
- The Icknield Way Trail promoted route runs through the south-east of the parcel and provides links from Great Chesterford to the wider countryside.
  - Moderate sensitivity
- A rural landscape with limited human influences within the parcel, although the M11 and A11 are audibly intrusive.
  - Moderate sensitivity

# Landscape sensitivity assessment: Great Chesterford GC2

## Landscape Character Area A1 Cam River Valley

### Criterion1: Physical character

- Gently undulating farmland, from 40 metres to 50 metres AOD, dissected by the River Cam.
  - Moderate sensitivity
- Small meadows and pasture fields line the narrow River Cam, and are found north of Jackson's Lane.
  - Higher sensitivity
- Away from the Cam, fields are large scale and mainly arable, with an open character.
  - Moderate sensitivity

### Criterion 2: Natural character

- Mature trees and deciduous woodland line the Cam, with some recorded as priority habitat south of Manor Lane.
  - Higher sensitivity
- Mature trees along the settlement edge, intermittent hedgerows and hedgerow trees provide valued semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- Open green space is important to the historic character of the village, including riverside areas along the Cam and pasture at Jacksons Lane, reflected in their inclusion in the Conservation Area.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- Grade I listed Church of All Saints and Grade II\* listed Chesterford House are located on the edge of the village, and a Scheduled Monument lies east of the B1383. There are a number of recorded archaeological sites.
  - Higher sensitivity
- Modern agricultural practices have removed most historic field patterns, although older enclosures remain along the River Cam.
  - Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach to Great Chesterford, and the scenic quality of green space along the historic settlement edge has a high sensitivity to change.
  - Higher sensitivity
- The modern settlement edge to the north-east (Hyll Close), south-east (Thorpe Lea Close) and recent development in the south-west (Chesterford Meadows) forms a hard and visible edge to the adjoining landscape. Development could provide the opportunity to improve the existing settlement edge.
  - Moderate sensitivity
- Recent development at Chesterford Meadows has narrowed the gap between Great Chesterford and Little Chesterford. The open land in the south-west therefore plays a role in the perception of a gap between the settlements.
  - Moderate sensitivity

### Criterion 5: Visual character

- The parcel has an open character, with long views to and from Great Chesterford across the rolling countryside.
  - Higher sensitivity
- The importance of views from the historic settlement edge into open countryside across pasture fields to the north and south are noted in the Conservation Area Appraisal.
  - Higher sensitivity
- Areas along the River Cam are more enclosed. The skyline is largely undeveloped.

- Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable at Great Chesterford and increases towards the M11. There are darker skies to the south-east.
  - Moderate sensitivity
- The Icknield Way Trail promoted route and other public rights of way cross the parcel and allow access into the wider countryside.
  - Moderate sensitivity
- Limited areas of rurality - human influences within the parcel include the railway line and development associated with it, and M11 as well as infill development at Thorpe Lea Close.
  - Lower sensitivity

## Overall assessment of landscape sensitivity: Great Chesterford

**Table C.3: Landscape sensitivity scores for Great Chesterford sites**

Development type	GC1	GC2
Residential development	Moderate-High	High
Mixed use development	Moderate-High	High
Sports facilities and flood lighting	Moderate-High	Moderate-High

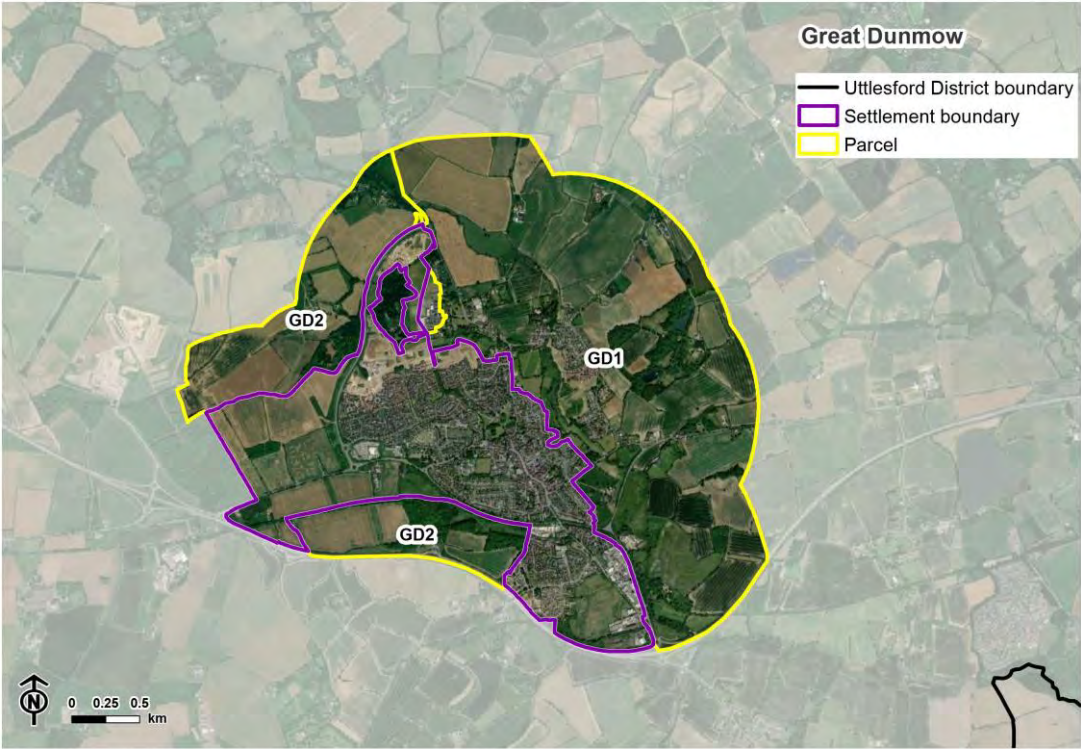
## Summary

**C.5** The characteristics of the landscape in parcel **GC1**, including its rolling landform, open and rural character, the setting it provides to the settlement edge of Great Chesterford (including part of the historic settlement edge), and the strong boundary feature of the B184 Walden Road are sensitive to change as a result of the introduction of residential development. Although the parcel has limited semi-natural habitats and some human influences from the A11/ M11 there is a lack of existing development. The parcel is assessed as having a **moderate-high** sensitivity to both residential and mixed-use development. The parcel will also have **moderate-high** sensitivity to sports facility development due to the rural character and levels of dark night skies.

**C.6 GC2** is assessed as having a **high** overall sensitivity to future change from residential development due to its smaller scale (particularly along the Cam), strong natural character, time-depth, open character and rural setting it provides to the village, particularly its importance to the historic character of the village (including the pasture fields north of Jackson's Lane and the well-vegetated river bank and meadows along the Cam). However, the modern settlement edge to the south-east and south-west, and the land adjacent to the railway line have a **moderate** sensitivity to residential development due to their more developed nature and harsh settlement edges. Sensitivity to mixed use development was assessed as **high**, due to the small scale and open character of the landscape and general pattern of the current built form. Areas adjacent to commercial development at the railway station would have a lower sensitivity. The parcel has **moderate-high** sensitivity to sports facility development due to levels of dark night skies which are impacted by the proximity of the M11.

# Settlement Area: Great Dunmow

Figure C.21: Location of landscape sensitivity parcels for Great Dunmow



## Location and description

The town of Great Dunmow is located in the south-east of the district and is the second largest settlement in Uttlesford. It is characterised by a historic settlement core centred on Parsonage Downs and the High Street. The town contains a variety of building styles and periods including 16th and 17th century housing, a former Guild Hall and numerous 19th century houses. A significant 21st century settlement extension lies to the west of the historic core, to the north of the B1256.

The settlement edge is divided into two parcels. These largely relate to landscape character areas and comprise:

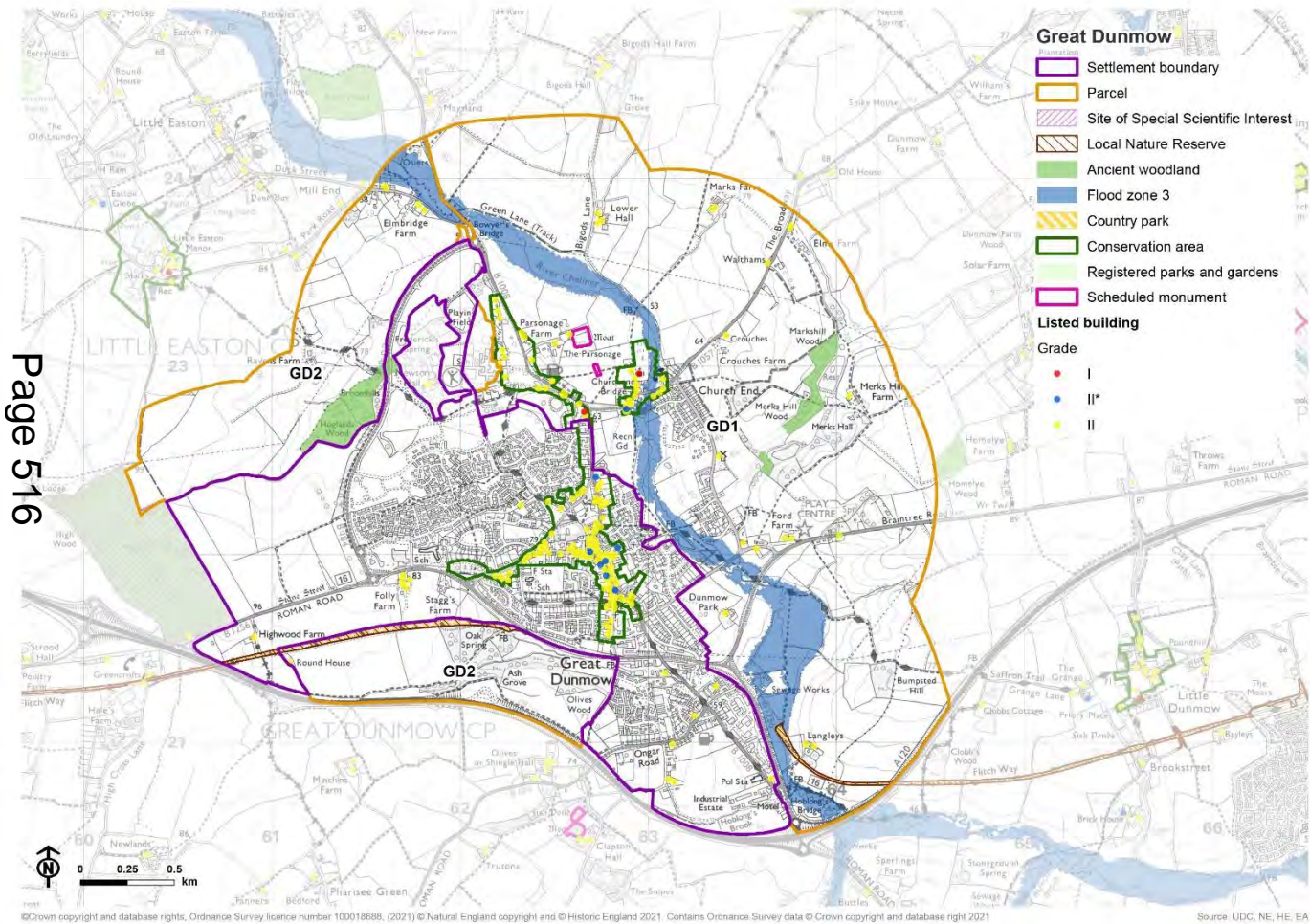
## Appendix C Landscape sensitivity proformas

GD1 – the low-lying, gently undulating pastoral fields of the Upper Chelmer River Valley to the north of Great Dunmow.

GD2 – the undulating mixed agricultural farmland to the west and south of Great Dunmow.

High Wood to the west of Great Dunmow has been scoped out of the assessment due to its designation as a SSSI. The area to the south of the A120 has been scoped out of the assessment as the trunk road provides a strong boundary feature to the south of the town and development in this area will not relate well to the existing settlement.

Figure C.22: Natural and cultural heritage designations within Great Dunmow



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# Great Dunmow representative photos

Figure C.23: GD1 historic Church End



Figure C.24: GD1 looking north-east across the Chelmer Valley



**Figure C.25: GD2 view north-west from settlement edge off Ongar Road**



**Figure C.26: GD2 looking east from Park Road**



# Landscape sensitivity assessment: Great Dunmow GD1

## Landscape Character Area A4 Upper Chelmer River Valley

### Criterion 1: Physical character

- Undulating valley sides, rising from 55m to 85m AOD from the River Chelmer.
  - Higher sensitivity
- Fields are medium scale, regular in size and mainly arable, with an open character. There is some pasture adjacent to the river.
  - Moderate sensitivity

### Criterion 2: Natural character

- Scattered priority habitat deciduous woodland, some recorded as Ancient Woodland. Hoglands Wood, Frederick's Spring and Merks Hill identified as LoWS. Fritch Way is designated as a LNR for its unimproved grassland, scrub and wetland habitat.
  - Higher sensitivity
- Linear riparian trees, especially in the south-east, and hedgerows around arable fields contribute to the vegetated character of the landscape.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- The conservation areas at Great Dunmow (which extends into the parcel) and Church End have a concentration of listed buildings including two Grade I listed buildings – The Clock House and St Mary's Church. There are also scattered listed farmsteads. Two Scheduled Monuments are recorded around Parsonage Farm and there are a number of recorded archaeological sites.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- Modern agricultural practices have removed most historic field patterns except for older enclosure fields at Lower Hall and Church End.
- Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel contributes to the separation between Great Dunmow, Church End and Riverside and this is noted in the Great Dunmow Conservation Area Appraisal. The parcel also provides a gap between Great Dunmow and Little Easton to the north.
  - Higher sensitivity
- The open character of Parsonage Downs provides a rural setting to the historic settlement edge of Great Dunmow. Development extending from Great Dunmow east across the River Chelmer would not fit with the current settlement form.
  - Higher sensitivity
- The B184 to the north and Chelmsford Road/ A120 to the south provide a strong edge to Great Dunmow, with areas beyond this having no relationship with the town.
  - Higher sensitivity
- 20th century development on the eastern edge of Great Dunmow has extended into the river floodplain, and there may be opportunities to soften the settlement edge.
  - Moderate sensitivity

### Criterion 5: Visual character

- The importance of the view east from Beaumont Hill across the river valley to Church End is noted in the Conservation Area Appraisal.
  - Higher sensitivity
- The river corridor of the Chelmer has a more enclosed character.
  - Moderate sensitivity

## Criterion 6: Perceptual and scenic qualities

- A network of public rights of way crosses the area, including the Saffron Trail promoted route. Public access is provided at Flitch Way Country Park and there are a number of recreational green spaces including Parsonage Downs, Helena Romanes School and Church End.
  - Higher sensitivity
- Light pollution is noticeable at Great Dunmow and along the road network. Elsewhere, skies are darker, especially to the north-east.
  - Moderate sensitivity
- A rural landscape with human influences limited to modern development extending from the settlement edge of Great Dunmow.
  - Moderate sensitivity

## Landscape sensitivity assessment: Great Dunmow GD2

### Landscape Character Area B5 Broxted Farmland Plateau

#### Criterion 1: Physical character

- Gently undulating farmland, between 70 and 100 metres AOD.
  - Moderate sensitivity
- Large-scale arable fields, with intermittent hedgerow boundaries creating a low-density of overlying landscape features.
  - Lower sensitivity

#### Criterion 2: Natural character

- Blocks of priority habitat deciduous woodland, some recorded as Ancient Woodland, and most designated as LoWS for their woodland. Flitch Way

## Appendix C Landscape sensitivity proformas

is designated as LoWS and an LNR for its unimproved grassland, scrub and wetland habitat.

- Higher sensitivity
- Large arable fields with intermittent hedgerows have limited semi-natural habitat coverage.
- Lower sensitivity

### Criterion 3: Sense of time depth

- Time depth is limited with few historic features important to the character of the area, except for the grade I listed Round House and an archaeological site at Oak Spring
- Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel contributes to the rural setting of Great Dunmow, particularly in the south where it provides separation between the town and the A120.
- Moderate sensitivity
- The north of the parcel provides separation between Great Dunmow and Mill End, Little Easton and Elmbridge
- Higher sensitivity

### Criterion 5: Visual character

- The landscape has an open character, with views towards Great Dunmow.
- Higher sensitivity
- A generally undeveloped skyline, although electricity pylons cross the northern part of the parcel
- Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- The south of the parcel is well-connected by public rights of way, and public access is provided at Flich Way Country Park.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- There are fewer public rights of way in the north of the parcel.
- Moderate sensitivity
- Light pollution is noticeable at Great Dunmow and along the road network. Elsewhere, skies are darker, especially to the north-west.
- Moderate sensitivity
- Human influences are limited to electricity pylons in the north of the parcel, the A120 in the south and modern development extending from the edge of Great Dunmow.
- Moderate sensitivity

## Overall assessment of landscape sensitivity: Great Dunmow

**Table C.4: Landscape sensitivity scores for Great Dunmow sites**

	GD1	GD2
Residential development	Moderate-High	Moderate
Mixed use development	High	Moderate-High
Sports facilities and flood lighting	Moderate-High	Moderate-High

### Summary

**C.7** GD1 is assessed as having a moderate-high overall sensitivity to future change from residential development due to the important role the parcel plays in providing separation between Great Dunmow and Church End as well as the smaller scale of the landscape, extensive scattered semi-natural habitats,

## Appendix C Landscape sensitivity proformas

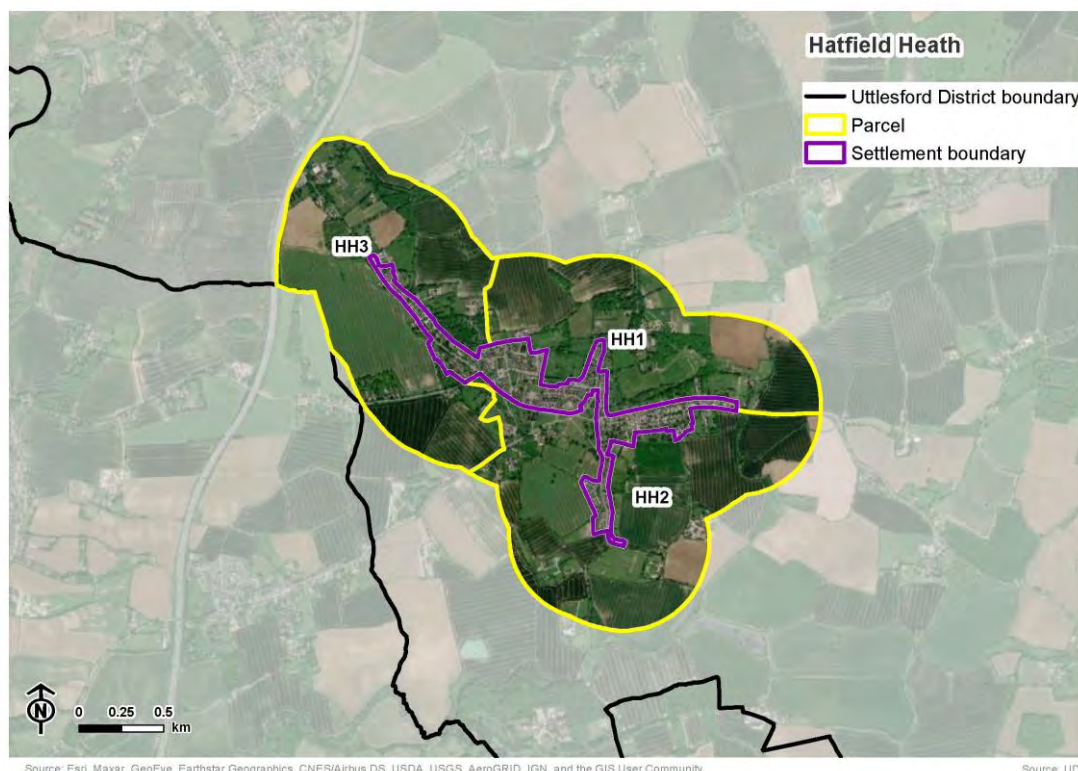
significant heritage assets and public access. Sensitivity to mixed use development was assessed as high, due to the small scale of the landscape and existing scale and general pattern of the current built form.

**C.8** The characteristics of the landscape in parcel GD2, including its visual prominence, rural character and scattered semi-natural habitats are sensitive to change as a result of the introduction of residential development, although this is reduced locally by the presence of transport links and the influence of modern development on the settlement edge. The parcel is assessed as having an overall moderate sensitivity. Sensitivity to mixed use development was assessed as moderate-high, due to the existing scale and general pattern of the current built form. Sensitivity to both development types increases in the south, between the settlement edge and the A120, due to the valued semi-natural habitats and separation the area provides between the A120 and Great Dunmow.

**C.9** Both parcels would have a moderate-high sensitivity to sports facility development due to their rural character and levels of dark night skies within the parcels.

## Settlement Area: Hatfield Heath

Figure C.27: Location of landscape sensitivity parcels for Hatfield Heath



### Location and description

The rural village of Hatfield Heath is located in the south-west of the district, 500 metres from the district boundary with Epping Forest. The linear form of the historic village along the edge of the heath is still visible and includes a number of Grade II listed houses. It expanded to the north in the 20th century and as ribbon development along the Stortford Road.

The settlement edge is divided into three parcels:

HH1 – wooded undulating arable fields to the north of Hatfield Heath.

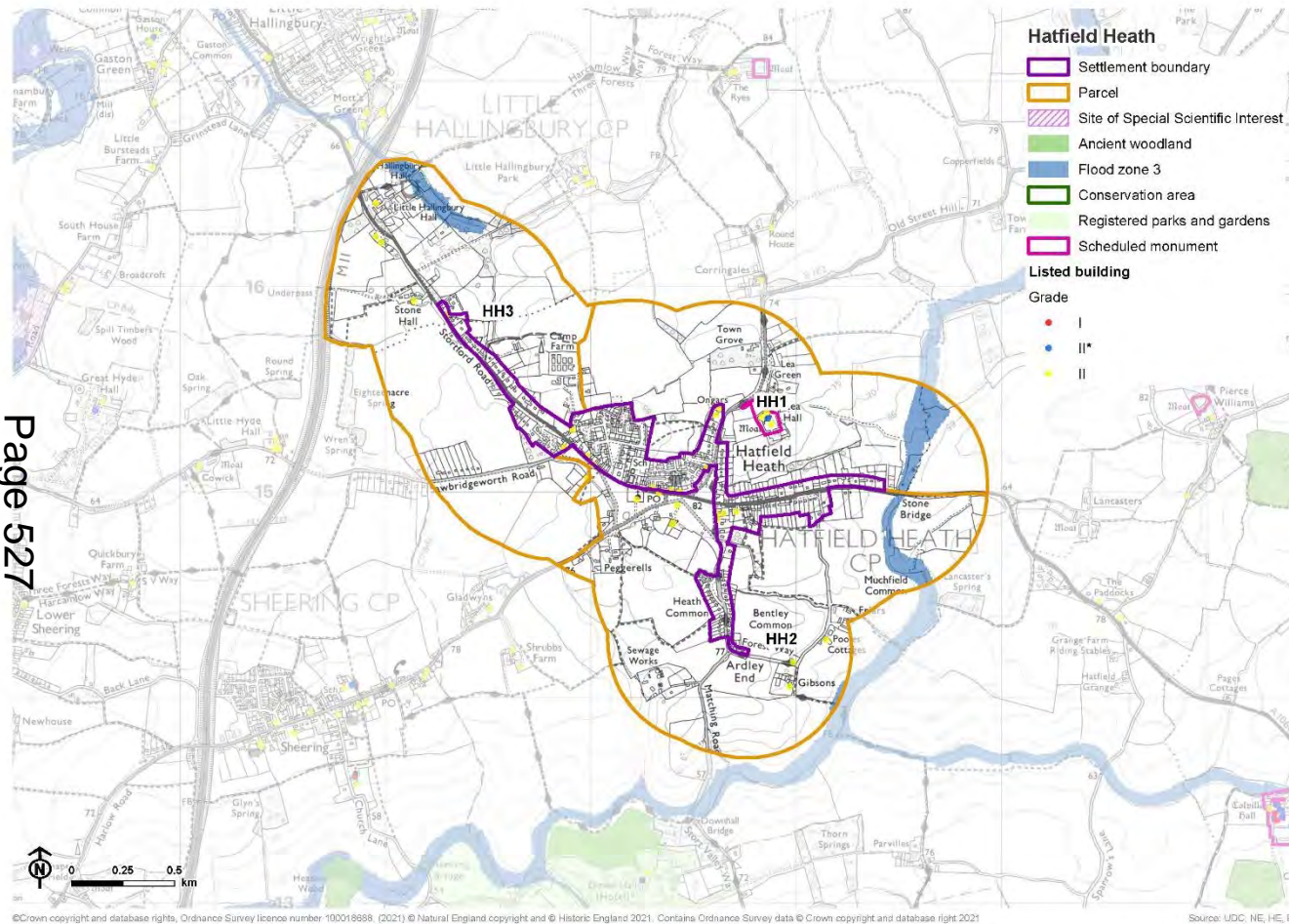
HH2 – gently undulating arable fields to the east and south of Hatfield Heath rising from the Pincey Brook.

## Appendix C Landscape sensitivity proformas

HH3 – flatter arable fields to the north west of Hatfield Heath

All of the land within the 500 metres buffer has been assessed.

Figure C.28: Natural and cultural heritage designations within Hatfield Heath



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## Hatfield Heath representative photos

Figure C.29: HH1 looking north from The Shaw into heathland



Figure C.30: HH1 looking north from Chelmsford Road



Figure C.31: HH2 looking east from Friars Lane



Figure C.32: HH2 looking north-east from Ardley End



**Figure C.33: HH3 looking south-east from Sawbridgeworth Road towards Sheering**



**Figure C.34: HH3 looking north to parkland at Little Hallingbury**



## Landscape sensitivity assessment: Hatfield Heath HH1

### Landscape Character Areas A2 Stort River Valley, B7 Hatfield Forest Farmland Plateau, B9 Roding Farmland Plateau

#### Criterion1: Physical character

- Arable farmland falling from 80 metres to 65 metres to the Pincey Brook in the east.
  - Higher sensitivity
- Flat landscape west of Dunmow Road.
  - Lower sensitivity
- Large-scale arable fields, with some smaller pasture fields, some in use as horse grazing, at Little Hallingbury Hall.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Deciduous woodland blocks are scattered throughout the parcel, including Town Grove (identified as Important Woodland) and several blocks identified as priority habitat. Priority habitat lowland heath lies between Dunmow Road and Cox Ley.
  - Higher sensitivity
- Hedgerows and hedgerow trees line the road and border the arable fields.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- The moated site at Lea Hall is a Scheduled Monument and includes a number of listed buildings including the Grade II\* Lea Hall and an archaeological site. There is another archaeological site north of Cox Ley.
  - Moderate sensitivity
- Modern agricultural practices and an increase in settlement size have removed most historic field patterns, although some remain around the heathland in the centre of the village and adjacent to Dunmow Road.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting to Hatfield Heath, particularly on the approach on Dunmow Road. The parcel plays a role in the separation of Hatfield Heath from Little Hallingbury.
  - Higher sensitivity
- Hatfield Heath has largely retained its historic linear settlement pattern along the north side of the heath with houses generally set back from the roads, creating a distinctive open character to the village.
  - Higher sensitivity
- Modern residential development at Broomfields is more nucleated. Heathland and woodland enclose the settlement edge and would be sensitive to change
  - Higher sensitivity

### Criterion 5: Visual character

- Roadside vegetation and woodland blocks provide a sense of enclosure, and there are few views to Hatfield Heath, although there are scenic views from the B183 Dunmow Road
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- There is some light pollution from Hatfield Heath, but darker skies away from the settlement edge.

- Higher sensitivity
- Forest Way promoted route follows Dunmow Road and provides access to the wider countryside. There are limited other public rights of way.
- Moderate sensitivity
- A rural landscape, with limited human influences
- Higher sensitivity

## Landscape sensitivity assessment: Hatfield Heath HH2

### Landscape Character Area B9 Roding Farmland Plateau

#### Criterion1: Physical character

- Gently undulating landscape, with valley sides sloping towards the Pincey Brook in the east and south, ranging from 60 metres to 75 metres AOD.
- Moderate sensitivity
- Fields are medium to large scale with an open character. There is some pasture east of Matching Road and at Ardley End, which are smaller-scale landscape features.
- Moderate sensitivity

#### Criterion 2: Natural character

- There is a priority habitat traditional orchard at Peggerells, and Hatfield Heath LoWS is located on the green by Holy Trinity Church.
- Higher sensitivity
- Hedgerows border the arable fields and roadsides, with some remnant hedgerow trees, providing semi-natural habitats.
- Moderate sensitivity

### Criterion 3: Sense of time depth

- There are scattered Grade II listed buildings in the parcel clustered around Holy Trinity Church and the Mill House, and farmsteads at Ardley End.
  - Higher sensitivity
- Modern agricultural practices have removed most historic field patterns.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting to Hatfield Heath, and the village green and open space around Holy Trinity Church make an important contribution to the historic character of the village.
  - Higher sensitivity
- The historic linear form of Hatfield Heath lining the village green is still apparent, and development here would have a poor relationship with the existing settlement pattern.
  - Higher sensitivity

### Criterion 5: Visual character

- The parcel has a largely open character, with woodland and trees providing a wooded backdrop to views. The skyline is undeveloped.
  - Higher sensitivity
- The Holy Trinity Church spire is prominent in views from the south. There are long views from Friars Lane across the rolling Pincey Brook river valley.
  - Higher sensitivity

### Criterion 6: Perceptual and scenic qualities

- There is some light pollution from Hatfield Heath, but darker skies away from the settlement edge.
  - Moderate sensitivity
- Forest Way promoted route crosses the parcel and with other public rights of way provides access to the wider countryside.

- Higher sensitivity
- A rural landscape with human influences within the parcel limited to the works off Matching Road.
- Higher sensitivity

## Landscape sensitivity assessment: Heatfield Heath HH3

### Landscape Character Area A2 Stort River Valley, B7 Hatfield Forest Farmland Plateau, B9 Roding Farmland Plateau

#### Criterion1: Physical character

- Flat to very gently undulating landscape, around 80 metres AOD, falling towards a tributary of the River Stort in the north, from 80 metres to 65 metres AOD.
  - Lower sensitivity
- Fields are medium to large scale with an open character.
  - Lower sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland blocks at Camp Farm and Little Hallingbury Hall, and traditional orchard at Sawbridgeworth Road.
  - Moderate sensitivity
- Hedgerows border the arable fields and roadsides, with some remnant hedgerow trees.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- Grade II listed buildings line Stortford Road, including at Stone Hall. There is an archaeological site south of Sawbridgeworth Road. The barn north-east of Little Hallingbury Hall is Grade II listed, and there are archaeological sites at Little Hallingbury Hall.
  - Moderate sensitivity
- Modern agricultural practices have removed most historic field patterns.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The open arable fields of the parcel provide a rural setting to Hatfield Heath, particularly between Sawbridgeworth Road and the B183 Sheering Road. The parcel also provides some separation between Hatfield Heath and Sheering to the south-west.
  - Moderate sensitivity
- 20th century ribbon development along Sawbridgeworth Road and Stortford Road are not well integrated with the surrounding landscape.
  - Lower sensitivity

### Criterion 5: Visual character

- The parcel has a largely open character, with woodland and trees providing a wooded backdrop to views. The skyline is undeveloped. The church spire at Hatfield Heath is prominent in views from the south and there are views from Sawbridgeworth Road south-west to Sheering.
  - Higher sensitivity
- Roadside vegetation on the eastern edge of Sawbridgeworth Road and on Stortford Road creates some enclosure and prevents views of the settlement edge.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- There is some light pollution from Hatfield Heath, but darker skies away from the settlement edge.

- Moderate sensitivity
- Limited public rights of way cross the parcel, providing access to the wider countryside.
- Moderate sensitivity
- A moderately rural landscape, with human influences within the parcel limited to the road network and the M11 to the north-west.
- Moderate sensitivity

## Overall assessment of landscape sensitivity: Hatfield Heath

**Table C.5: Landscape sensitivity scores for Hatfield Heath sites**

Development type	HH1	HH2	HH3
Residential development	Moderate-High	High	Moderate
Mixed use development	Moderate-High	High	Moderate
Sports facilities and flood lighting	Moderate-High	Moderate-High	Moderate

### Summary

**C.10** The characteristics of the landscape in parcel HH2, including its rural character and setting provided to Hatfield Heath, especially its contribution to the historic character of the village around the village green and Holy Trinity Church, its semi-natural habitats including heathland, and open character are all sensitive to change as a result of the introduction of residential development. Hatfield Heath retains its historic linear form, and development here would not fit with the existing settlement form. The parcel is assessed as having an overall high sensitivity. Sensitivity to mixed use development was also assessed at

## **Appendix C** Landscape sensitivity proformas

high, due to the existing scale and general pattern of the current built form and the open character of the landscape.

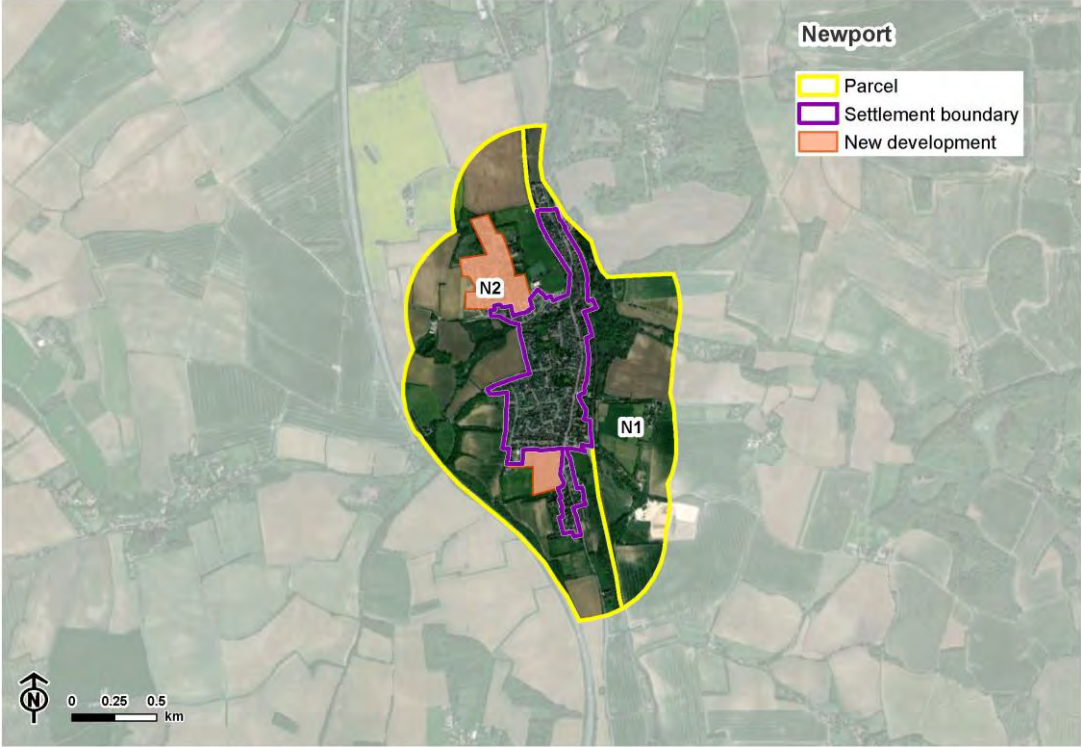
**C.11** HH1 is assessed as having a moderate-high overall sensitivity to future change from residential and commercial development due to the rural characteristics and setting provided to the village, including the open character of the heath, semi-natural habitats, valued heritage assets and undulating topography.

**C.12** HH3 has a flatter topography, few semi-natural habitats or heritage assets and north of Sawbridgeworth Road plays less of a role in the rural setting to Hatfield Heath. However, there is limited development in the parcel, which has a small-scale landscape and open character. The parcel is assessed as having an overall moderate sensitivity to residential and mixed-use development.

**C.13** HH1 and HH2 are assessed as having a moderate-high sensitivity to sports facility development due to their rural character and levels of dark night skies within the parcels. HH3 is more influenced by light pollution from Hatfield Heath and therefore is assessed as having a moderate sensitivity to sports facility development.

# Settlement Area: Newport

Figure C.35: Location of landscape sensitivity parcels for Newport



## Location and description

The rural village of Newport is located in the centre of the district, 5 kilometres south-west of Saffron Walden. It is a historic linear settlement, following the north-south line of the long main street, with many medieval timber-framed and plastered buildings including the 13th century church and 15th century Wealden House. Growth to the east was restricted by the River Cam, and later by the railway line. 19th century development in response to the arrival of the railway extended the village to the west and continued in the 20th century with development to the west and south.

The settlement edge is divided into two parcels:

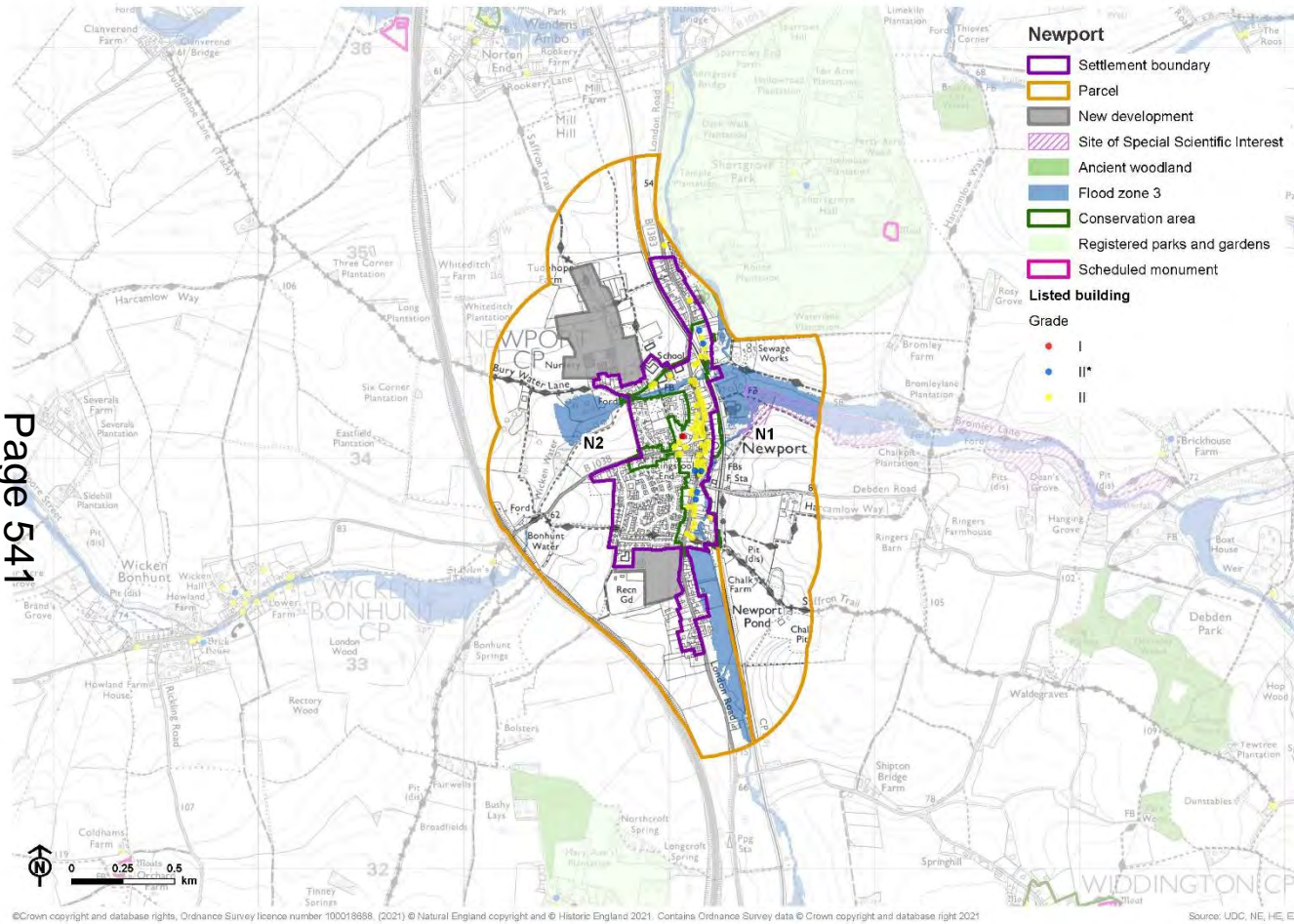
## Appendix C Landscape sensitivity proformas

N1 – rolling large arable fields to the east of Newport beyond the mainline railway line.

N2 – more gently sloping arable fields to the west of Newport extending to the M11.

Land to the north-east of Newport has been scoped out of the assessment due to its designation as a Registered Park and Garden at Shortgrove Hall. Land west of the M11 has also been scoped out as the motorway forms a strong barrier to development.

Figure C.36: Natural and cultural heritage designations within Newport



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## Newport representative photos

**Figure C.37: N1 rising arable fields east of the railway station**



**Figure C.38: N1 looking west to the settlement edge on Water Lane**



**Figure C.39: N2 looking north to the new settlement edge from Bury Water Lane**



**Figure C.40: N2 looking south from the recreation ground**



# Landscape sensitivity assessment: Newport N1

## Landscape Character Area A1 Cam River Valley

### Criterion1: Physical character

- Rolling valley sides, ranging from 55m to 85m AOD. These rise from the flatter valley floors along the course of the River Cam and its tributary Debden Water, to the farmland plateau to the east.
  - Higher sensitivity
- Newport Limeworks and Debden Road Chalk Pit are local geological sites.
  - Higher sensitivity
- Fields are large scale, regular in size with an open character.
  - Lower sensitivity

### Criterion 2: Natural character

- Debden Water is designated as a SSSI due to its fen and grassland habitats. Debden Road is a LoWS and a Special Verge.
  - Higher sensitivity
- Scattered priority habitat deciduous woodland line the watercourses and have vegetated former chalk pits.
  - Moderate sensitivity
- Gappy hedgerows border the arable fields, with some hedgerow trees. Hedgerows have been removed or replaced by post and rail fencing in many areas.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- The Newport Conservation Area extends along Bridge End into the parcel and includes a high density of historic buildings. Archaeological sites are recorded at Newport Pond.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- Modern agricultural practices have removed most historic field patterns.
- Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides an attractive rural setting to Newport. Glimpsed views to the east between the historic buildings along High Street to the countryside beyond are important to the character of the village.
  - Higher sensitivity
- The railway line and the Cam to the north provide a strong settlement edge to Newport and woodland provides further enclosure. Development would have a poor relationship with the existing settlement form.
  - Higher sensitivity

### Criterion 5: Visual character

- A semi-open character, with views to Newport from the surrounding roads and public rights of way, and across the valley to the west.
  - Moderate sensitivity
- Considerable vegetation and scrub provide areas of enclosure on the settlement edge. The skyline is largely undeveloped.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable at Newport, but there are darker skies further east.
  - Moderate sensitivity
- Harcamlow Way and the Saffron Trail promoted routes cross the parcel and provide access to the wider countryside.
  - Higher sensitivity
- A moderately rural landscape, with human influences within the parcel limited to the railway line, sewage works in the north and working chalk pit at Newport Pond.

- Moderate sensitivity

## Landscape sensitivity assessment: Newport N2

### Landscape Character Area A1 Cam River Valley

#### Criterion 1: Physical character

- Gently undulating valley sides, rising from Wicken Water, from 55m to 85m AOD.
  - Moderate sensitivity
- Fields are medium to large scale with an open character.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland characterise some field boundaries and Wicken Water and extends to Bury Water Lane as part of the Wicken Water Marsh LoWS. Grasslands line the Cam at Kiora Pasture LoWS between London Road and the railway line in the south.
  - Moderate sensitivity
- Hedgerows border the arable fields, with some remnant hedgerow trees and roadside vegetation.
  - Moderate sensitivity

#### Criterion 3: Sense of time depth

- The parcel contains no recorded heritage assets.
  - Lower sensitivity
- Modern agricultural practices have removed most historic field patterns, except for older enclosures around Bonhunt Water.
  - Moderate sensitivity

## Criterion 4: Character and setting of settlement

- The parcel provides a rural setting to Newport, with the wooded valley along Wicken Water providing separation between development along Wicken Road and Bury Water Lane. The importance of the views northwards over open countryside from Wicken Road are noted in the Conservation Area Appraisal.
  - Moderate sensitivity
- The parcel contributes to the separation of Newport and Wendens Ambo to the north and provides a buffer between Newport and the M11 to the west.
  - Moderate sensitivity
- New development on the north-west settlement edge forms a hard edge with the adjoining landscape to the west. Ribbon development extends north and south on London Road but is more enclosed by vegetation.
  - Lower sensitivity

## Criterion 5: Visual character

- The landscape has a semi-open character, with some enclosure from roadside hedgerows and trees but some open views from the settlement edge, including to Wendens Ambo to the north. The skyline is largely undeveloped.
  - Moderate sensitivity

## Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable at Newport, and from the M11.
  - Lower sensitivity
- Harcamlow Way and the Saffron Trail promoted routes cross the parcel and with other public rights of way provide access to the wider countryside, and provide links to Wendens Ambo to the north and Wicken Bonhunt to the west.
  - Higher sensitivity
- A moderately rural landscape with human influences within the parcel limited to the M11 and railway line.
  - Moderate sensitivity

# Overall assessment of landscape sensitivity: Newport

**Table C.6: Landscape sensitivity scores for Newport sites**

Development type	N1	N2
Residential development	Moderate-High	Moderate
Mixed use development	High	Moderate-High
Sports facilities and flood lighting	Moderate-High	Moderate

## Summary

**C.14** The characteristics of the landscape in parcel N1, including its rural character, steeply sloping topography, visual prominence, important semi-natural habitats, the setting it provides to the settlement, particularly the Conservation Area, are sensitive to change as a result of the introduction of residential development. The parcel is assessed as having an overall moderate-high sensitivity. Sensitivity is lower around Newport Pond south-east of the railway station due to the flatter topography and enclosure by scrub. Sensitivity to mixed use development is assessed at high, due to the existing scale and general pattern of the current built form and the open character of the landscape. The parcel is assessed as having moderate-high sensitivity to sports facility development due to the rural character and levels of dark night skies.

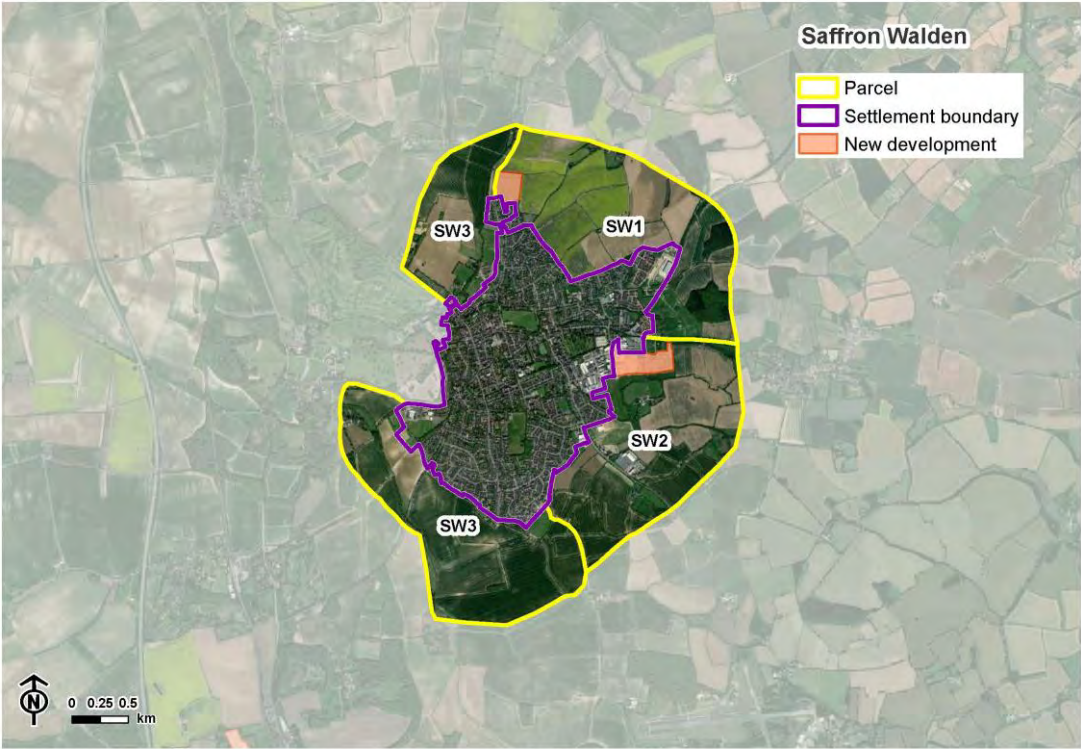
**C.15** N2 is assessed as having a moderate overall sensitivity to future change from residential development. Although sensitivity is increased due to semi-natural habitats and its role in providing separation between Newport and Wendens Ambo to the north, sensitivity is reduced by the largely modern settlement edge, limited time-depth and human influence of the M11 and railway line. Sensitivity to mixed use development was assessed as moderate-high, due to the small scale of the landscape and existing scale and general pattern of the current built form and the open character of the landscape. There

## **Appendix C** Landscape sensitivity proformas

is greater light pollution in N2 due to the existing settlement edge and the M11, and the parcel has a moderate sensitivity to sports facility development.

# Settlement Area: Saffron Walden

Figure C.41: Location of landscape sensitivity parcels for Saffron Walden



## Location and description

Saffron Walden is a historic market town, which developed as the centre for the English saffron crocus trade in the late medieval period. Located in the north of Uttlesford, Saffron Walden is located on a prominent hilltop, and the spire of St Mary’s Church is visible across the surrounding countryside. Saffron Walden has a high occurrence of listed buildings, centred around the Grade I listed church and Walden Castle. There has been considerable expansion in the 20th and 21st centuries, predominantly to the east and south-east.

The settlement edge is divided into three parcels:

## Appendix C Landscape sensitivity proformas

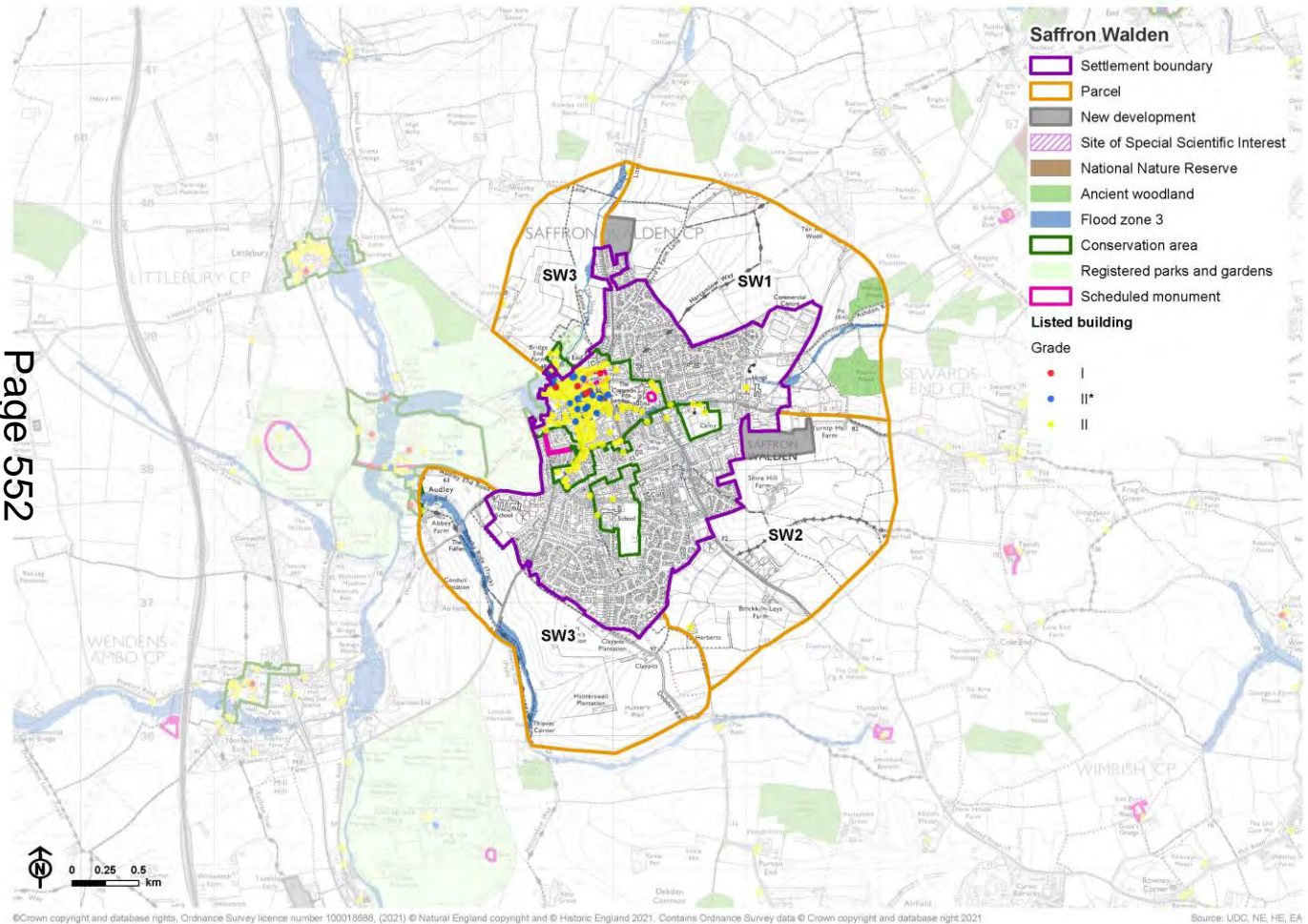
SW1 – rolling arable fields with prominent woodland blocks to the north-east and east of Saffron Walden.

SW2 – sloping farmland which rises to the farmed plateau to the south-east of Saffron Walden.

SW3 – steep valley sides of the River Cam and tributaries to the south-west and north-west of Saffron Walden.

The land to the west of Saffron Walden has been excluded from the assessment due to its designation as part of the Audley End Registered Park and Garden.

Figure C.42: Natural and cultural heritage designations within Saffron Walden



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## Saffron Walden representative photos

**Figure C.43: SW1 looking south from Little Walden Road**



**Figure C.44: SW1 looking south-east to modern settlement edge**



Figure C.45: SW2 looking west from new settlement edge



Figure C.46: SW2 looking north from commercial edge



Figure C.47: SW3 looking north-west from Debden Road



Figure C.48: SW3 looking south from Westley Lane



## Landscape sensitivity assessment: Saffron Walden SW1

### Landscape Character Area A1 Cam River Valley and B1 Ashdon Farmland Plateau

#### Criterion 1: Physical character

- Rolling landform between 50 metres to 100 metres AOD, rising from The Slade.
  - Higher sensitivity
- Three geological sites are in the parcel – Limefields Pit, Whitehill Wood Chalk Pits and Radwinter Road Chalk Quarry.
  - Higher sensitivity
- Medium to large scale arable fields, with intermittent hedgerows and woodland providing smaller-scale features
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland at Whitehill Wood and Pounce Wood, both recorded as ancient woodland, and designated as Important Woodland and LoWS. Ashdon Road and Byrds Farm Lane are designated as special verges, and the former is a LoWS.
  - Higher sensitivity
- Boundary hedgerows, hedgerow trees, riverside vegetation and roadside vegetation all provide semi-natural habitats.
  - Moderate sensitivity

#### Criterion 3: Sense of time depth

- There are no recorded heritage assets within the parcel. A former railway line runs along the settlement boundary to the north of Ashdon Road.

## Appendix C Landscape sensitivity proformas

- Lower sensitivity
- Modern agricultural practices have removed most historic field patterns.
- Lower sensitivity

### Criterion 4: Character and setting of settlement

- A ring of woodland blocks and open farmland provide a scenic rural setting to the town, with views across fields from the settlement edges. The parcel provides separation between Saffron Walden and Swards End.
  - Higher sensitivity
- The 20th century settlement edge is not well integrated with the adjoining landscape and is visible from the Harcamlow Way. A commercial centre north of Ashdon Road and sewage works to the south characterise the settlement edge to the south of the parcel.
  - Lower sensitivity

### Criterion 5: Visual character

- The parcel has an open character, with views across the rolling countryside and potential development on the higher valley slopes would be visible from the surrounding countryside, increasing sensitivity.
  - Higher sensitivity
- St Mary's church spire is an important landmark feature and visible in views from the north and north east, including Little Walden Road. The skyline is largely undeveloped except in views north-west to the Chesterford Research Centre and pylons to the north.
  - Moderate sensitivity
- Woodland blocks, roadside vegetation and settlement edge vegetation provides some enclosure.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Saffron Walden emits light pollution, however there are dark skies to the north and north-east away from the settlement edge.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- Harcamlow Way promoted route and other public rights of way allow access from the settlement edges into the wider countryside.
  - Higher sensitivity
- A strongly rural landscape with some human influences including new development along the B1052 Little Walden Road.
  - Moderate sensitivity

## Landscape sensitivity assessment Saffron Walden SW2

### Landscape Character Area A1 Cam River Valley and B3 Debden Farmland Plateau

#### Criterion1: Physical character

- Rolling farmland from 80 metres to 100 metres AOD.
  - Moderate sensitivity
- Mixed arable field sizes, with smaller fields close to the settlement edge.
  - Moderate sensitivity
- Hedgerows, hedgerow trees and woodland blocks provide smaller-scale landscape features.
  - Moderate sensitivity

#### Criterion 2: Natural character

- There are no recorded priority habitats within the parcel. The hedgerows, hedgerow trees and small blocks of woodland and shrub provide semi-natural habitats.
  - Lower sensitivity

### Criterion 3: Sense of time depth

- The Grade II listed barn at Herberts Farm is the only listed building within the parcel. There is an archaeological site at Wheel Hall.
  - Lower sensitivity
- Modern agricultural practices and settlement expansion have removed most historic field patterns, although some evidence of earlier enclosure patterns remain south of the B184 Thaxted Road.
  - Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel contributes to a rural setting to Saffron Walden and to the separation between Saffron Walden and Swards End to the east.
  - Higher sensitivity
- The settlement edge of Saffron Walden has recently expanded in this parcel, however retained hedgerows, roadside vegetation and woodland help to integrate it with the adjacent landscape.
  - Moderate sensitivity

### Criterion 5: Visual character

- Thaxted Road and Radwinter Road are both tree-lined, creating a semi-enclosed character. Where there are gaps in hedgerows there are views across the parcel towards Saffron Walden, which is visible on the ridge.
  - Moderate sensitivity
- The skyline is largely undeveloped, although lighting columns along the M11 are visible.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable from Saffron Walden, although there are darker skies to the south-east away from the settlement edge.
  - Moderate sensitivity
- There are limited public rights of way crossing the parcel.

- Lower sensitivity
- The perceptual qualities of the parcel are influenced by large scale commercial development along the Thaxted Road and the busy road network.
- Moderate sensitivity

### Overall assessment of landscape sensitivity: Saffron Walden SW3

### Landscape Character Area A1 Cam River Valley and B3 Debden Farmland Plateau

#### Criterion1: Physical character

- Rolling valley sides of the River Cam and its tributaries, with landform rising steeply from the Slade in the north and Fulfen Slade in the south and west, between 50 metres and 100 metres AOD.
  - Higher sensitivity
- Westley Lane Chalk Pit is a Local Geological Site.
  - Higher sensitivity
- Medium to large scale arable fields, with woodland blocks and roadside vegetation providing smaller scale landscape features.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland blocks are found in the south of the parcel, and along the Fulfen Slade at Audley End. Claypits Plantation, Conduit Plantation and woodland at Audley End are designated as important woodland. Debden Road and Audley End Park Wall on Audley End Road are designated as LoWS, and Debden Road is as an area of special verges.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- Intermittent hedgerows, hedgerow trees and roadside vegetation provide semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- The Saffron Walden Conservation Area extends into the parcel in the north west, and contains Bridge End Gardens, a Grade II\* Registered Park and Garden, and a number of Grade II listed structures and archaeological sites. Cinder Hall in the north is Grade II listed. A disused railway through the west of the parcel and an area west of Debden Road are designated as archaeological sites. The landscape also provides a setting to the Registered Park and Garden at Audley End.
  - Higher sensitivity
- Modern agriculture has altered the field pattern, although evidence of earlier enclosure patterns remains east of Catons Lane.
  - Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach to Saffron Walden from the north, south and west. The parcel contributes to the separation of Saffron Walden and Audley End, and Saffron Walden and Wendens Ambo.
  - Higher sensitivity
- The settlement edge is well-enclosed by trees and vegetation, and the boundary reinforced by a public footpath, and the majority (between Debden Road and Newport Road) is not visible from the surrounding roads.
  - Higher sensitivity

### Criterion 5: Visual character

- Views from Bridge End Gardens to the historic settlement edge are noted as important in the Conservation Area Appraisal.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- Roadside vegetation and the rolling topography provide enclosure and limit views. Where hedgerows are missing there are long views west across the Cam valley, and from Audley End Road into Audley End Park.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable from Saffron Walden, however there are darker skies away from the settlement edge.
  - Moderate sensitivity
- The Saffron Trail promoted route and other public rights of way provide access from the edge of Saffron Walden to the wider countryside, and allow views from the countryside back to Saffron Walden.
  - Higher sensitivity
- A rural landscape with very limited human influences within the parcel.
  - Higher sensitivity

## Overall assessment of landscape sensitivity: Saffron Walden

**Table C.7: Landscape sensitivity scores for Saffron Walden sites**

	SW1	SW2	SW3
Residential development	Moderate-High	Moderate	High
Mixed use development	Moderate-High	Moderate	High
Sports facilities and flood lighting	Moderate-High	Moderate	Moderate-High

## Summary

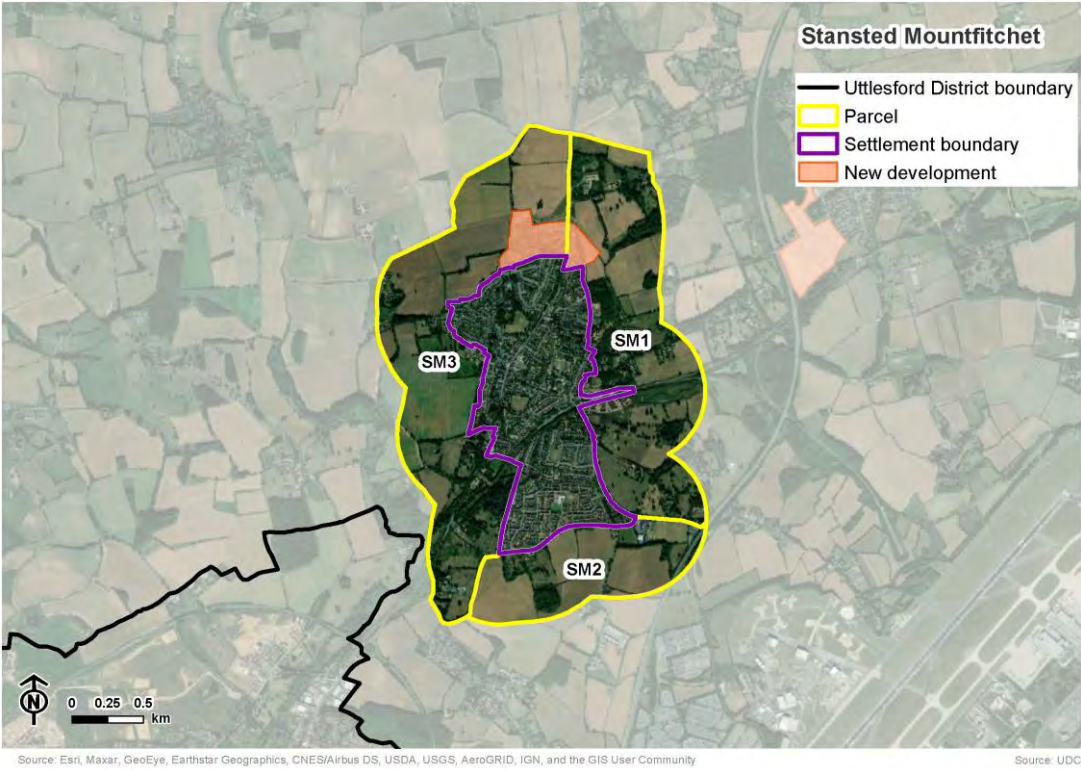
**C.16** The characteristics of the landscape in Parcel SW1 include the rural setting it provides to Saffron Walden, its rolling topography and valued semi-natural habitats, which increase sensitivity and the parcel is considered to have an overall moderate-high sensitivity to residential and commercial development. The modern settlement edge along Ashdon Road has a lower sensitivity, due to the existing scale and pattern of the current built form. The parcel is considered to have moderate-high sensitivity to sports facility development due to the rural character of the landscape and dark skies.

**C.17** Parcel SW2 is considered to have moderate sensitivity to residential and mixed-use development as although it has a rolling topography, semi-open character and provides a rural setting to Saffron Walden sensitivity is reduced by the limited semi-natural habitats and heritage assets recorded in the landscape, more limited public access and the influence of large-scale modern development on the perceptual qualities of the landscape. SW2 is considered to have moderate sensitivity to sport facility development due to the existing human influences on the parcel.

**C.18** Parcel SW3 is considered to have high sensitivity to residential development due to the important rural setting it provides to Saffron Walden (particularly along to the historic settlement edge), steeply rolling landform, valued semi-natural habitats and strong sense of time depth, with a concentration of heritage assets and rural character, which increase sensitivity. The parcel is considered to have a high sensitivity to mixed use development due to the existing scale and pattern of the current built form. The parcel has moderate-high sensitivity to sports facility development due to the rural character of the landscape and dark skies.

# Settlement Area: Stansted Mountfitchet

Figure C.49: Location of landscape sensitivity parcels for Stansted Mountfitchet



## Location and description

The village of Stansted Mountfitchet is located in the west of the district, 1.2 kilometres north-east of Bishop’s Stortford. The historic core of the village is dominated by the motte and bailey castle, with an additional historic area at Bentfield Green to the north-west. With the construction of the railway the village increased in size. The 20th and 21st centuries have seen considerable development south of the railway line, especially with the redeveloped Rochford nurseries.

The settlement edge is divided into three parcels:

SM1 – steeper wooded farmland rising from the Stansted Brook, with a strong parkland character to the east of Stansted Mountfitchet.

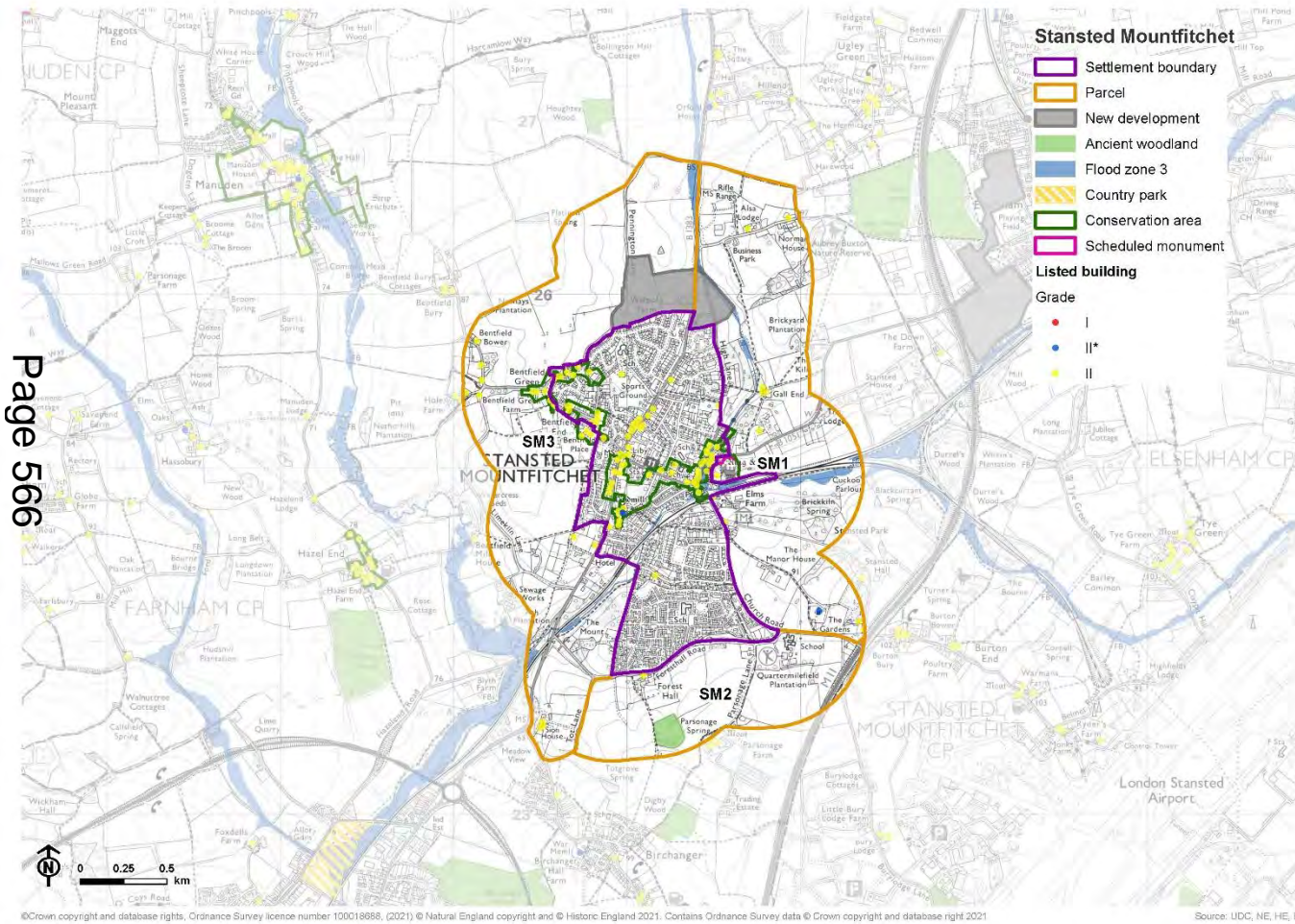
## Appendix C Landscape sensitivity proformas

SM2 – undulating farmland to the south of Stansted Mountfitchet.

SM3 – undulating valley sides of the River Stort to the west of Stansted Mountfitchet

All land within the 500 metres buffer has been assessed.

Figure C.50: Natural and cultural heritage designations within Stansted Mountfitchet



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## Stansted Mountfitchet representative photos

**Figure C.51: SM1 looking west over Stansted Park to leisure centre**



**Figure C.52: SM1 looking west towards High Lane**



**Figure C.53: SM2 looking north from Parsonage Lane to new settlement edge**



**Figure C.54: SM2 looking east from Tot Lane**



Figure C.55: SM3 historic settlement edge at Bentfield Green



Figure C.56: SM3 looking south-west towards Bishop's Stortford



## Landscape sensitivity assessment: Stansted Mountfitchet SM1

### Landscape Character Area A2 Stort River Valley and B5 Broxted Farmland Plateau

#### Criterion 1: Physical character

- Rolling fields rising from the settlement edge and Stansted Brook from 75 metres to 90 metres AOD.
  - Moderate sensitivity
- Arable fields are medium scale and regular in size, with strong hedgerow and hedgerow tree boundaries. Pasture field in the south of the parcel are smaller scale.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Scattered woodland blocks throughout the parcel, much recorded as priority habitat deciduous woodland, including at Aubrey Buxton Reserve LoWS. Woodland east of High Lane is designated as Important Woodland.
  - Higher sensitivity
- Boundary hedgerows, hedgerow trees, roadside vegetation and parkland with mature specimen trees at Stansted Park provide semi-natural habitats and create a wooded character.
  - Higher sensitivity

#### Criterion 3: Sense of time depth

- Stansted Mountfitchet Conservation Area extends into the parcel to include the motte and bailey castle which is a Scheduled Monument. Gall End and Stansted Hall contain clusters of Grade II listed buildings. An archaeological site covers the landscape around the Grade II\* listed Church of St Mary the Virgin.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- The mature trees and remnant parkland at Stansted Park extends from Church Road to the M11 and the railway.
- Higher sensitivity
- Modern agricultural practices have removed most historic field patterns, although there are some older field patterns between the B1051 Grove Hill and the railway line.
- Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural wooded setting to Stansted Mountfitchet to the north and east. The woodland east of High Lane provides a strong settlement boundary, and development east of the road would not fit the existing settlement pattern. Stansted Mountfitchet has expanded northwards; however the B1351 High Lane remains a strong boundary edge to the east.
- Higher sensitivity
- The modern edge of Stansted Mountfitchet is partially visible from the parkland around Stansted Hall; however Church Road provides a strong settlement boundary to the south-east.
- Moderate sensitivity

### Criterion 5: Visual character

- The woodland within the parcel contributes to a semi-enclosed character, and there are only limited views of the roofline of Stansted Mountfitchet across the woodland east of High Lane. There are intermittent views from Stansted Park to the modern settlement edge west of Church Road, but these are screened by parkland trees.
- Lower sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution is noticeable at Stansted Mountfitchet, but there are darker skies further east.
- Moderate sensitivity

## Appendix C Landscape sensitivity proformas

- Public rights of way link the edge of the village to the wider countryside.
  - Moderate sensitivity
- Some areas are in poor condition, with post and wire fencing replacing hedgerows, areas of scrub, overgrown hedgerow trees, particularly north of Gall End.
  - Lower sensitivity
- A rural landscape with the railway line the only human influence within the parcel. The M11 is an intrusive influence to the east, and Stansted Airport to the south.
  - Moderate sensitivity

# Landscape sensitivity assessment: Stansted Mountfitchet SM2

## Landscape Character Area A2 Stort River Valley

### Criterion1: Physical character

- Gently rising slopes from 75 metres to 100 metres AOD.
  - Moderate sensitivity
- Medium-scale arable fields, with some hedgerow trees which provide smaller-scale features.
  - Moderate sensitivity

### Criterion 2: Natural character

- Priority habitat deciduous woodland, recorded as ancient woodland, at Parsonage Spring LoWS.
  - Higher sensitivity
- Hedgerows, hedgerow trees and roadside trees create a wooded character and provide semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- Parsonage Farm contains a cluster of Grade II listed buildings and is an archaeological site. Forest Hall is also a Grade II listed building.
  - Higher sensitivity
- Modern agricultural practices have removed most historic field patterns.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach to Stansted Mountfitchet and provides separation between Stansted Mountfitchet and Birchanger to the south.
  - Higher sensitivity
- Stansted Mountfitchet has been considerably extended to the south., The new residential development of Forest Hall Park is visible from the south and forms a hard edge to the adjoining landscape.
  - Moderate sensitivity
- Development along the M11 at Old Burylodge Lane and M11 Business Link does not relate well to the settlement edge.
  - Lower sensitivity

### Criterion 5: Visual character

- Hedgerows, trees and woodland blocks create a semi-enclosed character to this parcel. The skyline is generally treed, and there are no structures visible above the treeline.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution from Stansted Mountfitchet and Stansted Airport to the south limit the dark skies.
  - Lower sensitivity
- The public right of way network through the parcel provides access to the countryside and from Stansted Mountfitchet to Birchanger to the south.

- Moderate sensitivity
- Areas of rural character, although commercial development along the M11 is a human influence. The M11 is also an intrusive modern influence.
- Moderate sensitivity

## Landscape sensitivity assessment: Stansted Mountfitchet SM3

### Landscape Character Area A2 Stort River Valley and B5 Broxted Farmland Plateau

#### Criterion1: Physical character

- Gently undulating topography, ranging from 80 metres to 100 metres AOD.
  - Moderate sensitivity
- Steeper topography around The Mount, rising from the Stansted Brook.
  - Higher sensitivity
- Arable fields are large-scale with some intact hedgerows and hedgerow trees which provide smaller-scale features, with small-scale grazing fields on Limekiln Lane and at Bentfield Green.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland is recorded at Bentfield Green and in the south of the parcel. The Mount is designated as a LoWS for its priority habitat good quality semi-improved grassland.
  - Higher sensitivity
- Hedgerows, substantial mature hedgerow trees and roadside vegetation provide semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- Bentfield Green Conservation Area extends into the parcel, and a number of Grade II listed buildings are located along the settlement edge. There is an archaeological site off Limekiln Lane and a cluster of Grade II listed buildings at Sion House.
  - Higher sensitivity
- Bentfield Mill Road, Limekiln Lane and Pennington Lane are all designated as Protected Lanes.
  - Higher sensitivity
- Modern agricultural practices and 20th century development have removed most historic field patterns, although there is some evidence of older enclosed fields patterns along Limekiln Lane, along the River Stort around Stansted Brook.
  - Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting and approach to Stansted Mountfitchet. and plays an important part in views from the settlement, with long views across the rolling river valley of the River Stort, particularly from the settlement edge at Bentfield Green, where development would adversely affect the historic settlement edge.
  - Higher sensitivity
- The modern settlement edge at Walpole Farm is relatively well integrated into the landscape. Fields east of Pennington Lane and west of the B1383 are generally well contained.
  - Lower sensitivity
- The western settlement edge at Blythwood Gardens is contained by mature vegetation and sloping topography. There is little relationship between the settlement edge and the arable fields to the west. The parcel also provides separation between Stansted Mountfitchet and Birchanger to the south-west.
  - Moderate sensitivity

### Criterion 5: Visual character

- Hedgerows, trees and woodland blocks create a semi-enclosed character to this parcel, with the exception of longer distance views from Limekiln Lane across the Stort valley. The skyline is generally treed, and there are no structures visible above the treeline.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Light pollution from Stansted Mountfitchet is noticeable, although there are darker skies to the north-west.
  - Moderate sensitivity
- Some public rights of way connect the settlement edge to the wider countryside to the west.
  - Moderate sensitivity
- A largely rural landscape, with the railway line as a human influences within the parcel. Stansted Airport is an intrusive influence to the south.
  - Moderate sensitivity

## Overall assessment of landscape sensitivity: Stansted Mountfitchet

**Table C.8: Landscape sensitivity scores for Stansted Mountfitchet sites**

Development type	SM1	SM2	SM3
Residential development	Moderate-High	Moderate	Moderate-High
Mixed use development	High	Moderate	Moderate-High

Development type	SM1	SM2	SM3
Sports facilities and flood lighting	Moderate-High	Moderate	Moderate-High

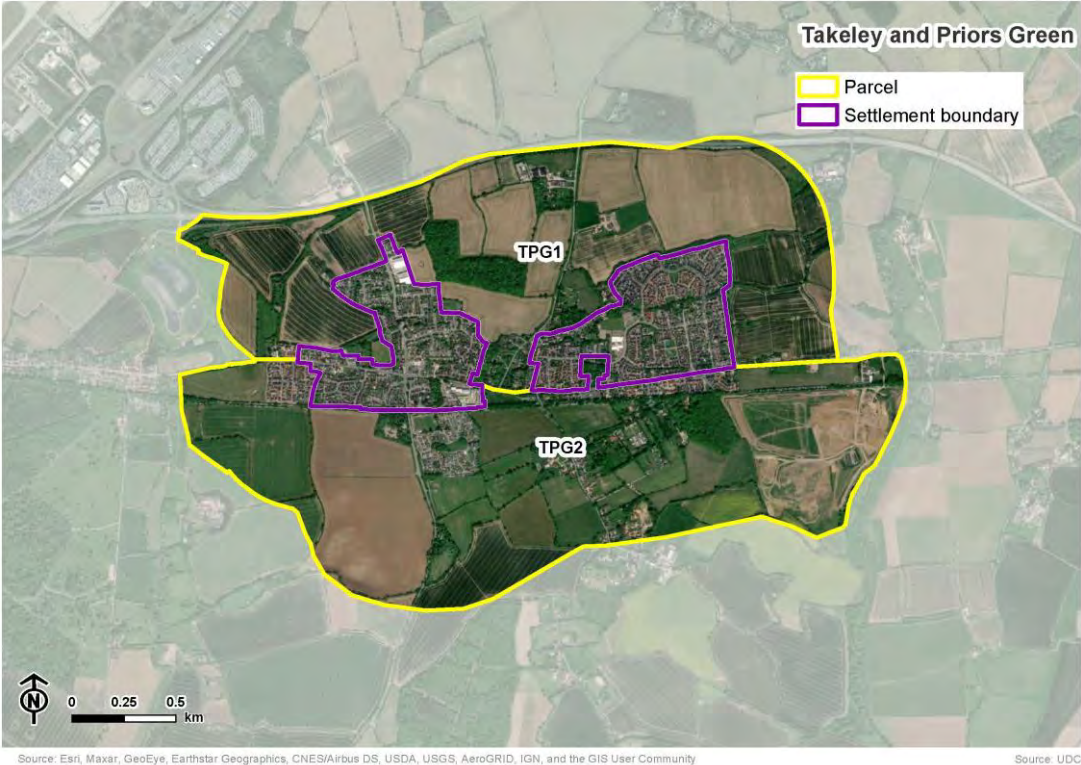
### Summary

**C.19** Parcels SM1 and SM3 are assessed as having moderate-high sensitivity to residential development due to their rural character, undulating topography, valued-semi-natural habitats, time-depth and the wooded rural setting they provide to Stansted Mountfitchet. Sensitivity to residential development is lower in SM3 north of Walpole Farm, where the fields east of Pennington Lane are well-contained by vegetation and the new settlement edge is visible. The existing scale and pattern of the current built form, and the heritage assets in the parcel result in SM1 having a high sensitivity to mixed-use development. SM3 is assessed as having a moderate-high sensitivity to mixed use development. Both parcels are assessed as having moderate-high sensitivity to sports facility development due to the dark skies and rural characteristics.

**C.20** SM2 is assessed as having a moderate overall sensitivity to future change from residential and mixed-use development and sports facilities, development due to the flatter topography, limited semi-natural habitats and heritage assets, more enclosed character and the influence of existing development and the M11 on the perceptual qualities of the landscape.

# Settlement Area: Takeley and Priors Green

Figure C.57: Location of landscape sensitivity parcels for Takeley and Priors Green



## Location and description

Takeley is a rural village which lies along Dunmow Road (the old Roman road of Stane Street), between Great Dunmow and Bishop's Stortford. Stansted Airport lies to the north-west. The historic linear settlement has a number of listed buildings, including the Grade I listed Church of the Holy Trinity which lies beyond the village to the north-west. The village expanded in the 20th and 21st centuries extending east to Smith's Green and then Priors Green, which was built in the 21st century. A settlement extension is under construction north of Takeley, along Parsonage Road.

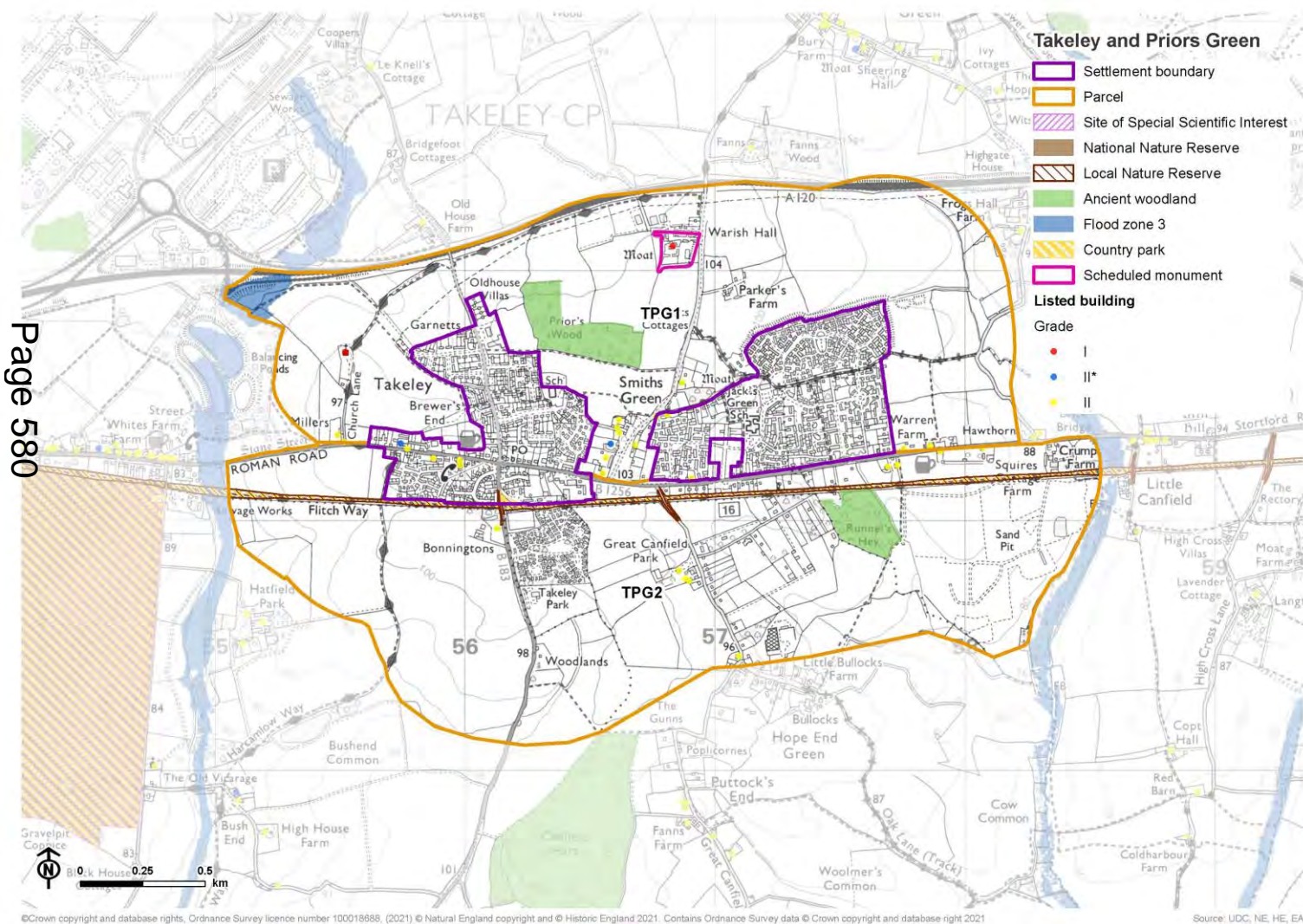
The settlement edge is divided into two parcels:

TPG1 – gently undulating arable fields to the north of Takeley and Priors Green.

TPG2 – gently undulating arable fields to the south of Takeley and Priors Green.

Land north of the A120 has not been assessed, as development here would not relate well to Takeley or Priors Green. Land within the settlement boundary of Stansted Airport to the west of Takeley has not been assessed.

Figure C.58: Natural and cultural heritage designations within Takeley and Priors Green



## Takeley and Priors Green representative photos

**Figure C.59: TPG1 looking west to settlement edge of Priors Green**



**Figure C.60: TPG1 looking south to the northern settlement edge of Takeley**



**Figure C.61: TPG2 looking west from Station Road**



Figure C.62: TPG2 looking east from edge of Takeley Park



# Landscape sensitivity assessment: Takeley and Priors Green TPG1

## Landscape Character Areas B5 Broxted Farmland Plateau

### Criterion 1: Physical character

- Flat to very gently undulating farmland, between 95 metres and 100 metres AOD.
  - Lower sensitivity
- Large-scale arable fields, with some fragmented hedgerows and woodland blocks which provide smaller-scale landscape features.
  - Moderate sensitivity

### Criterion 2: Natural character

- Priority habitat deciduous woodland at Priors Green, most of which is ancient in origin, is locally designated as a LoWS and Important Woodland. There are small priority habitat deciduous blocks on the settlement edge of Priors Green. The small watercourses within the parcel are also priority habitats.
  - Higher sensitivity
- Intermittent hedgerows and hedgerow trees line the roads and border the arable fields, and provide semi-natural habitats.
  - Moderate sensitivity

### Criterion 3: Sense of time depth

- The moated site at Warish Hall is a Scheduled Monument and Grade I listed. The Church of Holy Trinity is also listed as Grade I.
  - Higher sensitivity

## Appendix C Landscape sensitivity proformas

- There is a cluster of listed buildings at Smiths Green between the two settlements. Smiths Green Lane is a Protected Lane, and there are archaeological sites around the church at Warish Hall, and at Warren Farm.
  - Higher sensitivity
- Modern agricultural practices and an increase in settlement size have removed most historic field patterns, although some remain around the church.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural and wooded setting to the north of Priors Green. The parcel provides separation between the settlement and Stansted Airport to the north-west. It also provides an important gap between Takeley and Takeley Street to the west and development would cause the coalescence of these settlements.
  - Higher sensitivity
- The open character of Smiths Green provides separation between the two settlements, and the rural approach along Smiths Green is sensitive to change.
  - Higher sensitivity
- The modern settlement edge to the east of Priors Green, is open with views over the flat arable fields to the east terminating in woodland along the River Roding, reducing sensitivity.
  - Moderate sensitivity

### Criterion 5: Visual character

- A largely open character, with views across the parcel to the north, and east ending in woodland blocks. The skyline is largely undeveloped, with views to the church spire in its wooded setting, and also to the communications tower at Fanns, north of the A120.
  - Higher sensitivity

## Criterion 6: Perceptual and scenic qualities

- There is light pollution from Takeley and Priors Green and from Stansted Airport to the north-west.
  - Moderate sensitivity
- Harcamlow Way and other public rights of way provide connections between Takeley and Priors Green, and access to the wider countryside.
  - Higher sensitivity
- Areas of rurality are influenced by the busy A120 trunk road. Stansted Airport is an intrusive modern influence.
  - Moderate sensitivity

## Landscape sensitivity assessment: Takeley and Priors Green TPG2

### Landscape Character Area B5 Broxted Farmland Plateau

#### Criterion 1: Physical character

- Gently undulating landform, rising from the Pincey Brook in the west from 80 metres to 100 metres AOD.
  - Moderate sensitivity
- Fields are medium to large scale with an open character. There is some pasture between the Flitch Way and the B1256 Dunmow Road.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Runnels Hay is designated as a LoWS for its priority habitat deciduous woodland which is recorded as ancient. Flitch Way is a LoWS and LNR. There are also small areas of priority habitat deciduous woodland south of the B1256 Dunmow Road.

## Appendix C Landscape sensitivity proformas

- Higher sensitivity
- Hedgerows and hedgerow trees border the arable fields and roadsides and provide semi-natural habitats.
- Moderate sensitivity

### Criterion 3: Sense of time depth

- Grade II listed buildings line the B1256 Dunmow Road, and are found at Great Canfield Park and Bonningtons Farmhouse. Flich Way is the route of the former Bishop's Stortford to Dunmow railway line.
  - Moderate sensitivity
- Modern agricultural practices have removed most historic field patterns.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides separation between Takeley and Takeley Street.
  - Higher sensitivity
- Flich Way provides a boundary feature to the south of Takeley and Priors Green, however, development to the south at Takeley Park and Great Canfield Park has introduced a more suburban character to the landscape with lighting and road signage, reducing sensitivity.
  - Lower sensitivity

### Criterion 5: Visual character

- The parcel has a largely open character, with woodland and trees providing a wooded backdrop to views. Roadside vegetation provides some enclosure. The skyline is undeveloped.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- There is light pollution from Takeley and Priors Green and from Stansted Airport to the north-west.

**Appendix C** Landscape sensitivity proformas

- Lower sensitivity
- Flich Way promoted trail and Country Park runs across the parcel. Harcamlow Way provides access from Takeley to the wider countryside.
- Higher sensitivity
- Human influences within the parcel include the mobile home site at Takeley Park and suburban development at Great Canfield Park, and the working sand pit to the south east. Stansted Airport to the north is an intrusive modern influence.
- Lower sensitivity

**Overall assessment of landscape sensitivity:  
Takeley and Priors Green**

**Table C.9: Landscape sensitivity scores for Takeley and Priors Green sites**

Development type	TPG1	TPG2
Residential development	Moderate-High	Moderate
Mixed use development	High	Moderate-High
Sports facilities and flood lighting	Moderate-High	Moderate

**Summary**

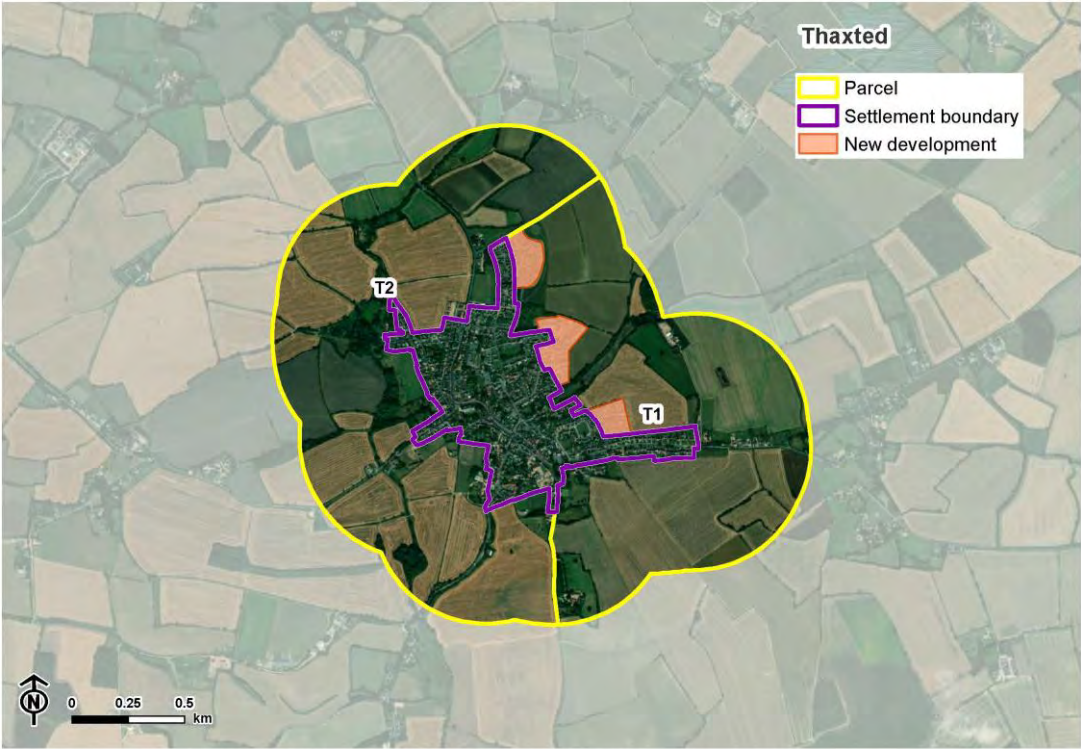
**C.21** The characteristics and values of the landscape in parcel TPG1 including the strong rural character, the rural setting it provides to Takeley and Priors Green, the separation it provides between the settlement and Stanstead Airport to the north west and Takeley Street to the west, historic assets and semi-natural habitats, are all sensitive to change as a result of the introduction of residential development. The parcel is assessed as having an overall moderate-high sensitivity. The historic character of Smiths Green, which provides

separation between Takeley and Priors Green, and the landscape which provides a rural setting to the church at Warish Hall have a high sensitivity. There is lower sensitivity to the east of Priors Green, where the harsh modern settlement edge is not well integrated with the adjoining arable fields and development would fit with the existing settlement pattern. Sensitivity to mixed use development was assessed at high, due to the existing scale and general pattern of the current built form and the open character of the landscape. TGP1 is assessed as having moderate-high sensitivity to sports facility development due to its rural character, the rural setting it provides to Takeley and Priors Green, historic assets and semi-natural habitats.

**C.22** TGP2 is assessed as having a moderate overall sensitivity to future change from residential development. The rural characteristics, semi-natural habitats, and sense of separation between Takeley and Takeley Street to the west indicate a higher sensitivity. However, the presence of existing development, which has breached the boundary feature of the Flitch Way, limited time-depth and human influences would indicate lower sensitivity. Sensitivity to mixed use development was assessed as moderate-high, due to the small scale of the landscape and existing scale and general pattern of the current built form and the open character of the landscape. The parcel would have a moderate sensitivity to sports facility development due to prevalent light pollution from Takeley and Priors Green and Stanstead.

# Settlement Area: Thaxted

Figure C.63: Location of landscape sensitivity parcels for Thaxted



## Location and description

Thaxted is a small rural town with medieval origins, located on rising ground in the centre of the district. The village has a historic core with a high occurrence of listed buildings, centred around the Grade I listed Church of St John the Baptist, Guildhall and Clarence House. The Grade II\* listed Thaxted Windmill is an important landmark. 20th and 21st century developments have increased the size of Thaxted to the east.

The settlement edge is divided into two parcels:

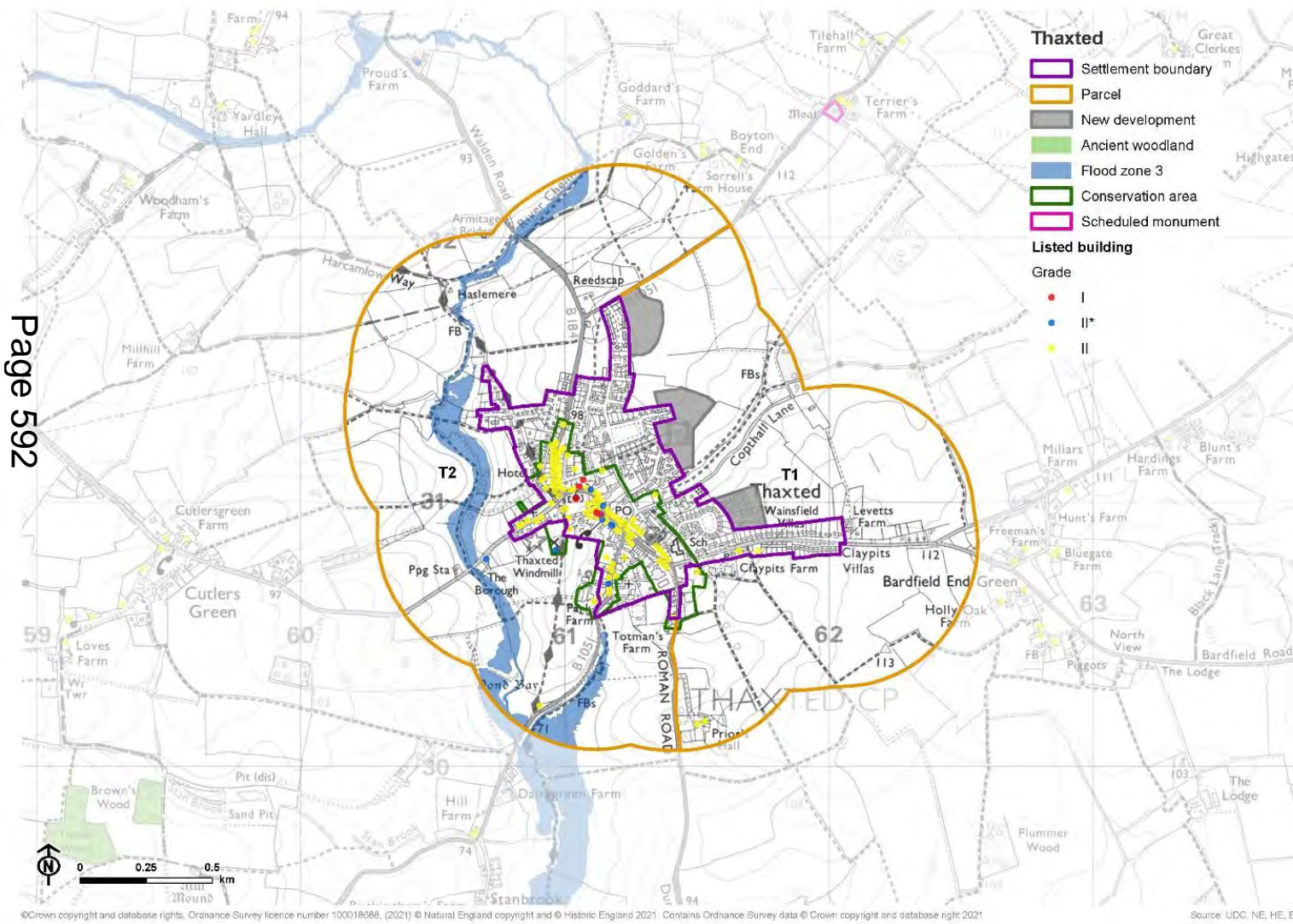
T1 – gently undulating arable fields to the east of Thaxted.

## Appendix C Landscape sensitivity proformas

T2 – steeper valley sides of the River Chelmer to the north and west of Thaxted.

All the landscape within the 500 metres buffer has been assessed.

Figure C.64: Natural and cultural heritage designations within Thaxted



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## Thaxted representative photos

**Figure C.65: T1 looking south-east from Copthall Lane**



**Figure C.66: T1 looking east along settlement edge off Bardfield Road**



**Figure C.67: T2 looking south on Walden Road towards the settlement edge**



**Figure C.68: T2 looking north-east from Bolford Street**



## Landscape sensitivity assessment: Thaxted T1

### Landscape Character Areas B4 Thaxted Farmland Plateau and B6 Lindsell Farmland Plateau

#### Criterion 1: Physical character

- Flat plateau around 100-110 metres AOD.
  - Lower sensitivity
- Medium to large-scale arable fields, with some fragmented hedgerows and hedgerow trees which provide smaller-scale landscape features.
  - Lower sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodland north of Copthall Lane is recorded as Important Woodland. A small traditional orchard (priority habitat) is located at Prior's Hall.
  - Higher sensitivity
- Intermittent hedgerows and hedgerow trees line the roads and border the arable fields, providing semi-natural habitats.
  - Moderate sensitivity

#### Criterion 3: Sense of time depth

- The Thaxted Conservation Area extends into the south of the parcel, and covers a Grade II listed farmhouse. There is a cluster of Grade II listed buildings at Prior's Hall. Archaeological sites are recorded south of Claypits Farm.
  - Moderate sensitivity
- There are no recorded heritage assets in the north and east of the parcel.
  - Lower sensitivity

## Appendix C Landscape sensitivity proformas

- Modern agricultural practices and an increase in settlement size have removed most historic field patterns, although some remain east of The Mead.
  - Lower sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a rural setting to Thaxted. The importance of the open recreational space at the junction of Dunmow Road and Bardfield Road is noted in the Conservation Area Appraisal. Woodland along the watercourse to the north of Copthall Lane provides a strong boundary feature.
  - Higher sensitivity
- 20th century and more recent expansion of Thaxted to the east, has resulted in an open settlement edge which is visible from Copthall Lane, Bardfield Road and the B1051 Pightle, which reduces sensitivity. Development would provide opportunities to soften this settlement edge.
  - Lower sensitivity

### Criterion 5: Visual character

- A largely open character, some areas of enclosure along the rural lanes. Views to the church spire are possible from many of the footpaths to the east and south. There are long-distance views from the north of the parcel across the Chelmer valley towards Thaxted.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Thaxted emits some light pollution, however there are dark skies away from the settlement edge.
  - Higher sensitivity
- Public rights of way cross the parcel, linking Thaxted with the wider countryside.
  - Moderate sensitivity
- A rural landscape influenced within the parcel by electricity pylons to the north of Thaxted, modern development on the eastern settlement edges

and ribbon development along Bardfield Road. Flights in and out of Stansted Airport are intrusive modern influences.

- Moderate sensitivity

## Landscape sensitivity assessment: Thaxted T2

### Landscape Character Area B4 Thaxted Farmland Plateau and A4 Upper Chelmer River Valley

#### Criterion1: Physical character

- Steeply sloping valley sides, rising from the River Chelmer, from 75 metres to 100 metres AOD.
  - Higher sensitivity
- Fields are medium to large scale with a semi-open character, with hedgerows providing enclosure. There are some smaller-scale pasture fields at the settlement edge.
  - Moderate sensitivity

#### Criterion 2: Natural character

- Priority habitat deciduous woodlands line the course of the River Chelmer, with some priority habitat traditional orchards west of the river.
  - Moderate sensitivity
- Trees, roadside vegetation, hedgerows and hedgerow trees border the arable fields and roadsides, and provide semi-natural habitats.
  - Moderate sensitivity

#### Criterion 3: Sense of time depth

- Thaxted Conservation Area extends into the west and south of the parcel, and includes the Grade II\* listed Thaxted Windmill, for which the parcel

## Appendix C Landscape sensitivity proformas

provides a rural context. Two farmhouses are listed buildings, and there is an archaeological site north of the B1051.

- Higher sensitivity
- Modern agricultural practices have removed most historic field patterns, although some evidence of earlier enclosure patterns in the west towards Cutlers Green.
- Moderate sensitivity

### Criterion 4: Character and setting of settlement

- The parcel provides a scenic setting to Thaxted, including much of the historic settlement edge which increases sensitivity. It also contributes to the separation of Thaxted and Cutlers Green.
  - Higher sensitivity
- Modern development on the northern edge of Thaxted along Walden Road and Watling Lane is well integrated with the rural landscape, and largely screened by roadside or riverside vegetation.
  - Moderate sensitivity

### Criterion 5: Visual character

- The parcel has a largely open character, with woodland and trees providing a wooded backdrop to views. There are long views across the Chelmer valley from the B184 Walden Road.
  - Higher sensitivity
- The Church of St John the Baptist and the Thaxted Windmill are landmark features in views across the parcel, rising above the undeveloped surrounding countryside.
  - Higher sensitivity
- Some enclosure is provided by roadside vegetation and hedgerows.
  - Moderate sensitivity

### Criterion 6: Perceptual and scenic qualities

- Thaxted emits some light pollution, however there are dark skies away from the settlement edge, particularly to the south and west.

**Appendix C** Landscape sensitivity proformas

- Higher sensitivity
- Harcamlow Way promoted route and a number of public rights of way provide access from Thaxted to the wider countryside, and good access into the parcel. The recreation ground east of Walden Road is a valued recreational area.
- Higher sensitivity
- A rural landscape - human influences within the parcel are limited to electricity pylons in the north. Flights in and out of Stansted Airport are intrusive modern influences.
- Moderate sensitivity

**Overall assessment of landscape sensitivity:  
Thaxted**

**Table C.10: Landscape sensitivity scores for Thaxted sites**

Development type	T1	T2
Residential development	Moderate-High	High
Mixed use development	Moderate-High	High
Sports facilities and flood lighting	Moderate-High	High

**Summary**

**C.23** The characteristics and values of the landscape in parcel T1 including the rural character, and rural setting to Thaxted, dark skies, semi-natural habitats and extension of the Conservation Area into the parcel are all sensitive to change as a result of the introduction of residential development, and the parcel is assessed as having an overall moderate-high sensitivity. There are areas of lower sensitivity around the harsh modern settlement edges in the north-east. Sensitivity to mixed use development was assessed at moderate-high, due to

## Appendix C Landscape sensitivity proformas

the existing scale and general pattern of the current built form and the open character of the landscape. The parcel is considered to have moderate-high sensitivity to sports facility development to the rural character and dark skies.

**C.24** T2 is assessed as having a high overall sensitivity to future change from residential development due to the steeper topography, strong rural and perceptual characteristics, setting to the historic edge of Thaxted and open views to the windmill and church. Areas to the north of the settlement boundary, west of the B184 Walden Road may have lower sensitivity as there are fewer semi-natural habitats and a more modern settlement edge. Sensitivity to mixed use development was assessed as high, due to the small scale of the landscape and existing scale and general pattern of the current built form and the open character of the landscape. The parcel has high sensitivity to sports facility development due to the sloping topography, rural character and dark skies.

# References

- 1 Updated Uttlesford Landscape Character Assessment (LUC, 2023)

Report produced by LUC

# Report produced by LUC

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# **Landscape Sensitivity Assessment**

## Phase 3: Smaller Villages

### **Uttlesford District Council**

**Final accessible report (updated)**

Prepared by LUC

October 2023

Version	Status	Prepared	Checked	Approved	Date
1	Updated accessible report	A Gregor J Musial	A Knight P Smith	K Davies	19.10.2023



**Land Use Consultants Limited**

Registered in England. Registered number 2549296. Registered office: 250 Waterloo Road, London SE1 8RD. Printed on 100% recycled paper

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# Chapter 1

## Introduction

### 2023 update

**1.1** In 2023 LUC was commissioned to update the Uttlesford Landscape Character Assessment (2023). The second part of the commission was to sense check the 2021-22 Landscape Sensitivity Assessments in light of the update. This included:

- Updating the naming and numbering of Landscape Character Areas, with the 2023 Landscape Character Assessment, for both maps and text.
- Sense check of the landscape sensitivity ratings of individual Uttlesford Housing and Economic Land Availability Assessment (HELAA) sites based on the updated Landscape Character Assessment.
- Update the report to meet the requirements of the Public Sector Bodies (Websites and Mobile Applications) (No.2) Accessibility Regulations 2018.

**1.2** The sense check has not resulted in any changes to the overall sensitivity ratings for any of the HELAA sites.

**1.3** Since the original assessment, some sites have been built out, and others have now received planning permission. To retain a comprehensive assessment, UDC have decided to keep all the original assessments in this report. The Uttlesford Housing and Economic Land Availability Assessment (HELAA), dated October 2023, provides the most up-to-date status of all sites within the district.

This chapter gives an overview of the study and presents the policy context.

## Background and purpose of the study

**1.4** Uttlesford District Council (UDC) is in the early stages of preparing a new Local Plan to cover the period 2021 - 2041, which will need to accommodate a significant amount of new housing growth. As part of the evidence base for the Local Plan, the Council needs to consider whether the landscape around towns and villages in the district, as well as sites for new settlements, has the capacity to accommodate new development without causing significant adverse effects on its character.

**1.5** UDC commissioned LUC in June 2021 to prepare a landscape sensitivity assessment (hereafter referred to as the study) for the following:

- Phase 1: Towns and key villages
- Phase 2: Potential new settlement locations
- Phase 3: Smaller villages

**1.6** The purpose of the study is to provide a robust and up-to-date evidence base and assessment to inform the appropriate scale, form and location of future development to minimise harm to landscape and the setting of settlements. By assessing and mapping the relative sensitivity of different landscapes the study will provide a tool for informing landscape change.

**1.7** The outputs of the study will be used by UDC to;

- Identify land where development would be most appropriate to minimise impact on landscape i.e. areas of least sensitivity.
- Help in refining broad growth areas and inform the evaluation of potential development locations.
- Help establish individual site options for consideration through the Sustainability Appraisal process and for future consultation.

## Policy context

1.8 The following section sets out current policy which is relevant to landscape.

### National Planning Policy Framework (NPPF)

1.9 The UK Government published an updated and revised National Planning Policy Framework (NPPF) in July 2021, which sets out the environmental, social and economic planning policies for England. Central to NPPF policies is a presumption in favour of sustainable development; that development should be planned for positively and individual proposals should be approved wherever possible.

1.10 One of the overarching objectives that underpins the NPPF is set out in **Paragraph 8**: “an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.”

1.11 Paragraph 174 states that “planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes” and “recognising the intrinsic character and beauty of the countryside.”

1.12 Paragraph 20 states ‘Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development;

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);  
and

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’.

**1.13** Paragraph 130 states ‘Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience’.

**1.14 Paragraph 175** states 'Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries'.

**1.15 Paragraph 185** contains one reference to sensitivity as follows:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development...'

## National Planning Policy Guidance (NPPG)

**1.16** Further guidance is provided in the NPPG. Paragraph: 037 Reference ID: 8-037-20190721 Revision date: 21 07 2019 notes the following under the heading of 'How can the character of the landscape be assessed?'

1. "...Landscape sensitivity can inform policy development and appropriate locations for development and can also be one of the considerations to be taken into account when making decisions on planning applications.
2. To help assess the type and scale of development that might be able to be accommodated without compromising landscape character, a Landscape Sensitivity and Capacity Assessment can be completed. To demonstrate the likely effects of a proposed development on the landscape, a Landscape and Visual Impact Assessment can be used.

## Local planning policy

**1.17** The draft Local Plan 2019 was withdrawn in April 2020 following the Inspectors' Letter of January 2020. Preparation of the new Local Plan 2021 - 2041 is currently underway, with the first consultation stage completed in April 2021. The aim is to submit the new Local Plan to the secretary of state in winter 2024 with adoption in early 2026.

**1.18** The 2005 Local Plan is the current adopted plan for Uttlesford. The following policies relate directly to the Local Plan's stance on the protection of landscapes:

- **Policy S8 The Countryside Protection Zone** states that development will not be permitted if it promotes coalescence between Stansted Airport and existing development in the surrounding countryside, or if it would adversely affect the open character of the landscape.
- **Policy GEN2 Design** states that new development should safeguard important environmental features in its setting, retaining them and using them to reduce the visual impact of the new development where possible.
- **Policy GEN5 Light Pollution** states that developments with lighting schemes must use the minimum level of lighting necessary to achieve its purpose, and minimise glare and light spillage.
- **Policy ENV3 Open Spaces and Trees** states that traditional open spaces, visually important spaces, groups of trees and fine individual trees should be maintained, unless the need for development outweighs their amenity value.
- **Policy ENV8 Other Landscape Elements of Importance for Nature Conservation** states that the following landscape features should be retained where possible, and mitigation provided if this is not possible:
  - Hedgerows
  - Linear tree belts
  - Larger semi natural or ancient woodlands

- Semi-natural grasslands
- Green lanes and special verges
- Orchards
- Plantations
- Ponds
- Reservoirs
- River corridors
- Linear wetland features
- Networks or patterns of other locally important habitats.
- **Policy ENV9 Historic Landscapes** states that significant local historic landscapes, historic parks and gardens and protected lanes should not be harmed by new development.

## Neighbourhood Plans

**1.19** Seven settlements within Uttlesford have adopted Neighbourhood Plans:

- Ashdon (adopted December 2022)
- Felsted (adopted February 2020)
- Great and Little Chesterford (adopted February 2023)
- Great Dunmow (adopted December 2016)
- Newport, Quendon and Rickling (adopted June 2021)
- Stebbing (adopted July 2022)
- Thaxted (adopted February 2019)
- Saffron Waldene Neighbourhood Plan (adopted October 2022).

## Structure of the report

1.20 This report is structured as follows:

- **Chapter 1** presents an introduction and policy context (this chapter)
- **Chapter 2** sets out the methodology for the landscape sensitivity assessment.
- **Chapter 3** sets out the overall landscape sensitivity results.
- **Appendix A** contains the sources of information used in the assessment.
- **Appendix B** contains a glossary of terms.
- **Appendix C** contains the landscape sensitivity assessment proformas for the HELAA sites.

# Chapter 2

## Methodology

This chapter outlines the scope of the assessment and sets out the approach to assessing the landscape sensitivity.

### Approach

**2.1** The process for undertaking the landscape sensitivity assessment involved three main stages:

- Phase 1: Towns and villages
- Phase 2: Potential new settlements
- Phase 3: Smaller villages

**2.2** The methodology for undertaking the landscape sensitivity assessment of Suitable Strategic Housing and Economic Land Availability Assessment (HELAA) sites for **Phase 3: Smaller villages** is set out below.

**2.3** The aims of the study are to assess the landscape sensitivity of each site option against defined criteria.

**2.4** The landscape sensitivity assessment was undertaken in accordance with the principles in Natural England's **An Approach to Landscape Sensitivity Assessment** and draws on best practice in recent assessments completed by LUC and others. This document can be viewed via the following link:  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/817928/landscape-sensitivity-assessment-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/817928/landscape-sensitivity-assessment-2019.pdf).

## Units for assessment

**2.5** This assessment considers the landscape sensitivity of allocation sites located on the settlement fringes of smaller villages across the district. A total of 59 sites were identified through the Local Plan process as part of the Suitable Strategic Housing and Economic Land Availability Assessment (HELAA).

**2.6** To facilitate the assessment, it was proposed that some sites (i.e. adjacent sites with similar land use or character) should be assessed in conjunction. This is for the purposes of the landscape sensitivity assessment only. Any sites assessed in this way, were agreed in advance with UDC. Sites already assessed as part of the LSA Phase 1 Towns and Villages or Part 2 New Settlements were also excluded. This resulted in a total of 51 assessment units which are mapped in **Figure 2.1**.

## Spatial framework

**2.7** The landscape sensitivity assessment focusses on HELAA sites within the rural areas of the district. These are considered within their wider landscape context, including the updated Uttlesford Landscape Character Assessment (2023).

**2.8** The LCTs and component LCAs which form the spatial framework for this study are shown in **Figure 2.2**.

## Types of development considered

**2.9** At this stage of the Local Plan, the layout, density, and form of development are largely unknown. The assessment considers the sensitivity of the landscape to the principle of residential development (with one application for mixed development).

## Process of assessment

**2.10** The process for undertaking the study involved three main stages, which are outlined below.

### Part 1: Desk based assessment

**2.11** The initial stage of the assessment involved a thorough desk-based study drawing on sources of spatial and descriptive information regarding the landscape. Relevant documents and available GIS data were compiled and reviewed to form the overall context for the study. Key sources of information used to inform the assessment are listed in **Appendix A**. The desk-based assessment used the existing published evidence with the analysis of spatial data to reach draft judgements on sensitivity that can be tested, verified and refined through field survey. This process considered sites within their wider landscape context drawing on the published landscape assessment information.

### Part 2: Site Assessment

**2.12** The field verification site assessment was undertaken in February 2022. A structured process of field survey verification was undertaken by landscape professionals in order to test and refine the outputs from the desk study. Each of the HELAA sites was visited to record information against each assessment criterion and take photographs. The field survey was undertaken from roads and public rights of way.

**2.13** The landscape assessment fieldwork focused on the relationships between the assessment sites and adjoining settlement edges, landscape settings and wider views. It also noted any important features within each area that would be sensitive to change.

## Part 3: Reporting

**2.14** The report for each assessment is structured as follows:

- A map showing the boundaries of the individual allocation site(s)
- A location map showing the site(s) in the wider landscape context
- Landscape sensitivity profiles for each allocation site(s), comprising:
  - Landscape character context – i.e. which Landscape Character Area(s) the area falls within.
  - Criteria-based landscape sensitivity assessment, with a description given against each assessment criterion and its sensitivity.
  - Overall assessment of landscape sensitivity to future change from the development type proposed, using the five-point scale rating and a written summary.

## Using this study

### Limitation of the landscape sensitivity assessment

**2.15** This study provides an assessment of the relative landscape sensitivities of individual HELAA sites to residential development (and in one case commercial development), without knowing the exact location, layout, design or mitigation proposed.

**2.16** It should not be interpreted as a definitive statement on the suitability of certain locations for a particular development. It is not a replacement for detailed studies for specific siting and design and all developments will need to be assessed on their individual merits.

**2.17** The study is based on an assessment of landscape character using carefully defined criteria. Landscape sensitivity is the result of a complex interplay of often unequally weighted variables (or 'criteria'). We have sought to address this issue in our summary of overall landscape sensitivity given for each site – which considers how the criteria-based assessments combine to give an overall sensitivity. The assessments are based on professional judgement, taking account of the interplay between criteria, as well as those which might be more important to the landscape character of the site.

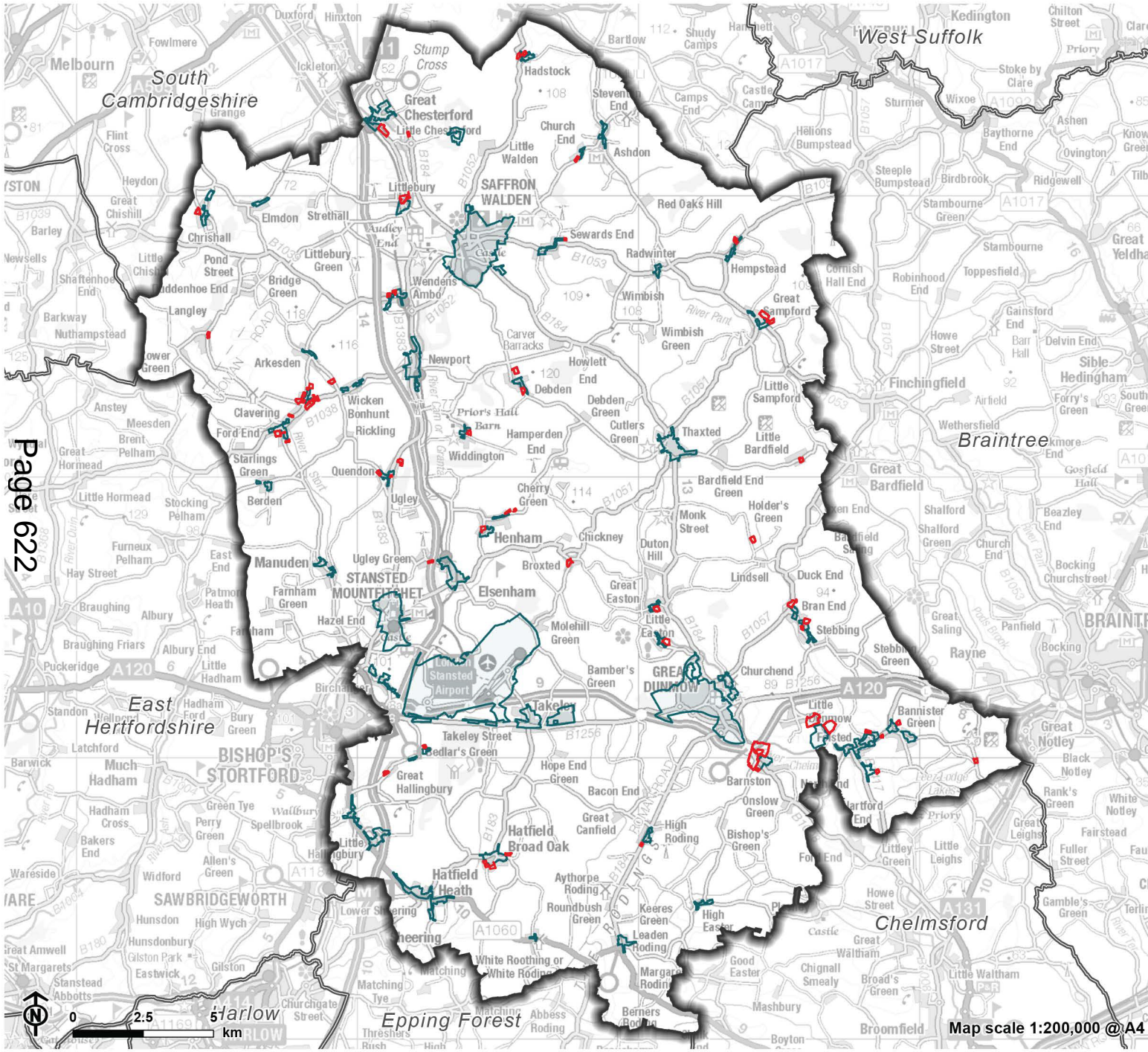
**2.18** It is also worth noting that the assessment considers the following:

- The natural character of the landscape but not specific ecological issues in relation to species or habitats;
- The historic and cultural character of the landscape but not specific cultural heritage/archaeological issues associated with individual designated heritage assets and their settings; and
- The visual character of the landscape but not visual amenity issues associated with specific receptors - such as public views from specific locations (e.g. promoted viewpoints), or private views and outlooks available to occupants of residential properties.

**2.19** These are all issues that will need to be considered in site selection and impacts will need to be reported at the time when individual proposals are put forward through the planning process. As a strategic study, this assessment does not negate the need for more detailed landscape and visual impact assessments or appraisals (LVIA) for individual sites.

**2.20** This study concentrates on understanding the sensitivities to development and does not address capacity. Capacity is a further stage of assessment that requires consideration of cumulative development, landscape objectives, and thresholds of acceptable change to identify likely quantum of change that can be accommodated.

**2.21** This study was undertaken at 1:25,000 scale, involving desk study and field work from public rights of way and public vantage points.



Landscape Sensitivity  
 Assessment Phase 3:  
 SHELAA sites  
 for Uttlesford District Council



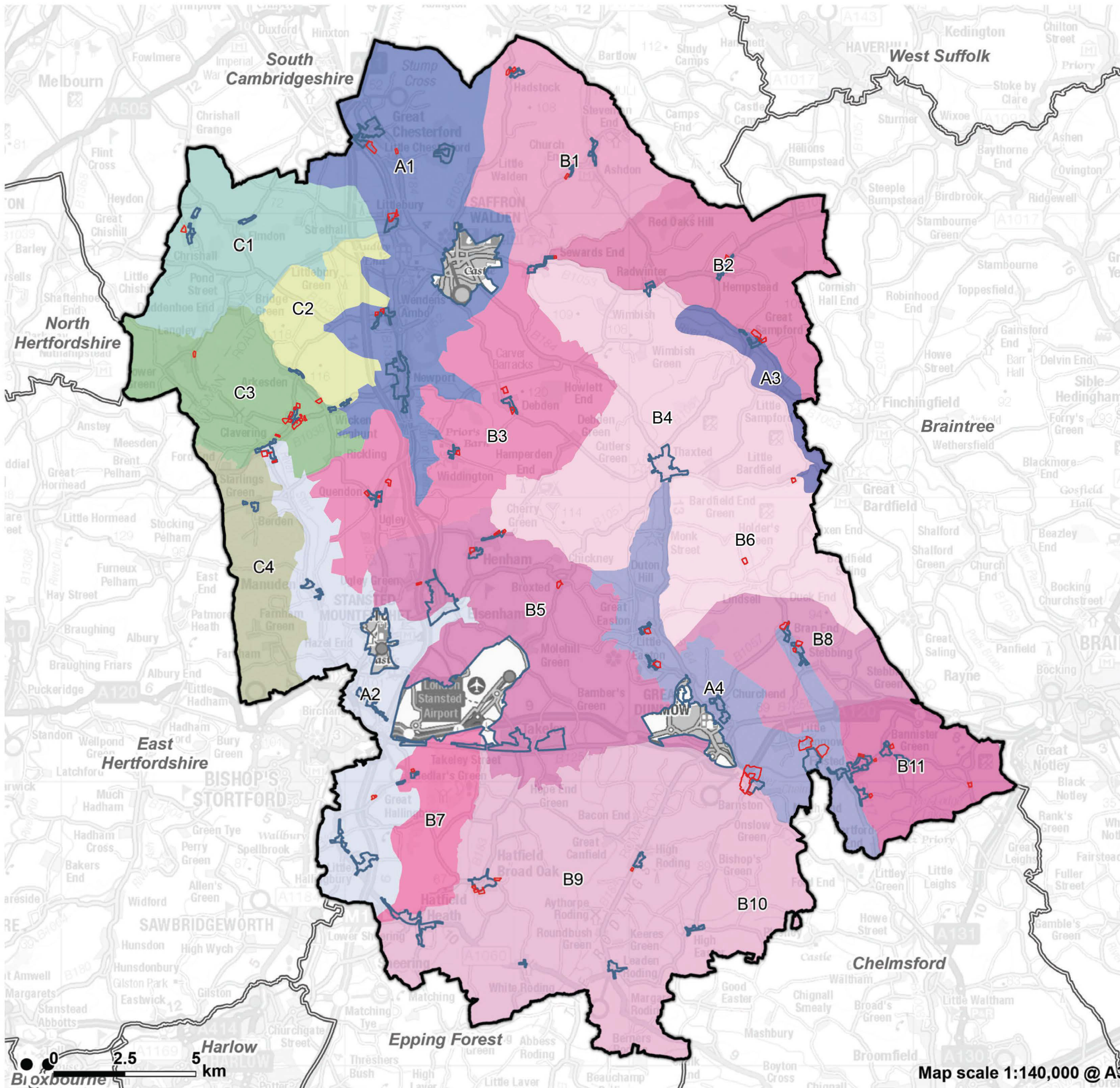
Figure 2.1: Assessment SHELAA sites

- Uttlesford District boundary
- Neighbouring authority
- Settlement boundary
- SHELAA site

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Figure 2.2: Landscape character context



- Uttlesford district boundary
  - Neighbouring local authority
  - Settlement
  - SHELAA site
- Landscape Character Area**
- A1: Cam River Valley
  - A2: Stort River Valley
  - A3: Pant River Valley
  - A4: Upper Chelmer River Valley
  - B1: Ashdon Farmland Plateau
  - B10: Barnston Farmland Plateau
  - B11: Felsted Farmland Plateau
  - B2: Hempstead Farmland Plateau
  - B3: Debden Farmland Plateau
  - B4: Thaxted Farmland Plateau
  - B5: Broxted Farmland Plateau
  - B6: Lindsell Farmland Plateau
  - B7: Hatfield Forest Farmland Plateau
  - B8: Stebbing Green Farmland Plateau
  - B9: Roding Farmland Plateau
  - C1: Elmdon Chalk Upland
  - C2: Arkesden Chalk Upland
  - C3: Langley Chalk Upland
  - C4: Berden Chalk upland

## Evaluating landscape sensitivity

**2.22** This assessment draws on advice contained in Natural England's '**Approach to landscape sensitivity assessment**' (2019). This describes the term 'landscape sensitivity' within the context of spatial planning and land management, as follows:

"Landscape sensitivity may be regarded as a measure of the resilience, or robustness, of a landscape to withstand specified change arising from development types or land management practices, without undue negative effects on the landscape and visual baseline and their value."

**2.23** It is a term applied to landscape character and the associated visual resource, combining judgements of their susceptibility to the specific development type / development scenario or other change being considered together with the value(s) related to that landscape and visual resource.

### Assessment criteria

**2.24** Landscape sensitivity assessment requires judgements on both landscape susceptibility (how vulnerable the landscape is to change from the type being assessed, in this case residential and commercial developments) and landscape value (consensus about importance, which can be recognised through designation as well as through descriptions within the 2023 Landscape Character Assessment).

**2.25** The selection of landscape sensitivity indicators ('criteria') for this study is informed by the attributes of landscape that could be affected by residential and commercial development. These consider the 'landscape', 'visual' and

'perceptual' aspects of sensitivity. Their selection is also based on current best practice and experience of LUC in undertaking similar studies elsewhere in the UK.

**2.26** The following criteria headings are used for this study:

- Physical and natural character
- Cultural and historic associations
- Settlement character;
- Visual character; and
- Perceptual and scenic qualities (including recreational value).

**2.27** **Table 2.2** at the end of this chapter provides guidance and examples of higher and lower sensitivity features/attributes for applying the criteria in Uttlesford to residential development. The assessments present a commentary against each criterion to inform the judgements on levels of sensitivity. It is important to note that the relative importance of each criterion varies between landscapes (due to differences in landscape character).

## Making overall judgements on landscape sensitivity

**2.28** Once the landscape sensitivity criteria were assessed individually, the results were translated into overall scores of landscape sensitivity (see **Table 2.1**). If any areas within the site were judged to be of higher/lower landscape sensitivity (due to local variations), this is set out in the assessment summary.

**Table 2.1: Sensitivity levels and definitions**

Sensitivity Level	Definition
<b>High (H)</b>	The key characteristics and qualities of the landscape are highly sensitive to change. It is unlikely to be able to accommodate the proposed change without significant character change/adverse effects.
<b>Moderate - High (M-H)</b>	The key characteristics and qualities of the landscape are sensitive to change. There may be very limited situations/locations where the relevant change can be accommodated.
<b>Moderate (M)</b>	Some of the key characteristics and qualities of the landscape are sensitive to change. It may have some potential to accommodate the relevant change in defined locations.
<b>Low - Moderate (L-M)</b>	Few of the key characteristics and qualities of the landscape are sensitive to change. They are resilient and have some potential to accommodate the change proposed.
<b>Low (L)</b>	The key characteristics and qualities of the landscape are robust and are either unlikely to be subject to change or are not sensitive to the change proposed.

**2.29** The levels of landscape sensitivity form stages on a continuum, rather than clearly separated categories. Any given landscape may or may not fit neatly into one category, and an element of professional judgement is required.

**2.30** As with all assessments based upon data and information which is to a greater or lesser extent subjective, some caution is required in its interpretation. This is to avoid the suggestion that certain landscape features or qualities can automatically be associated with certain sensitivities – the reality is that an assessment of a landscape’s sensitivity to development is the result of a complex interplay of often unequally weighted variables or criteria.

## Criteria and guidance for assessing landscape sensitivity of HELAA sites

### Physical and natural character

**2.31** This criterion considers the landform, land cover and landscape elements.

**2.32** It considers the shape and scale of the landform, the coherence, condition, and intactness of the physical landscape. It also considers the presence/absence of 'naturalistic' qualities of the landscape (in terms of coverage of semi-natural habitats and valued natural features (e.g. trees, hedgerows) which could be vulnerable to loss from development. Areas with frequent natural features (including designated habitats) result in increased sensitivity to development, while landscape with limited natural features will be less sensitive.

#### Low Sensitivity

**2.33** The landscape is degraded and detracts from local landscape character – e.g., 'natural' land cover has been largely lost and any landscape features are fragmented and/or in poor condition.

**2.34** The landform itself is of low sensitivity - i.e., simple, smooth or flat landforms.

#### Moderate Sensitivity

**2.35** The landscape has some limited characteristics that contribute to local landscape character – e.g., the landscape has reasonable hedgerow boundaries but is undistinctive in terms of landform or land cover. It may be a typical example of a locally commonplace landscape type.

## High Sensitivity

2.36 The landscape makes a strong contribution to local landscape character – e.g. it has a distinctive landform (e.g. slopes and valleys are likely to be more sensitive) and is an intact, 'natural' landscape with hedgerows, trees and other features of interest, such as woodlands or watercourses.#

## Historic landscape character

2.37 The extent to which the landscape has 'time-depth' – a sense of being a historic landscape with reference to the Uttlesford District Historic Environment Project (2009) – and/or the presence of heritage assets that are important to landscape character (i.e. Registered Parks and Gardens, Conservation Areas, Scheduled Monuments, Listed Buildings, protected lanes etc).

2.38 Landscapes with small-scale, more irregular field patterns of historic origin are likely to be more sensitive to the introduction of modern development than landscapes with large, regular scale parliamentary field patterns.

## Low Sensitivity

2.39 A landscape with relatively few historic features important to the landscape character of the area and little time depth (i.e., large intensively farmed fields).

## Moderate Sensitivity

2.40 A landscape with some visible historic features of importance to character, and a variety of time depths.

## High Sensitivity

**2.41** A landscape with a high density of historic features important to the character of the area and great time depth (i.e. ridge and furrow).

## Settlement character

**2.42** The extent to which development of the site would relate to the form and pattern of existing adjacent settlement, with reference to the character of the settlement edge.

**2.43** This criterion also considers the extent to which the landscape of the site contributes to the identity and distinctiveness of a settlement, by way of its character and/or scenic quality, for example by providing a backdrop to the settlement. It also considers the extent to which the site contributes to a perceived gap between settlements (the loss of which would increase coalescence).

**2.44** Note this criterion may not be applicable for sites where proposed development is remote from any existing settlement.

## Low Sensitivity

**2.45** Development in the site would have a good relationship with the existing settlement form/ pattern e.g., an exposed settlement edge with no landscape features to integrate the settlement/rural fringe will be less sensitive and may offer opportunities for development to enhance the settlement edge and integration.

**2.46** The landscape does not contribute to the character of the settlement or to the separation of settlements.

## Moderate Sensitivity

**2.47** Development in the site would be perceived as settlement advancement into the countryside but would not represent a step-change in settlement form.

**2.48** The landscape makes a limited positive contribution to the character of the settlement. It contributes to a gap between settlements, but development would still leave some sense of separation.

## High Sensitivity

**2.49** Development in the site would have a poor relationship with existing settlement form and would adversely affect an existing settlement edge (which may be historic or distinctive), or would extend development into an area with a distinctly different landscape – e.g. the extension of settlement beyond a ridge crest or into a valley. A well-integrated settlement edge by virtue of landscape structure or landform variation will be more sensitive.

**2.50** The landscape provides a distinctive/scenic setting to the settlement, and/or is important in the perception of a gap between distinct settlements.

## Visual character

**2.51** This considers the visual prominence of the site, reflecting the extent of openness or enclosure in the landscape (due to landform or land cover), the importance of skylines, and the degree of intervisibility with the surrounding landscape (i.e. the extent to which potential development would be visible). Sensitive viewpoint locations such as tourist attractions, promoted viewpoints and national trails will be more sensitive than local footpaths.

## Low Sensitivity

**2.52** The site is enclosed/visually contained. It has a low degree of visibility from surrounding landscapes and is not visually prominent in the landscape e.g. it is not visible from public rights of way in the vicinity or from public views from the wider landscape.

## Moderate Sensitivity

**2.53** The site is semi-enclosed or has some enclosed and some open areas. It is likely to have some inter-visibility with surrounding landscapes, e.g. it is visible from public rights of way in the immediate vicinity but make little intrusion on public views from the wider landscape.

## High Sensitivity

**2.54** The site is open and/or visually prominent in the wider landscape (e. it forms a distinctive skyline). It has a high degree of visibility from sensitive receptor locations where the undeveloped character of the landscape contributes to the quality of the view.

## Perceptual and scenic character

**2.55** This considers qualities, sense of remoteness and/or tranquillity.

**2.56** Landscapes that are relatively remote or tranquil (due to freedom from human activity and disturbance and having a perceived naturalness or a traditional rural feel with few modern human influences) tend to increase levels of sensitivity to development compared to landscapes that contain signs of modern development. High scenic value and dark night skies also add to sensitivity in relation to this criterion. This is because development will introduce

new and uncharacteristic features (including flood lighting) which may detract from a sense of tranquillity, dark skies and or remoteness/naturalness.

## Low Sensitivity

**2.57** The area is significantly influenced by development/ human activity, where new development would not be out of character.

## Moderate Sensitivity

**2.58** A landscape with some sense of rural character, but with some modern elements and human influences.

## High Sensitivity

**2.59** A tranquil or highly rural landscape, lacking strong intrusive elements. A landscape of high scenic value with dark skies and a high perceived degree of rural character and naturalness with few modern human influences.

## Chapter 3

# Landscape sensitivity assessment results

**3.1** This chapter presents the overall results of the assessment.

**3.2** The overall results of the landscape sensitivity assessment are set out in **Tables 3.1**. These rating are also mapped in **Figures 3.1a-f**.

**Table 3.1: Landscape sensitivity to residential and commercial development**

Settlement	HELAA reference code	Development type	Sensitivity
Arkesden	001	RES	Moderate-high
Ashdon	001	RES	Moderate
Barnston	001	MIX	Moderate-high
Boxted	001	RES	Moderate
Chrishall	002	RES	Moderate-high
Clavering	001	RES	Low-moderate
Clavering	002	RES	Low-moderate
Clavering	004	RES	Moderate
Clavering	005	RES	Low-moderate
Clavering	006	RES	Low-moderate
Clavering	007	RES	Moderate
Clavering	008	RES	Moderate
Clavering	009	RES	Moderate-high

**Chapter 3** Landscape sensitivity assessment results

Settlement	HELAA reference code	Development type	Sensitivity
Clavering	010	RES	Low-moderate
Clavering	011	RES	Moderate
Clavering	013	RES	Moderate
Clavering	015	RES	Low-moderate
Debden	002	RES	Low-moderate
Debden	003	RES	Moderate-high
Felsted	001	RES	Moderate
Felsted	003	RES	Moderate
Felsted	009	RES	Moderate
Felsted	016	RES	Low-moderate
Felsted	019	RES	Moderate
Great Easton	002	RES	Moderate-high
Great Hallingbury	001	RES	Low
Great Hallingbury	005	RES	Low-moderate
Great Hallingbury	007	RES	Low-moderate
Great Sampford	001	RES	Moderate-high

### Chapter 3 Landscape sensitivity assessment results

Settlement	HELAA reference code	Development type	Sensitivity
Great Sampford	003	RES	Moderate-high
Hadstock	001	RES	Moderate
Hadstock	002	RES	Moderate
Hatfield Broad Oak	002	RES	Moderate
Hatfield Broad Oak	006	RES	Low-moderate
Hatfield Broad Oak	007	RES	Low-moderate
Hatfield Broad Oak	008	RES	Moderate
Hempstead	001	RES	Low-moderate
Henham	003	RES	Low-moderate
Henham	005	RES	Low-moderate
Henham	008	RES	Moderate
High Roding	001	RES	Moderate
Langley	003	RES	Moderate
Lindsell	001	RES	High
Littlebury	001	RES	Low-moderate
Littlebury	003	RES	Moderate-high

### Chapter 3 Landscape sensitivity assessment results

Settlement	HELAA reference code	Development type	Sensitivity
Little Bardfield	002	RES	Moderate-high
Little Chesterford	001	RES	Moderate-high
Little Chesterford	002	RES	Low-moderate
Little Dunmow	003	RES	Moderate-high
Little Dunmow	004	RES	Moderate
Little Easton	007	RES	Moderate
Quendon	002	RES	Moderate-high
Quendon	003	RES	Moderate
Quendon	006	RES	Low
Sewards End	001	RES	Low
Stebbing	001	RES	Low-moderate
Stebbing	007	RES	Moderate-high
Stebbing	009	RES	Moderate-high
Stebbing	010	RES	Low
Ugley	001	RES	Moderate
Wendens Ambo	001	RES	Moderate-high

**Chapter 3** Landscape sensitivity assessment results

Settlement	HELAA reference code	Development type	Sensitivity
Wendens Ambo	001	RES	Low-moderate
Widdington	003	RES	Moderate-high

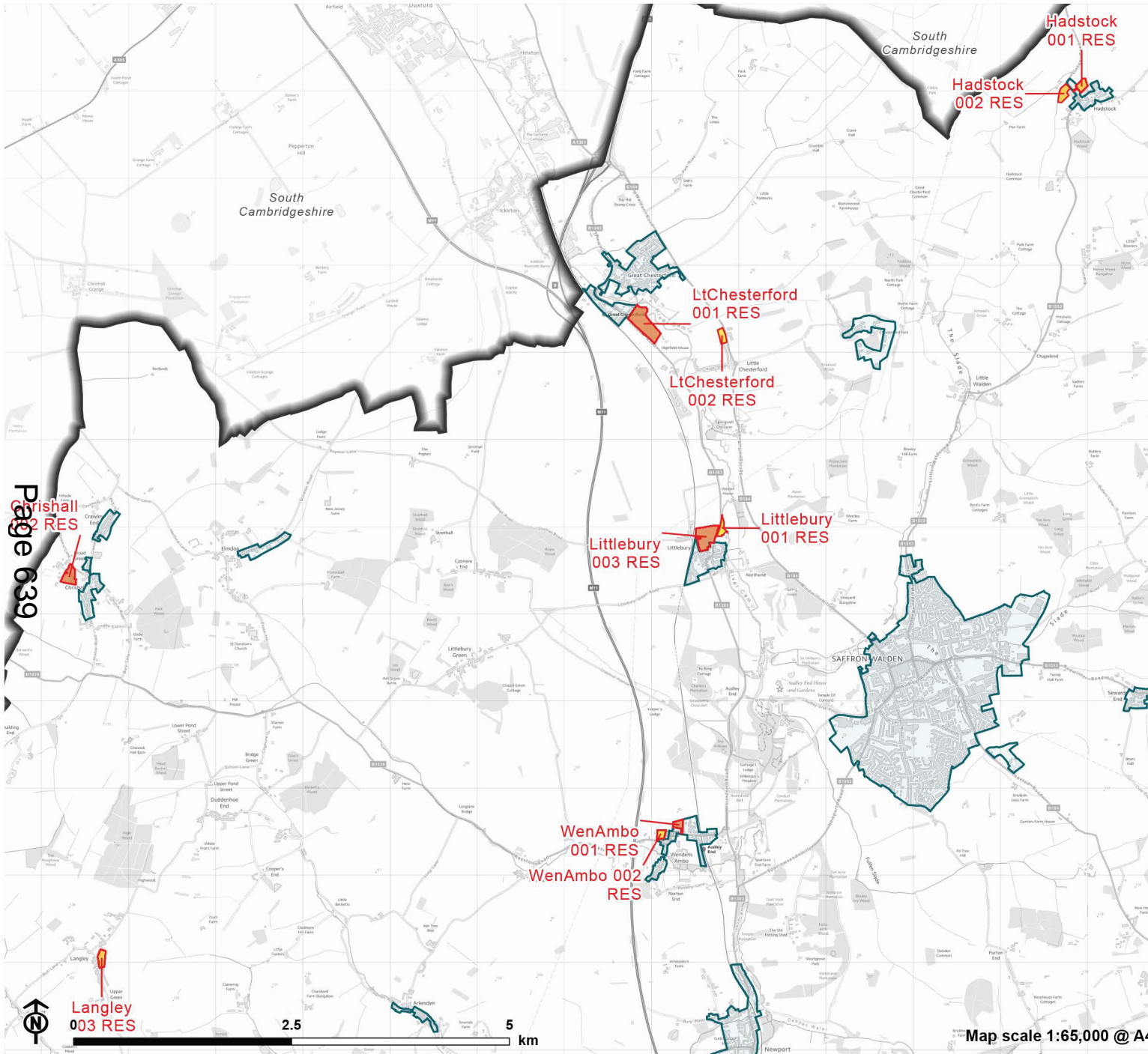
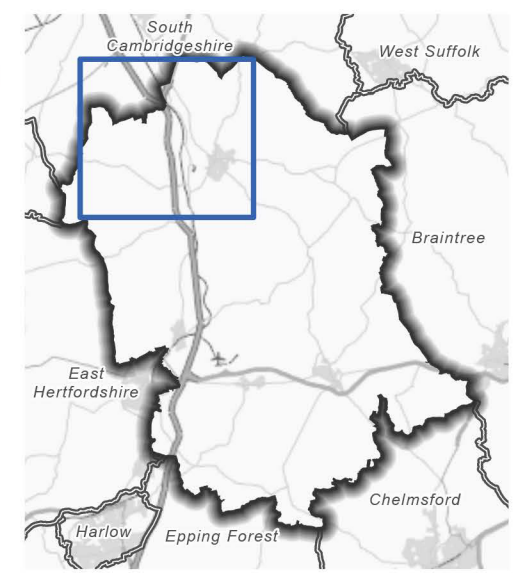


Figure 3.1a: Overall landscape sensitivity to development

- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low

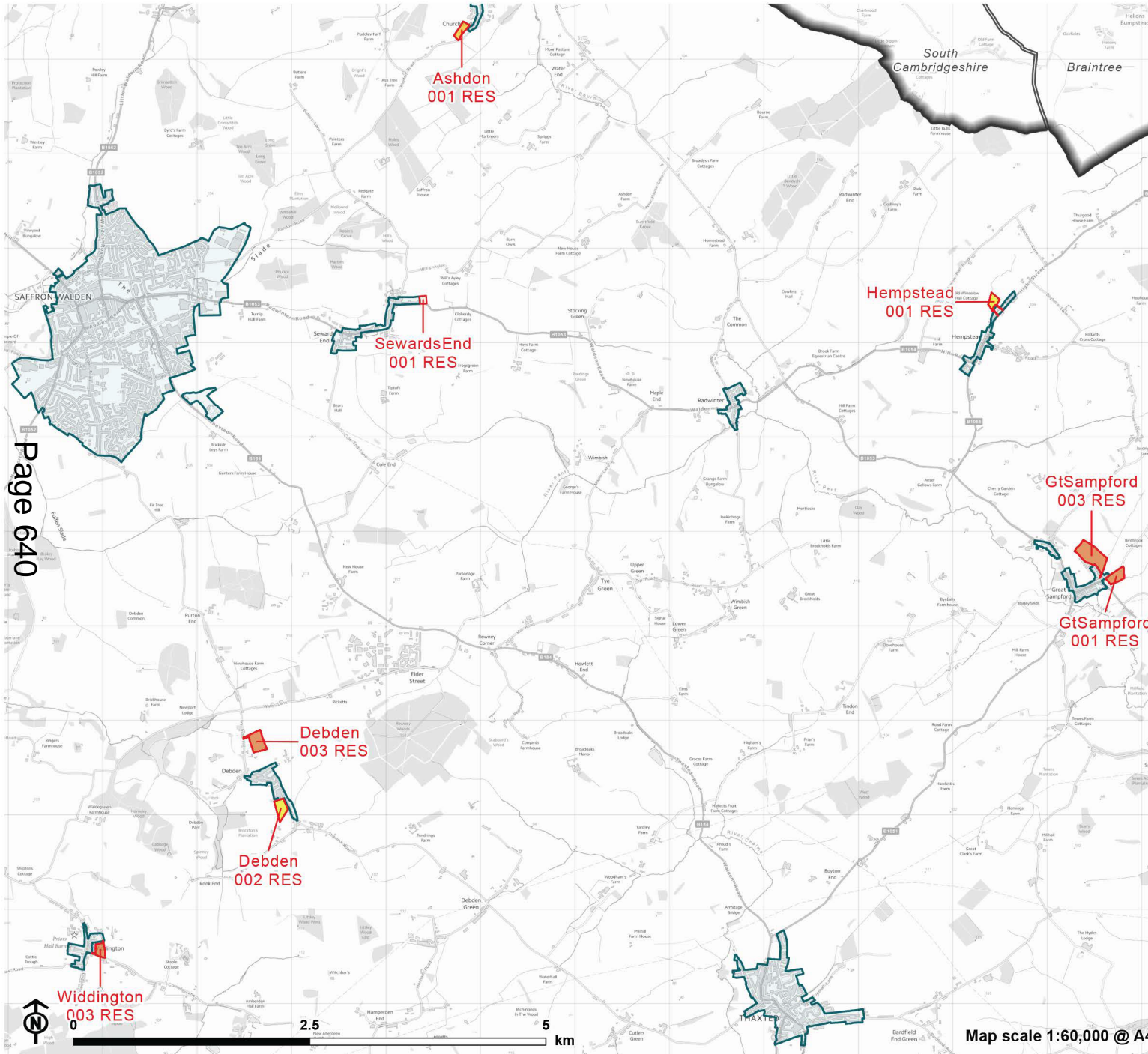


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Langley 003 RES

2.5 5 km

Map scale 1:65,000 @ A4

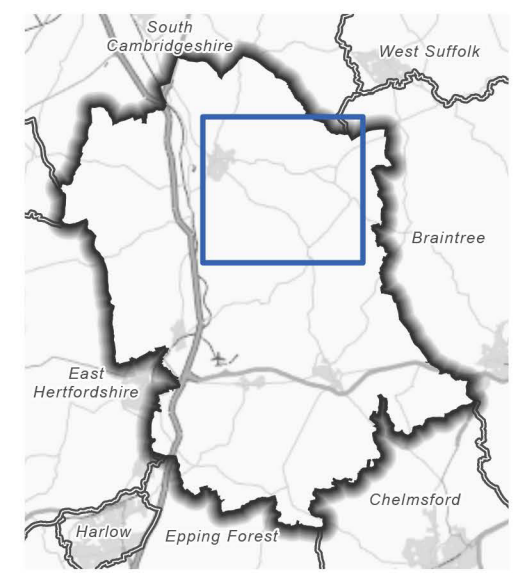


Landscape Sensitivity Assessment Phase 3: SHELAA sites for Uttlesford District Council



Figure 3.1b: Overall landscape sensitivity to development

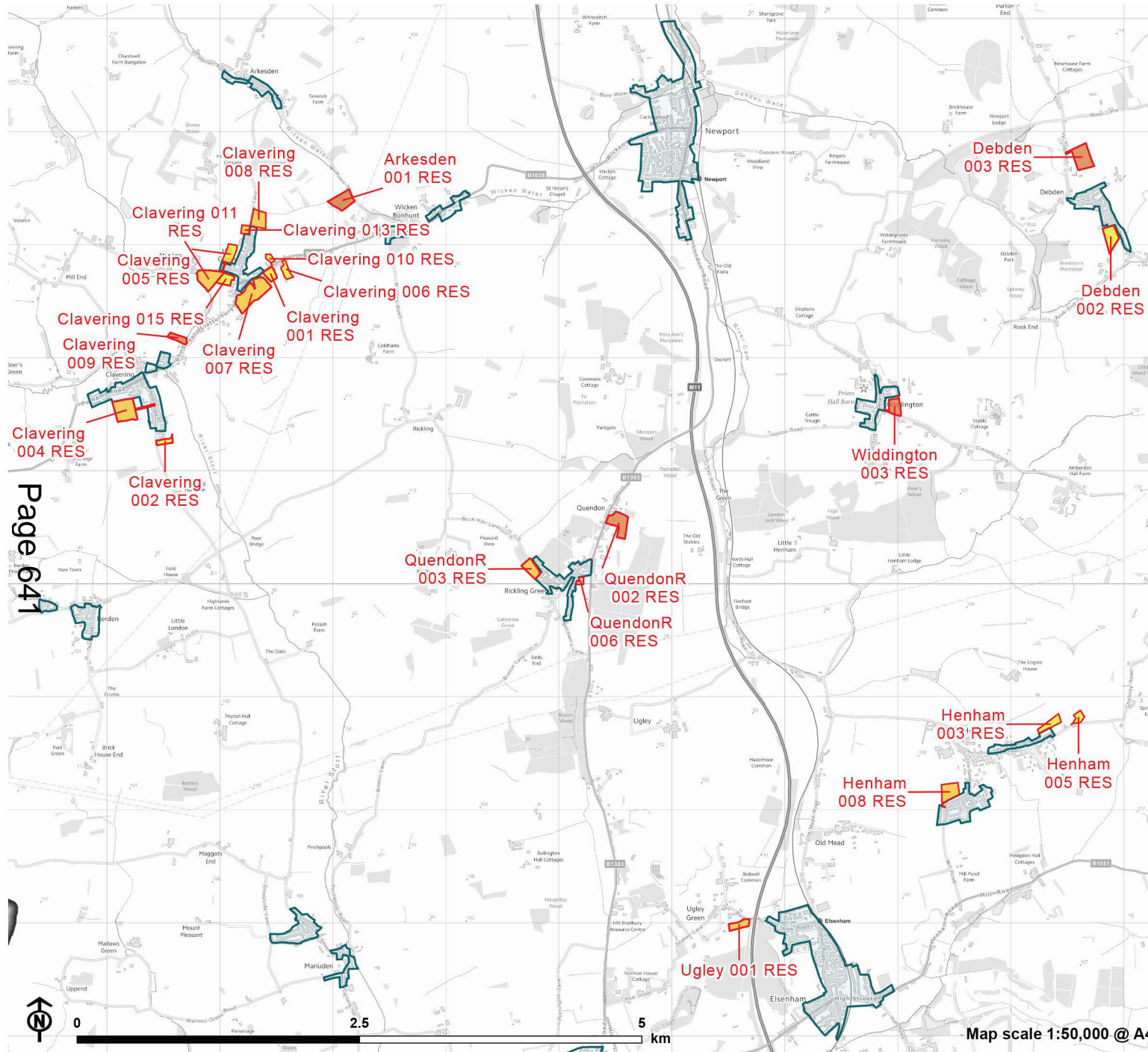
- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low



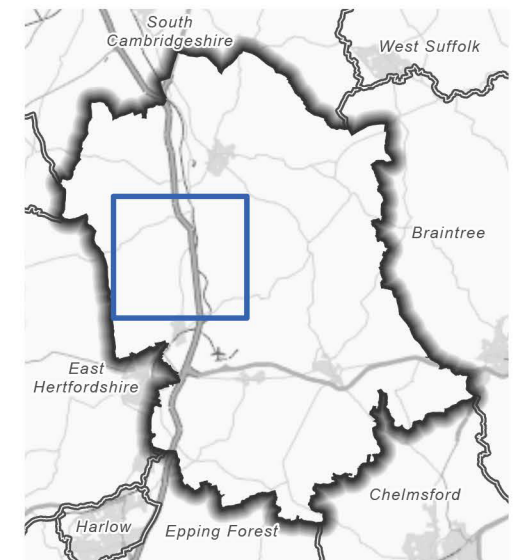
Page 640



Figure 3.1c: Overall landscape sensitivity to development



- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low



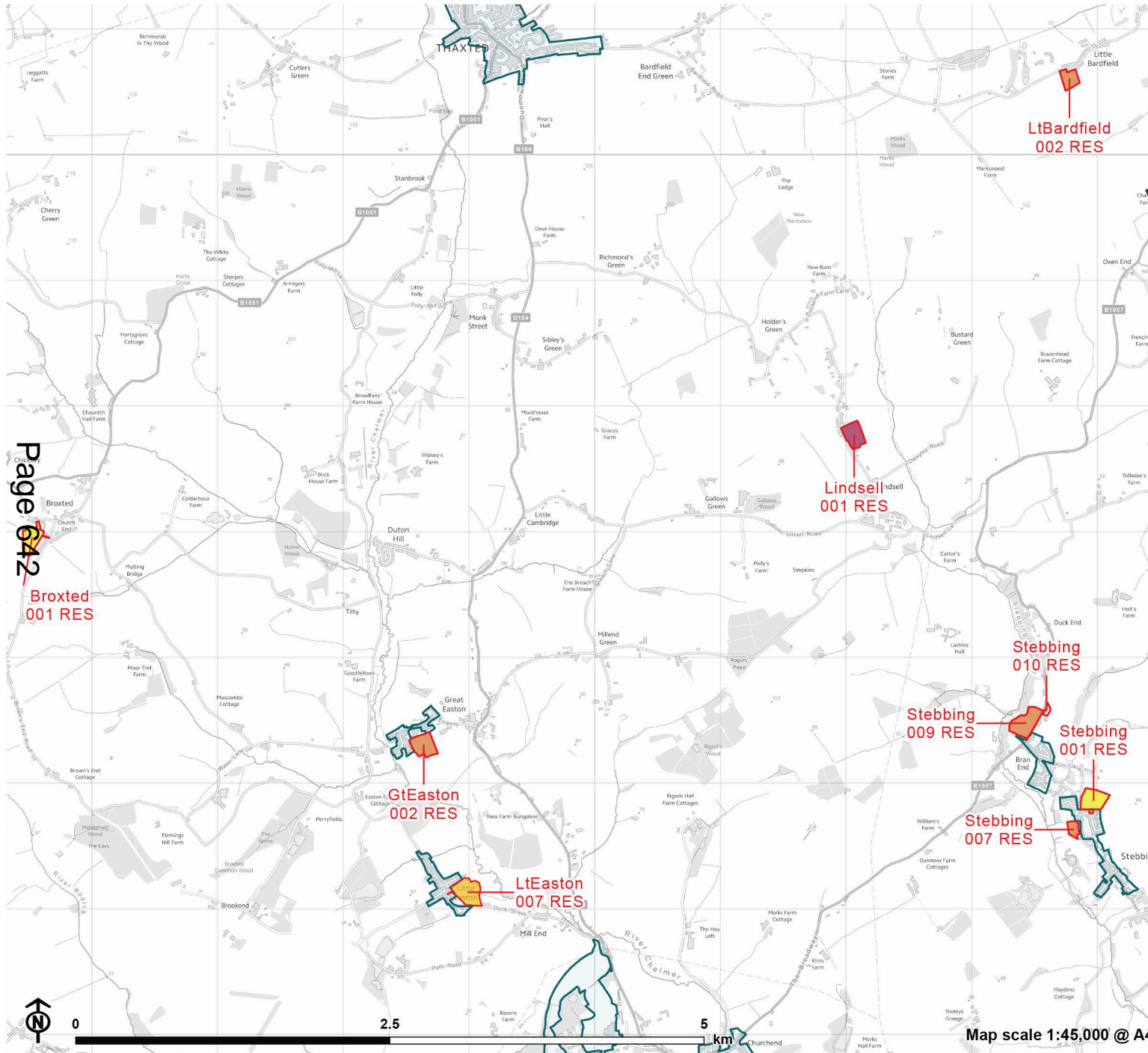
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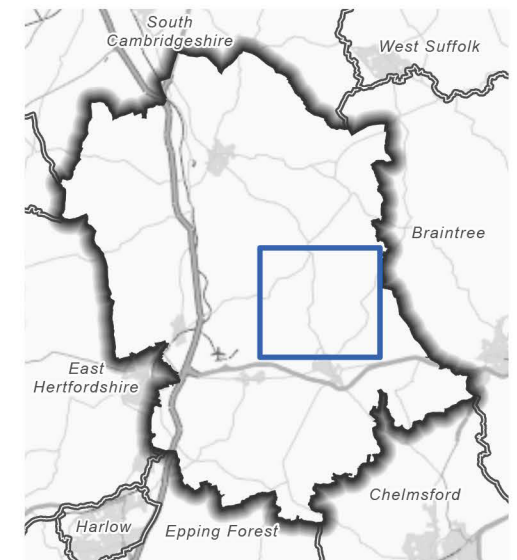
Map scale 1:50,000 @ A4



Figure 3.1d: Overall landscape sensitivity to development



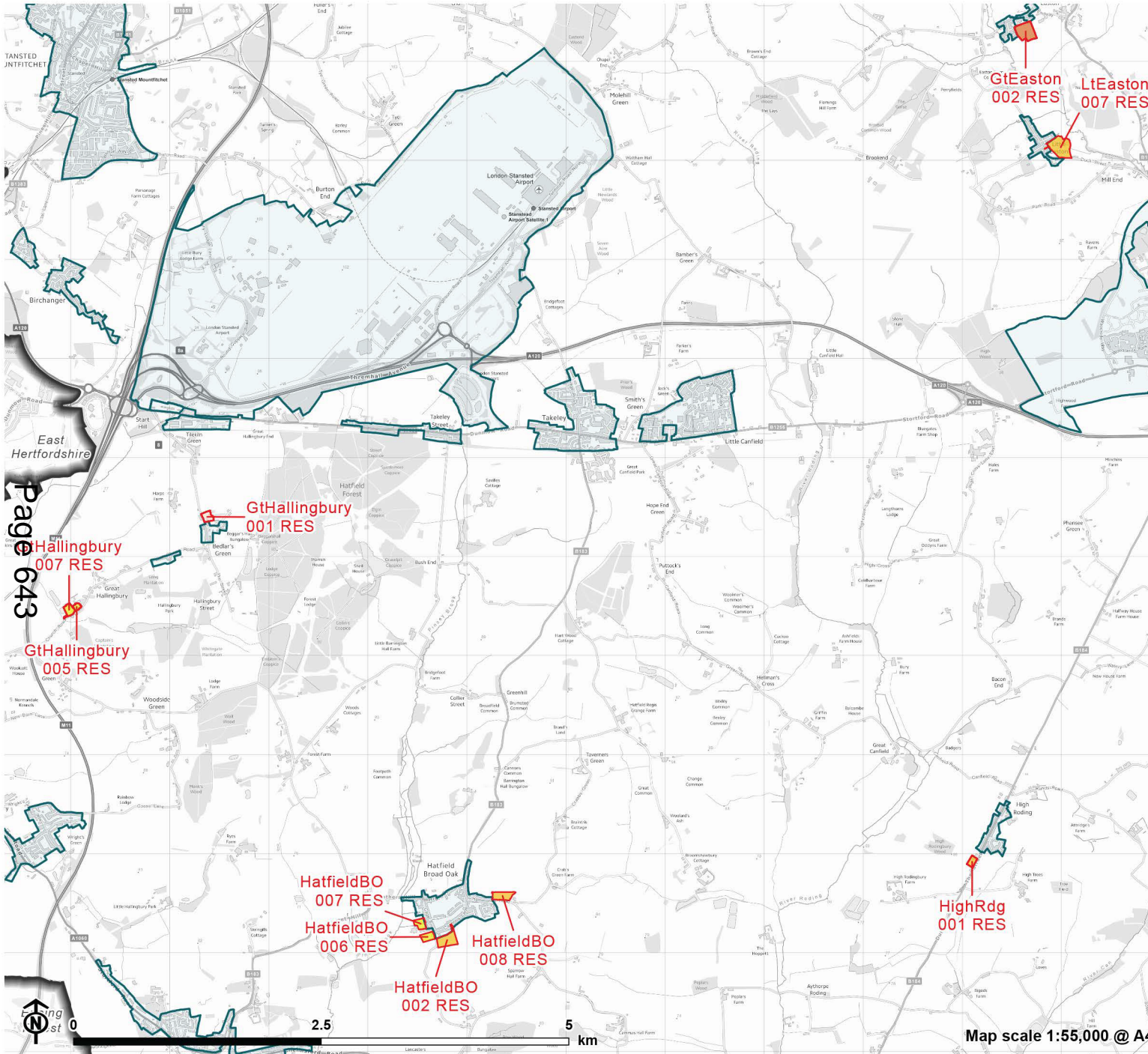
- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low



Broxted 001 RES

0 2.5 5 km

Map scale 1:45,000 @ A4



Landscape Sensitivity  
Assessment Phase 3:  
SHELAA sites  
for Uttlesford District Council



Figure 3.1e: Overall landscape sensitivity to development

- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low

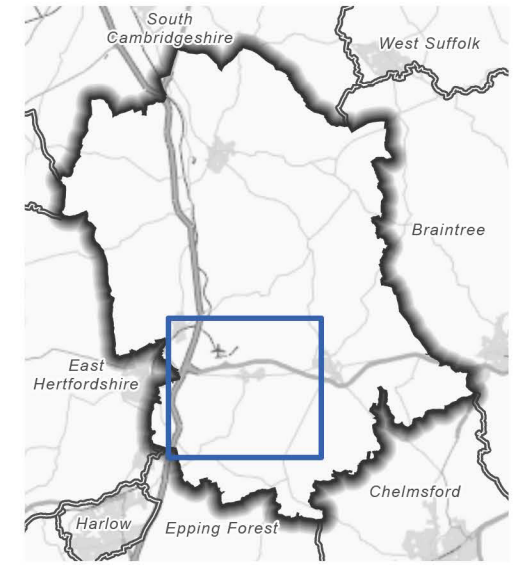
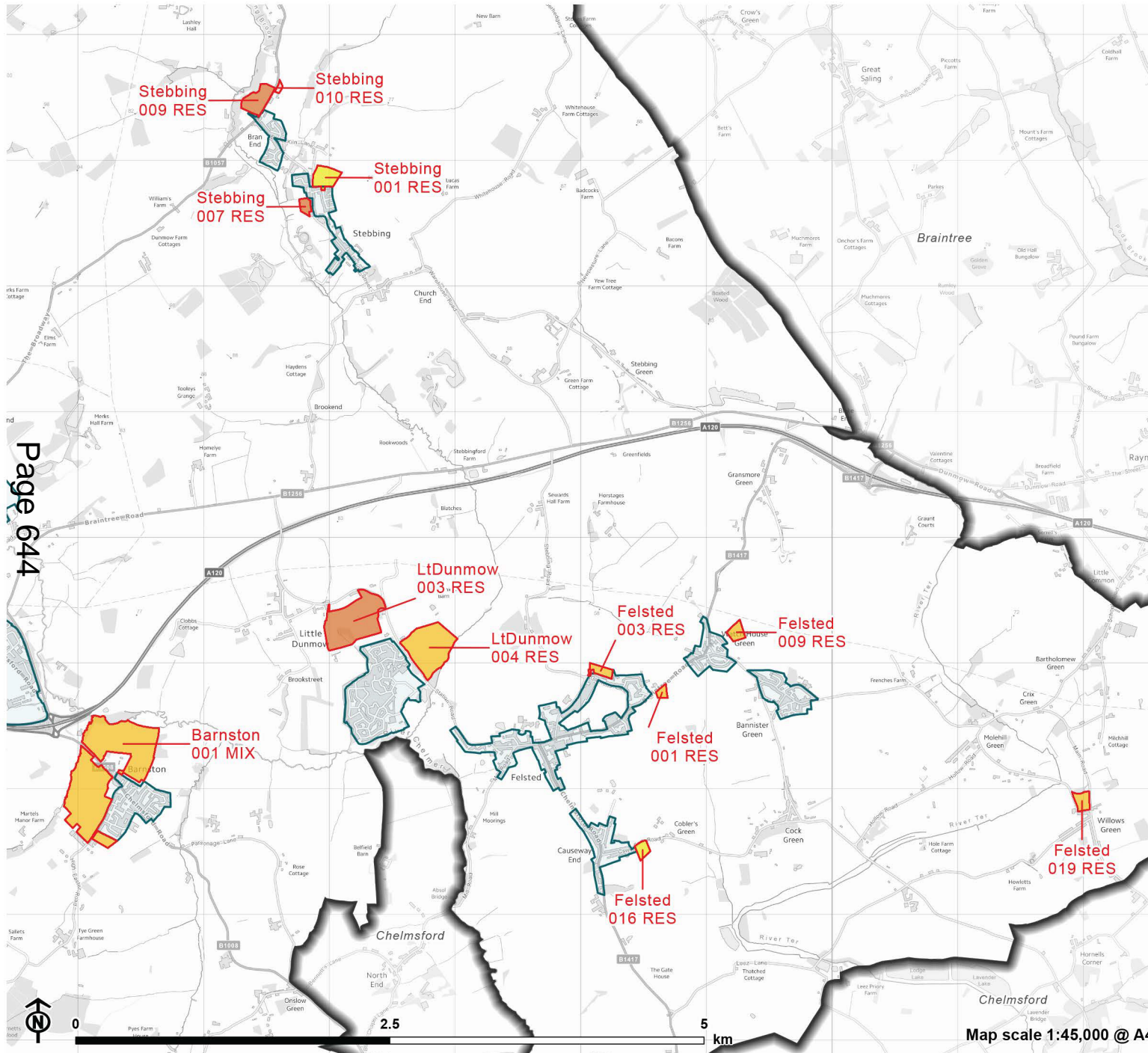
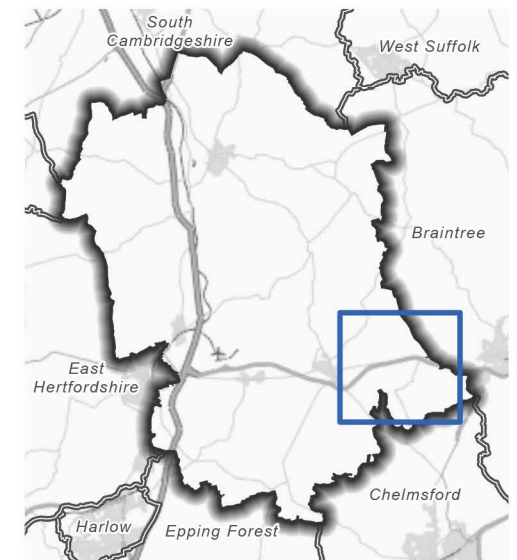




Figure 3.1f: Overall landscape sensitivity to development



- Uttlesford District boundary
  - Neighbouring authority
  - Settlement boundary
  - SHELAA site
- SHELAA site rating**
- High
  - Moderate high
  - Moderate
  - Low moderate
  - Low



# Chapter 4

## Landscape Guidance

This section provides generic guidance to help accommodate development within the landscape.

### Landscape guidance for accommodating residential and employment development in Uttlesford District

**4.1** This guidance should be read in conjunction with the more detailed information provided in the updated Uttlesford Landscape Character Assessment (2023) and the Essex Design Guide (2018).

**4.2** All development should aim to:

- Utilise existing vegetation or plant new vegetation/trees to assimilate development into the landscape. Cues from the local landscape character should be used to design species and planting patterns.
- Avoid visually prominent locations, where development will be incongruous with the wider landscape context.
- Refer to the published landscape guidance in the updated Uttlesford Landscape Character Assessment (2023), Neighbourhood Plans (in place for Ashdon, Felsted, Great and Little Chesterford, Great Dunmow, Newport, Quendon and Rickling, Stebbing and Thaxted) and The Essex Design Guide (2018) for ideas for mitigation and enhancement that will be in character with the landscape.

- Improve access networks and recreational opportunities to enable access to, and enjoyment of, the landscape where possible.
- Ensure the landscape components of the development are in character with the locality, form part of a coherent green infrastructure network and provides ecosystem services including increasing pollinating insects, providing water storage, preventing soil erosion, enhancing water quality and enhancing sense of place.
- Ensure a high quality and responsive design, making reference to the National Design Guide, Building for a Healthy Life and Essex Design Guide, particularly the sections on character and context.
- Be in-keeping with the existing settlement form and vernacular taking into account specific local information including Neighbourhood Plans.
- Where appropriate, use visual representations to understand impact of development proposals – as set out in Landscape Institute's Visual Representation of Development Proposals.
- Take opportunities to mitigate the impact of existing detracting features within the landscape, and where possible enhance landscape character in line with published guidance, including local landscape character assessments.

## Cumulative impacts of development

**4.3** This assessment has considered sites on an individual basis. It should not be assumed that all areas with lower sensitivity ratings could be considered suitable for development, as cumulative issues would need to be considered.

**4.4** For some villages a number of potential development sites are proposed around a settlement. Clearly, development of multiple sites would have a greater cumulative landscape impact and consideration would be required of an appropriate limit of change, taking into account factors including:

- Settlement shape and form ensuring the development relates well to existing form rather than for example elongated extensions.

- Maintaining sense of place, distinctiveness and key gateways.
- Relationship to landscape features such as hill crests, valleys, woodland blocks which contain or define the settlement setting.
- Factors such as options for development of one larger site as opposed to multiple smaller sites.
- Opportunities for mitigation and wider landscape enhancement.

## Mitigation for sites with high or moderate-high landscape sensitivity

**4.5** It is unlikely that mitigation will reduce sensitivity for sites judged as having moderate-high or high landscape sensitivity to the specified change. Higher landscape sensitivity is one factor that will need to be weighed in the planning balance. For higher sensitivity sites the greatest opportunities for landscape improvements and enhancements should be taken in association with development. It is also important to note that landscape mitigation and enhancement is equally important for those sites of moderate or lower sensitivity and will be critical in helping to ensure positive landscape change in association with development. For these sites the generic guidance provided here should be used to develop site specific mitigation proposals.

# Appendix A

## Data/information sources

### Key sources of information used to inform study

**A.1** The following documents were used to inform the Landscape Sensitivity Assessment:

- Updated Uttlesford Landscape Character Assessment (LUC, 2023)
- Made Neighbourhood Plans:
  - Ashdon (adopted December 2022)
  - Felsted (adopted February 2020)
  - Great and Little Chesterford (February 2023)
  - Great Dunmow (adopted December 2016)
  - Newport, Quendon and Rickling (adopted June 2021)
  - Stebbing (adopted July 2022)
  - Thaxted (adopted February 2019).
- Conservation Area Appraisals:
  - Arkesden (2012)
  - Ashdon (2013)
  - Clavering (2007)
  - Great Hallingbury (2014)
  - Great Sampford (2013)
  - Hadstock (2014)
  - Hempstead (2013)

## Appendix A Data/information sources

- Henham (2012)
- Little Easton (2015)
- Littlebury (2011)
- Quendon and Rickling (2015)
- Stebbing (2010)
- Wendens Ambo (2013)
- Widdington (2013)

**A.2** In addition, the following table lists the main datasets collated and analysed in Geographic Information System (GIS) software as a key part of the evidence base for this study.

**Table A.1: GIS considered in the assessment**

### Base maps

GIS layer	Source
Local authority boundaries	Ordnance Survey
Ordnance Survey 1: 25K	Uttlesford Council
Ordnance Survey 1: 50K	Uttlesford Council
Ordnance Survey 1:250K	Ordnance Survey
Aerial imagery	ESRI

### Landscape

GIS layer	Source
National Character Areas	Natural England
Agricultural Land Classification	Natural England
Light pollution	CPRE
Tranquillity	CPRE

## Appendix A Data/information sources

GIS layer	Source
CORINE Land Cover	EEA

### Historic environment

GIS layer	Source
Conservation areas	Uttlesford Council
Listed buildings	Historic England
Registered Parks and Gardens	Historic England
Scheduled Monuments	Historic England
Registered battlefields	Historic England
Locally listed buildings	Uttlesford Council

### Ecological environment

GIS layer	Source
Local Wildlife Sites (LoWS)	Uttlesford Council
Priority Habitat Inventory (PHI)	Natural England
Local Nature Reserves (LNR)	Natural England
National Nature Reserves (NNR)	Natural England
Sites of Special Scientific Interest (SSSI)	Natural England
Ancient Woodland Inventory (AWI)	Natural England

### Access and recreation

GIS layer	Source
Country Parks	Natural England
National Trails	Natural England
National and Regional Cycle Routes	Sustrans
Ordnance Survey Open Greenspace	Ordnance Survey
CRoW Act Open Access Land / Open Country	Natural England

## Appendix A Data/information sources

GIS layer	Source
National Trust Land – Always Open / Limited Access	National Trust

# Appendix B

## Glossary

Term	Definition
Ancient woodland	An area of woodland which evidence shows has had continuous woodland cover since at least 1600 AD and has only been cleared for underwood or timber production. It is an extremely valuable ecological resource, with an exceptionally high diversity of flora and fauna.
AOD	Above Ordnance Datum (sea level)
Arable	Land used for growing crops
Biodiversity	The measure of the variety of organisms present in different ecosystems
Built form	The characteristic nature of built development
Feature	A prominent, eye-catching element (e.g. wooded hilltop, church spire)
Floodplain	The area that would naturally be affected by flooding if a river rises above its banks
GIS	Geographic Information System
Grassland	Land used for grazing. Grassland can be improved (by management practices), semi-improved (modified by management practices with a less diverse range of species than unimproved grasslands), or unimproved (not treated with fertiliser, herbicide or intensively grazed, and consequently has a high species diversity)
Habitat	The natural home or environment of an animal, plant, or other organism
Intact	Not changed or diminished
Land cover	Combinations of land use and vegetation that cover the land surface

Term	Definition
Landmark	An object or feature of a landscape that is easily seen and recognised from a distance, especially one that enables someone to establish their location
Landscape	The term refers primarily to the visual appearance of the land, including its shape, form and colours. However, the landscape is not a purely visual phenomenon; its character relies on a whole range of other dimensions, including geology, topography, soils, ecology, archaeology, landscape history, land use, architecture and cultural associations.
Landscape Character Areas (LCAs)	A unique geographic area with a consistent character and identity, which forms part of a landscape character type.
Landscape Character Types (LCTs)	Distinct types of landscape that are relatively homogenous in character. They are generic in nature in that they may occur in different areas in different parts of the district, but share broadly similar combinations of geology, topography, drainage patterns, vegetation, historic land use and settlement pattern.
Landscape value	The relative value that is attached to different landscapes. In a policy context the usual basis for recognising certain highly valued landscapes is through the application of a local or national landscape designation. Yet a landscape may be valued by different communities of interest for many different reasons without any formal designation, recognising, for example, perceptual aspects such as scenic beauty, tranquillity or wildness; special cultural associations; the influence and presence of other conservation interests; or the existence of a consensus about importance, either nationally or locally.
Listed building	A building, object or structure that has been judged to be of national importance in terms of architectural or historic interest, designated by Historic England
Local Plan	A development plan prepared by local planning authorities
LSA	Landscape Sensitivity Assessment

Term	Definition
LoWS	Local Wildlife Site
Natural character	Character as a result of natural or semi-natural features such as woodland, grassland, hedgerows
NPPF	National Planning Policy Framework
Nucleated settlement	A settlement that is clustered around a centre, in comparison to a linear or dispersed settlement
OS	Ordnance Survey
Pastoral	Land used for keeping or grazing sheep or cattle
Priority habitat	UK Biodiversity Action Plan priority species and habitats were identified as being the most threatened and requiring conservation action under the UK BAP. The original lists of UK BAP priority habitats were created between 1995 and 1999 and were subsequently updated in 2007. See <a href="http://jncc.defra.gov.uk/page-5155">http://jncc.defra.gov.uk/page-5155</a> for further information.
Riparian habitat	Riverbank habitat
Scheduled Monument	Nationally important archaeological sites or historic buildings, given protection against unauthorised change.
Semi-natural vegetation	Any type of natural vegetation which has been influenced by human activities, either directly or indirectly
Sense of place	A person's perception of a location's indigenous characteristics, based on the mix of uses, appearance and context that make a place memorable
Sensitive	The response to change or influence
SSSI	Site of Special Scientific Interest
Time depth	The time period expressed in the landscape, or the extent to which the landscape reflects a certain time period (a landscape with greater time depth will comprise older elements than a landscape with lesser time depth).

## Appendix B Glossary

Term	Definition
Topography	Combinations of slope and elevation that produce the shape and form of the land surface
Valued landscape attributes	Positive features and characteristics that are important to landscape character and that, if lost, would result in adverse change to the landscape
Vernacular	Buildings constructed in the local style from local materials. Concerned with ordinary rather than monumental buildings

## Appendix C




### Landscape sensitivity proformas

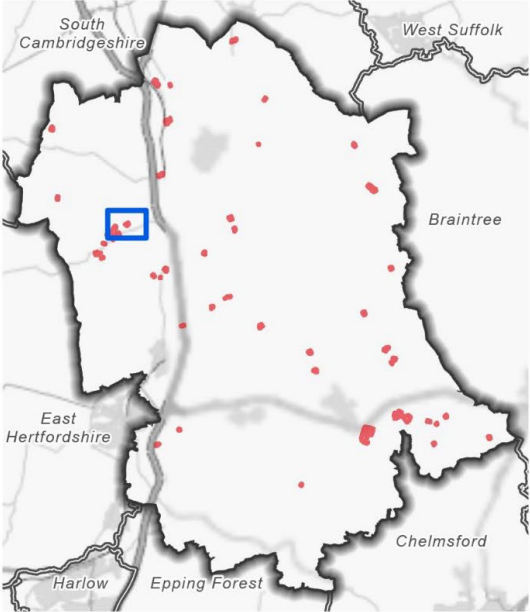
# Arkesden (Site ID: Arkesden 001 RES)

Landscape Character Area: C3 Langley Chalk Upland

Figure C.1: Map of Arkesden 001 RES



-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Arkesden 001 RES



## Landscape character analysis

### Physical and natural character

**C.1** A flat under-used field containing designated priority habitat traditional orchard with mature hedgerow boundaries to the north, east, and west, some recorded as priority habitat deciduous woodland. A stream runs along the northern boundary and mature garden vegetation lines the southern boundary.

- Moderate-high

### Historic landscape character

**C.2** There are no recorded historic assets within the site or in proximity, and there is no evidence of historic field patterns.

- Low

### Settlement character

**C.3** Wicken Bonhunt has a dispersed linear settlement form along the B1038 and Rickling Road. The site is located on Poore Street, and would have no relationship with Wicken Bonhunt. Development on this site would be perceived as advancement into the open countryside.

- Moderate-high

### Visual character

**C.4** The site is enclosed by mature hedgerow boundaries, although there are occasional views into the site at gaps in the hedgerows along Poore Street. Some views from the public right of way to the north are possible through gaps

in hedgerows, and there may be glimpsed views of the site from Clatterbury Lane to the west. The site is not prominent in wider views.

- Low-moderate

## Perceptual and scenic qualities

**C.5** A rural, tranquil site with a good experience of dark night skies. Views to the electricity pylon route are the only modern influences on the site.

- Moderate-high

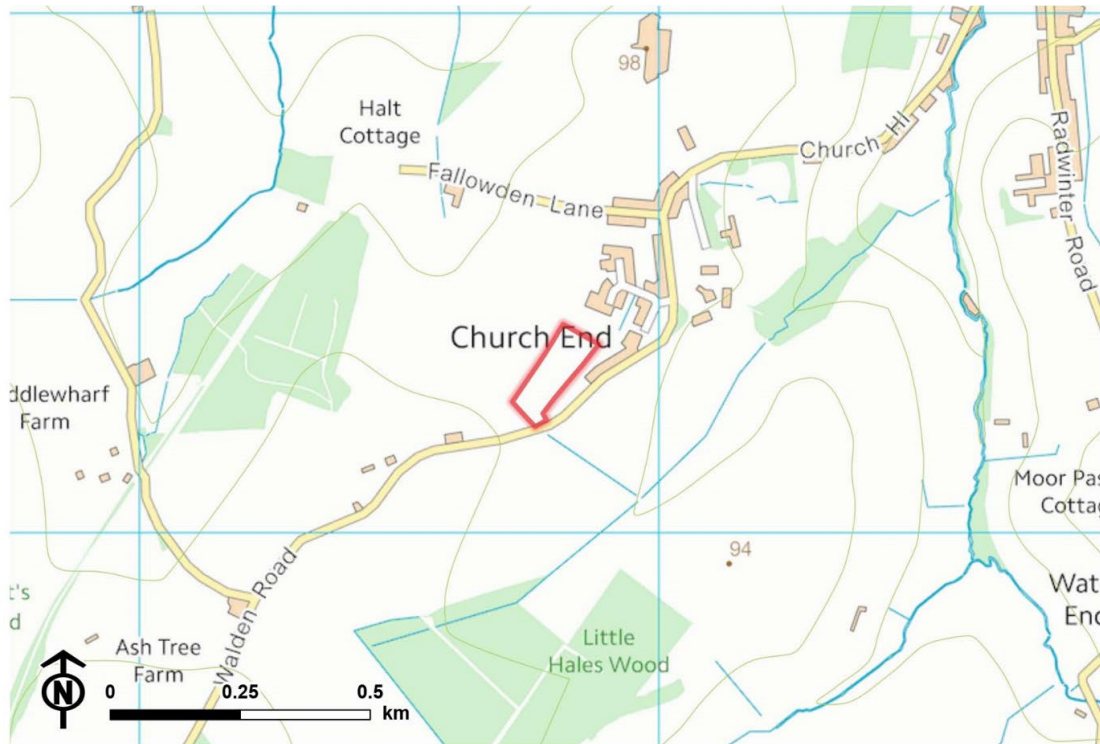
## Overall landscape sensitivity to residential development

The site is considered to have moderate-high sensitivity to development due to the priority habitats within the site, its distance from Wicken Bonhunt and the lack of relationship development would have with the village, and the sites rural and tranquil character. The limited heritage assets, semi-enclosed character and flat topography reduce sensitivity.




## Ashdon (Site ID: Ashdon 001 RES)

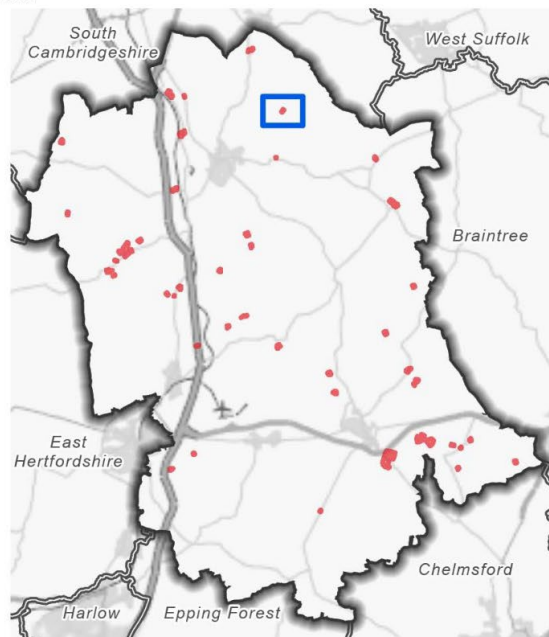
Landscape Character Area: B1 Ashdon Farmland Plateau

Figure C.2: Map of Ashdon 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Ashdon 001 RES



## Landscape character analysis

### Physical and natural character

**C.6** The site comprises a small parcel of a larger arable field. The landform is simple and relatively flat, located between 95 metres Above Ordnance Datum (AOD) and 100 metres AOD. Existing development and mature trees line the eastern boundary between the site and Walden Road. Low, gappy hedgerows and remnant mature trees line the site boundaries to the north-east. No internal field boundaries separate the site from the larger arable field to the south or west.

- Low-moderate

### Historic landscape character

**C.7** There are no recorded cultural or heritage assets within the site bounds. The Ashdon Conservation Area lies 180 metres north-east of the site. A cluster of listed buildings lies to the north-east, with limited intervisibility.

- Low-moderate

### Settlement character

**C.8** The village of Ashdon has a loosely historic dispersed settlement character, with settlements spaced out along connecting secondary and tertiary roads. Moderate infill has altered this character, and development on the site, which adds additional infill along Walden Road, would further coalesce this dispersed settlement pattern.

**C.9** The site contributes to the rural setting of Ashdon. However, its development may present opportunities to better integrate the settlement edge at Church Field into the countryside.

- Moderate

## Visual character

**C.10** The site has an open character, enclosed by low hedgerows, and there are open views from the site to the wider countryside, particularly to the east and south-east across the undulating farmland plateaux. A public right of way approaches the site from the south, with clear views in across Walden Road.

- Moderate-high

## Perceptual and scenic qualities

**C.11** Moderately dark skies, with minimal light pollution. The site maintains a rural character, with relatively high levels of tranquillity, and limited modern human influences.

- Moderate-high

## Overall landscape sensitivity to residential development

Overall, the site is assessed as having moderate sensitivity to residential development. The site has a simple landform with no recorded cultural heritage assets. Sensitive features include long views across the site from the south, and the rural setting provided to Ashdon. Development may alter the existing settlement form, although may also provide an opportunity to soften the settlement edge at Church Field.




## Barnston (Site ID: Barnston 001 MIX)

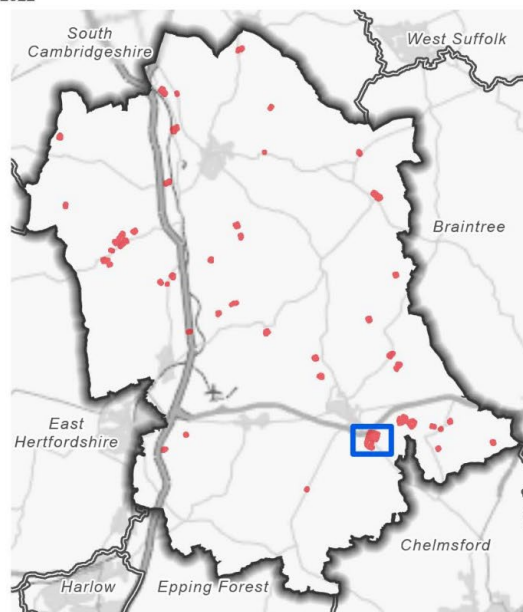
Landscape Character Area: B9 Roding Farmland Plateau, B10 Barnston Farmland Plateau, A4 Upper Chelmer River Valley

Figure C.3: Map of Barnston 001 MIX



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Barnston 001 MIX



## Landscape character analysis

### Physical and natural character

**C.12** The site comprises three parcels of land, two of which are under arable use. The smallest parcel to the south of Barnston is currently in recreational use as a football pitch.

**C.13** The site is sloping, falling towards Martel's Brook to the north and west. The northern parcel falls from 65 metres AOD in the south to 45 metres AOD in the north. The western parcel falls from 75 metres AOD in the south-east on the existing settlement edge of Barnston, to 55 metres AOD in the west, where it meets Martel's Brook. The smallest parcel to the south is relatively flat at around 75 metres AOD.

**C.14** There is a small area of deciduous woodland priority habitat in the north-western corner of the site and adjacent to the northern edge. Priority habitat floodplain grazing marsh lies adjacent to the north-east.

- Moderate-high

### Historic landscape character

**C.15** There are no recorded heritage assets within the site.

- Low

### Settlement character

**C.16** Development of the site would significantly increase the size of the existing settlement at Barnston, and would be perceived as settlement encroachment into the countryside and would extend the current settlement edge beyond High Easter Road onto the surrounding valley slopes.

**C.17** The site provides a rural setting and approach to Barnston, and would reduce the gap between Great Dunmow and Barnston.

- Moderate-high

## Visual character

**C.18** Due to the sloping nature of the site, it is visually prominent in views from the north-west. Trees and roadside vegetation provide some screening in places, but elsewhere there are open views into the site. There are also open views into the western parcel from High Easter Road across the Martel's Brook and Hoblong's Brook valleys to the edge of Great Dunmow.

**C.19** Views from the public right of way to the north of the site would likely be screened by intervening woodland. A public right of way runs along the eastern boundary of the south-eastern parcel, with clear views.

- Moderate

## Perceptual and Scenic Qualities

**C.20** The site has a rural character as a result of the agricultural land use, however proximity to the A120 and existing development in Great Dunmow reduces tranquillity.

- – Low-moderate

## Overall landscape sensitivity to residential development

Overall, the site has a moderate-high sensitivity to development due to the visually prominent sloping landform, presence of priority habitats that

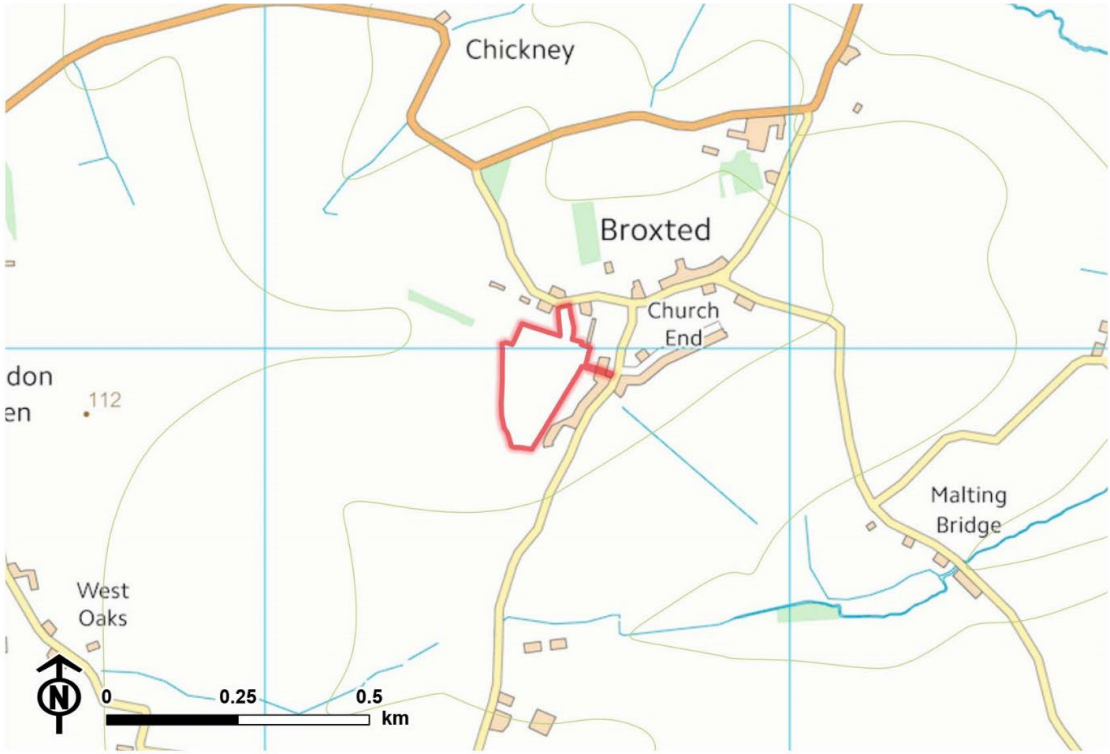
## Appendix C Landscape sensitivity proformas

contribute to the local landscape character, the rural setting the site contributes to Barnston and contribution to the settlement gap between Barnston and Great Dunmow. The limited time-depth reduces sensitivity.




# Broxted (Site ID: Broxted 001 RES)

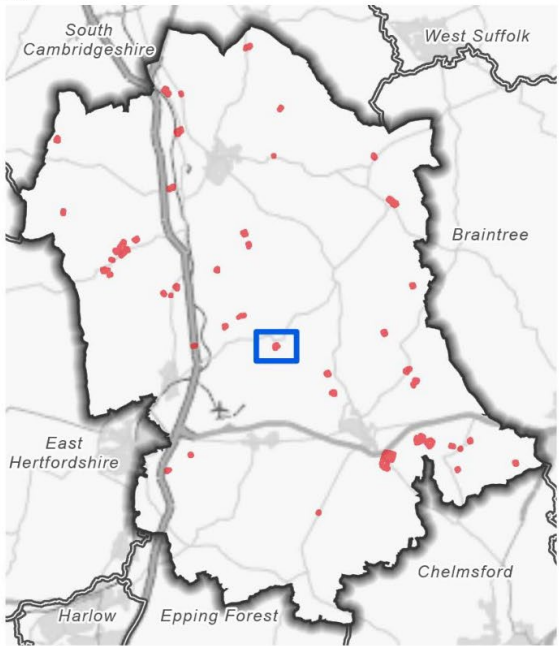
Landscape Character Area: B5 Broxted Farmland Plateau

Figure C.4: Map of Broxted 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Broxted 001 RES



## Landscape character analysis

### Physical and natural character

**C.22** The site is flat, lying at 106 metres AOD. It is currently under pastoral use in the south and horse grazing in the north, separated by a post and rail fence.

**C.23** Hedgerow boundaries and mature trees provide some small-scale landscape features, although not designated as priority habitat.

- Moderate

### Historic landscape character

**C.24** There are no recorded heritage assets within the site boundary, or evidence of older field patterns. The site contributes to the rural setting of the adjacent Grade II listed Thatched Cottage.

- Low-moderate

### Settlement character

**C.25** The settlement of Broxted has a loosely linear dispersed settlement pattern, concentrated along two unnamed minor roads. The site provides a rural setting to existing settlement at School Villas and would be perceived as settlement advancement into the countryside.

- Moderate

## Visual character

**C.26** Hedgerow boundaries to the south-west and garden boundaries to the south-east enclose the south of the parcel. Tall hedgerows along the road the north enclose the northern part of the parcel from the wider countryside. Development would be visible from public rights of way which run through the site as well as some views through the hedgerow from the public footpath which runs outside of the western and southern boundaries.

- Low-moderate

## Perceptual and scenic qualities

**C.27** The site has a tranquil rural character and experience of dark skies, however, its proximity to London Stanstead Airport means it is intermittently disturbed by low flying aircraft.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has a moderate sensitivity to development. The simple landform enclosed visual character and absence of recorded heritage assets, decreases sensitivity. However, the site makes a strong contribution to the rural character of Broxted, and new development would represent a significant expansion of the current settlement form.




## Chrishall (Site ID: Chrishall 002 RES)

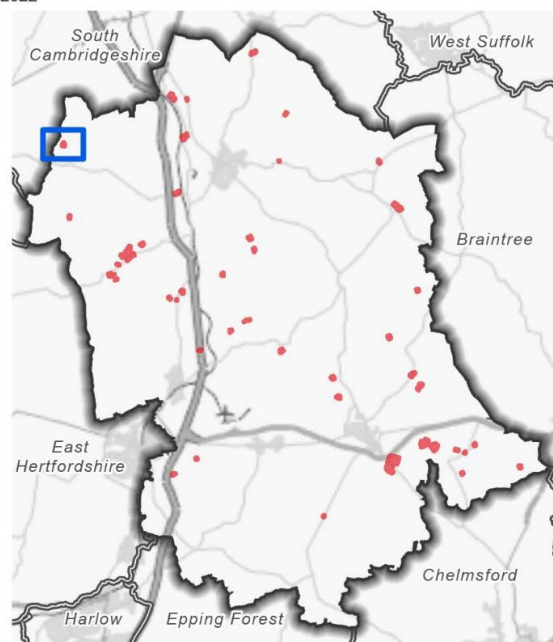
Landscape Character Area: C1 Elmdon Chalk Upland

Figure C.5: Map of Chrishall 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Chrishall 002 RES



## Landscape character analysis

### Physical and natural

**C.28** The site comprises a relatively flat (130 metres AOD) area of scrub and dense woodland, with designated priority habitat deciduous woodland in the south, west, and east margins of the site. Ponds within the site are part of the designated priority habitat.

- Moderate-high

### Historic landscape character

**C.29** A Grade II listed cast-iron pump sits on the western boundary of the site. No other heritage or cultural features are within site boundaries. Three listed cottages lie to the west, with limited intervisibility due to dense woodland on the western edge of the site.

- Low-moderate

### Settlement character

**C.30** Chrishall has a low density and roughly linear settlement form which developed along the east side of High Street and along Church Road, and the satellite hamlets of Crawley End and Broad Green. Modern development has linked these along the converging roads of Palmers Lane. Church Road, and Crawley End, reinforcing the nucleated form around the intersection. Development of the site would not sit within the existing settlement form, and would form a new nucleated area of development, coalescing with existing development along Abram's/Palmers Lane.

- Moderate-high

## Visual character

**C.31** The site is visually enclosed, with dense woodland forming visual barriers on all sides. However, multiple footpaths cross through or in proximity to the site, with clear views throughout, including the promoted routes Icknield Way Trail and Harcamlow Way. The woodland on the southern boundary is visible from the settlement edge of Chrishall along Hollow Road. There are open views from the south of the site to the rolling wooded hills to the south.

- Moderate-high

## Perceptual and scenic qualities

**C.32** The site is highly rural, with strong tranquillity and experience of dark night skies. The woodland contributes to the existing setting.

- Moderate-high

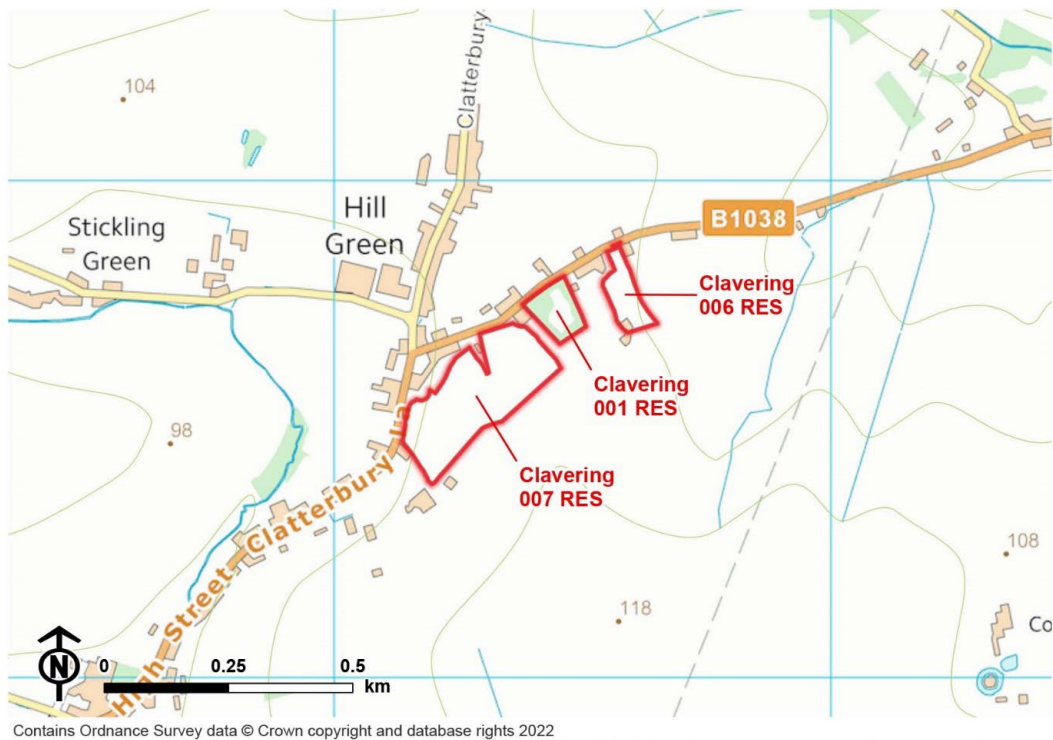
## Overall landscape sensitivity to residential development




The site is assessed as having moderate-high sensitivity to development. Development would likely impact the existing settlement form and density. Sensitive features include the areas of priority habitat within the site, proximity to footpaths, and tranquil, rural character and contribution to the setting of the village.

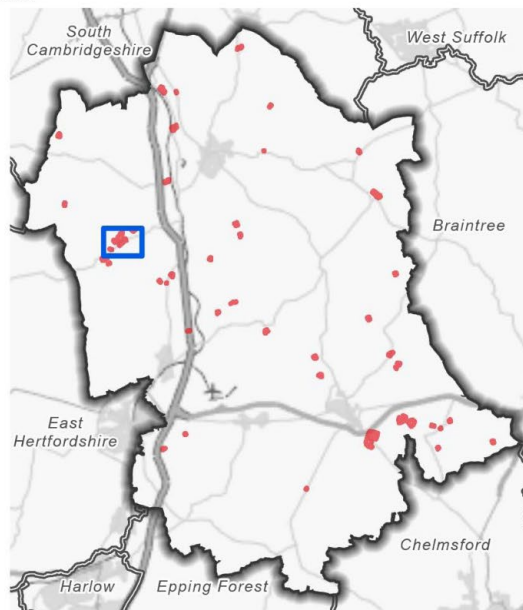
# Clavering (Site ID: Clavering 001 RES, 006 RES, 007 RES)

Landscape Character Area: C3 Langley Chalk Upland

Figure C.6: Map of Clavering 001 RES, 006 RES, 007 RES



-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 001, 006, 007 RES



## Landscape character analysis

### Physical and natural character

**C.33** The sites are gently undulating between 100 metres to 105 meters AOD. Mature vegetation and thick hedgerows line the site boundaries to the west and east.

**C.34** Sites 001 and 006 consist of pasture and scrub, with some in-field trees, and are enclosed by a mixture of mature trees and hedgerows. A traditional orchard is located north of Site 001. Site 007 comprises a large arable field; the north boundary abuts existing development while mature remnant hedgerow trees mark the southern boundary.

- Moderate

### Historic landscape character

**C.35** There are no recorded cultural or heritage assets within the site boundaries.

**C.36** Site 007 is adjacent to the Clavering Conservation Area with historic buildings clustered around the cricket ground, including a Grade II listed building (Saddlers) which is approximately 20 metres to the west, although with limited intervisibility due to mature garden vegetation.

- Moderate-low

### Settlement character

**C.37** Clavering has a historic linear settlement pattern which extends from the main village along Clatterbury Lane (B1038) to Hill Green. Development on

## Appendix C Landscape sensitivity proformas

sites 001 and 006 would extend this linear development, pattern along Wicken Road.

**C.38** Development in the west and south of site 07 site could be at odds with the existing settlement pattern.

- Moderate

### Visual character

**C.39** Sites 001 and 006 have a largely enclosed character due to mature vegetation boundaries.

**C.40** Site 007 is more open, with gappy vegetation along Wicken Road, and a public right of way passing along the north-east boundary, allowing open views into the site. Existing houses between Site 007 and Clatterbury Lane have open views into the site.

- Moderate

### Perceptual and scenic qualities

**C.41** The agricultural land use in Site 007 and wooded features in Sites 001 and 006 result in a rural character although their proximity to dense development along Clatterbury Lane and views to electricity pylons detract from this. All the sites experience moderately dark night-skies.

- Moderate

## Overall landscape sensitivity to residential development

Clavering 001 and Clavering 006

Sites 001 and 006 are assessed as having low-moderate sensitivity. Heavy vegetation encloses the sites, containing and screening development from the wider countryside. Development of the sites would not significantly impact the historical linear settlement pattern of Clavering along Wicken Road. Sensitive features include the in-field mature trees and rural character of the sites.

#### Clavering 007

Site 007 is assessed as having moderate sensitivity. Sensitive features include an open, rural character providing a setting to historic settlement edge of Clavering. Intermittent views into the site from Wicken Road and the adjacent public right of way increase sensitivity to development. Development to the west and south of the site would have a higher sensitivity.




## Clavering (Site ID: Clavering 002 RES)

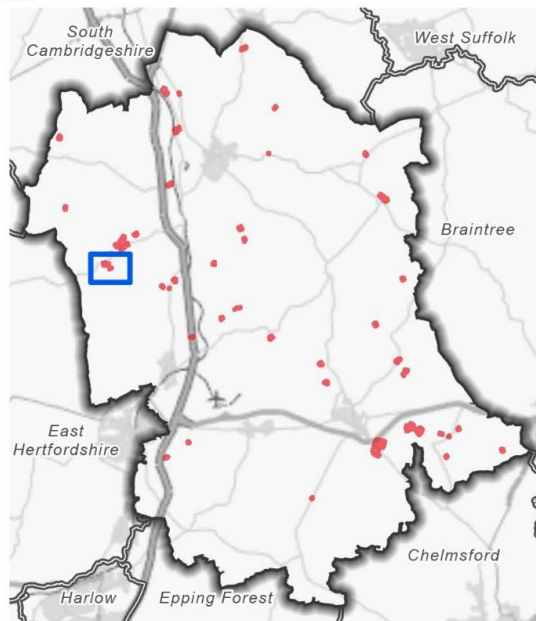
Landscape Character Area: A2 Stort River Valley

Figure C.7: Map of Clavering 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 002 RES



## Landscape character analysis

### Physical and natural character

**C.42** The site comprises an open strip of land within a large arable field, which falls to the east towards the River Stort, from 90 metres AOD to 85 metres AOD. Low roadside vegetation lines the west boundary along Stortford Road. Small hedgerows line the north boundary. There are no boundaries to the south or east to contain the site from the wider landscape.

- Low-moderate

### Historic landscape character

**C.43** There are no recorded heritage or cultural assets within site boundaries. The Clavering Conservation Area lies over 500 metres north.

- Low

### Settlement character

**C.44** The site is located at the southern edge of Clavering and development of the site could be perceived as encroachment south into undeveloped countryside, although it would not be at odds with the existing settlement form and could improve the exposed settlement edge.

- Low-moderate

### Visual character

**C.45** Views into and out of the site are open and facilitated by lack of mature vegetation along site boundaries. The open character of the site allows long

views from Stortford Road across the site to the valley sides to the east. A Public right of way passes 200 metres to the east following the River Stort, with some intervisibility.

- Moderate

### Perceptual and scenic qualities

**C.46** The site retains a rural character and is relatively tranquil, with a moderate experience of dark skies with minimal impacts from Clavering. Views of electricity pylons to the east and south are modern influences on the landscape.

- Moderate

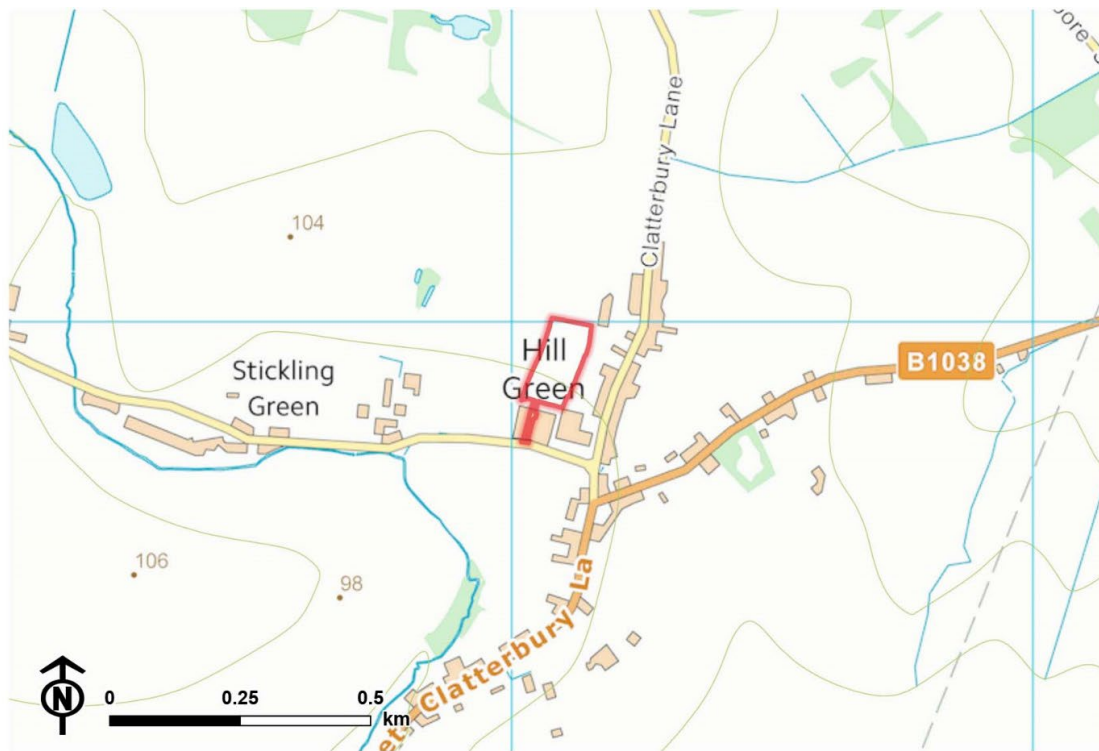
### Overall landscape sensitivity to residential development

The site is assessed as having low-moderate sensitivity to development, as development would relate well to existing settlement form and the site does not make a significant contribution to the setting of the existing development. Sensitive features include long views across the site into open countryside, and rural character.




## Clavering (Site ID: Clavering 005 RES)

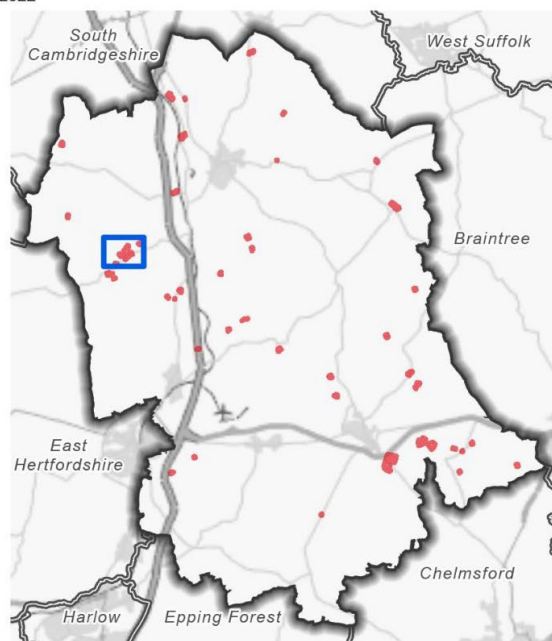
Landscape Character Area: C3 Langley Chalk Upland

Figure C.8: Map of Clavering 005 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 005 RES



## Landscape character analysis

### Physical and natural character

**C.47** The site comprises a small arable field. The landform is relatively flat, located at approximately 100 metres AOD. To the south and east the site edges are lined with mature vegetation and existing development. To the west, the site is separated from the larger arable field with mature trees and hedgerows.

- Low-moderate

### Historic landscape character

**C.48** There are no recorded heritage features within the site boundaries. The Clavering Conservation Area lies over 200 metres to the south. A Grade II listed building, Old Home, lies to the east but with very limited intervisibility.

- Low-moderate

### Settlement character

**C.49** The site is located north of commercial properties on Mill Lane and residential properties on Eldridge Close, and west of those on Clatterbury Lane. This infill development has eroded the traditional settlement pattern of Clavering and development on the site may offer opportunities to enhance the settlement edge in this location.

- Low

## Visual character

**C.50** The site is not visually prominent in the wider landscape. Mature vegetation and existing development enclose the site, except for a public right of way crosses the north-east of the site, allowing open views throughout the site.

- Moderate

## Perceptual and scenic qualities

**C.51** The site has an undeveloped rural character, despite proximity to existing development. Aural impacts from Clatterbury Lane affect tranquillity, however the site still experiences relatively dark skies.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site is assessed as having low-moderate sensitivity to residential development. The site is visually enclosed from the surrounding landscape, and has a simple landform, with no semi-natural habitats or heritage features within site boundaries. Sensitive features include the public right of way which crosses the north-west of the site, and the site's rural character.




# Clavering (Site ID: Clavering 008 RES, 013 RES)

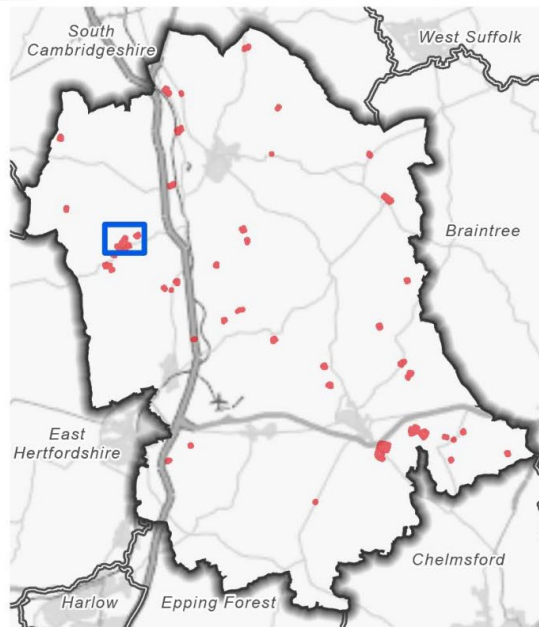
Landscape Character Area:

Figure C.9: Map of Clavering 008 RES, 013 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 008, 013 RES



## Landscape character analysis

### Physical and natural character

**C.52** Sites 008 and 013 are both relatively flat, between 100 metres AOD and 105 metres AOD and form part of larger arable fields with no defining boundary vegetation, except for low roadside hedgerows.

- Low

### Historic landscape character

**C.53** There are no recorded heritage or cultural features within the site boundaries. A Grade II listed building, Old Home, lies 150 metres to the south of Site 013 with limited intervisibility.

- Low

### Settlement character

**C.54** Both sites are located just north of the settlement boundary of Clavering and may be perceived as encroachment north into undeveloped countryside. However, development would not represent a step change in settlement form.

- Low-moderate

### Visual character

**C.55** The open character of the sites contributes to long views of undeveloped undulating countryside across Site 013 to the west and particularly Site 008 to the east. There are clear views into both sites from Clatterbury Lane/Arkesden

Road. A public right of way passes to the west of site 013 with clear views into the site.

- Moderate-high

### Perceptual and scenic qualities

**C.56** Visually open and possessing rural, undeveloped character, the sites contribute to the scenic qualities of the wider landscape. The sites experience relatively dark night-skies. Electricity pylons are visible in distant views from site 008, introducing a modern element.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the sites are considered to have a moderate sensitivity to residential development. Sensitive features include the long views to the east and west, and the open, rural character of the sites. Development of the sites may be perceived as ribbon development and encroachment to the north, into undeveloped countryside. Features which reduce sensitivity include the simple landforms and lack of recorded natural and cultural heritage features.




## Clavering (Site ID: Clavering 009 RES)

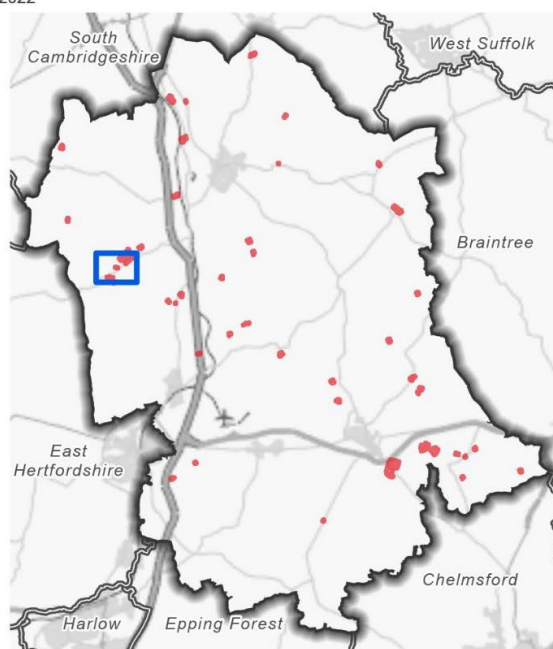
Landscape Character Area: C3 Langley Chalk Upland

Figure C.10: Map of Clavering 009 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 009 RES



## Landscape character analysis

### Physical and natural character

**C.57** A small pasture field, enclosed by mature hedgerows and trees, the site slopes from 95 metres AOD to 90 metres AOD towards a small stream on the eastern boundary. The southern edge is bordered by mature trees, although there are no priority habitats recorded.

- Moderate

### Historic landscape character

**C.58** No recorded heritage or cultural assets lie within the site; however the south-east of the site is within the Clavering Conservation Area. Bower Cottage, a Grade II listed building lies directly across Clatterbury Lane from the site, 20 metres to the east with limited intervisibility. A number of Grade II listed buildings lie to the south of the site, however there is limited intervisibility.

- Moderate-high

### Settlement character

**C.59** Clavering has a linear settlement pattern, which extends along Clatterbury Lane, and development of the site would represent a step change in dispersed settlement form and rural character of the village in this location.

- Moderate-high

## Visual character

**C.60** The site is semi-enclosed, with mature vegetation limiting some views in from Clatterbury Lane to the east and surrounding properties. Public rights of way run along the northern and eastern boundaries, although views into the site are partially limited by mature hedgerows.

- Moderate

## Perceptual and scenic qualities

**C.61** The site has a rural undeveloped pastoral character, surrounded by mature vegetation, including along the small stream to the south. Proximity to Clatterbury Lane reduces tranquillity, although the site still experiences moderately dark skies.

- Moderate

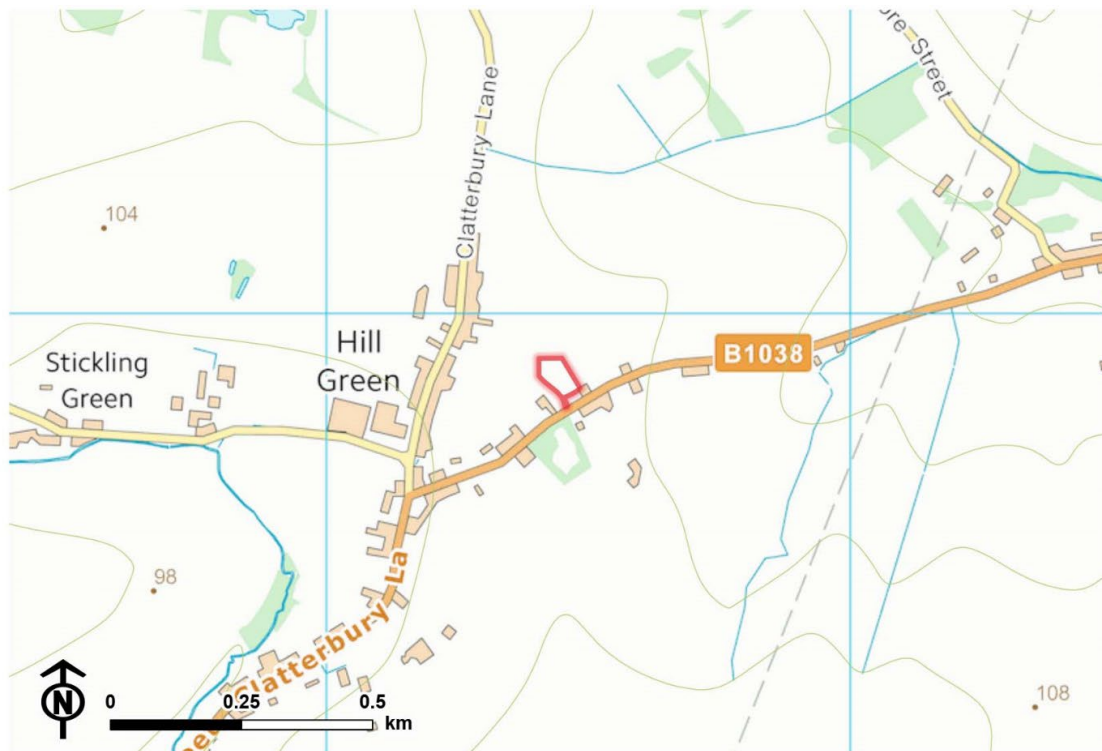
## Overall landscape sensitivity to residential development

The site is assessed as having moderate-high sensitivity to residential development. The site is partially within Clavering Conservation Area, a footpath allows views into the site, and the site would not fit well with the existing linear settlement pattern. Limited semi-natural habitats and some visual screening from Clatterbury Lane reduce sensitivity.




## Clavering (Site ID: Clavering 010 RES)

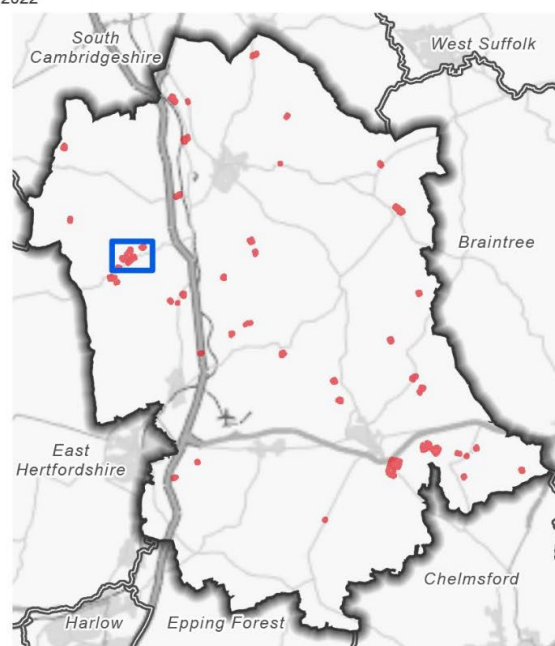
Landscape Character Area: C3 Langley Chalk Upland

Figure C.11: Map of Clavering 010 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Clavering 010 RES



## Landscape character analysis

### Physical and natural character

**C.62** The site is flat, sitting around 100 metres AOD. Currently in use as pasture, it is enclosed with scrubby and gappy hedgerows. A small block of priority habitat deciduous woodland lies 10 metres to the west. Existing development to the south sits between the site and Wicken Road. Open arable fields lie to the north, separated from the site by a low, intact hedgerow.

- Moderate

### Historic landscape character

**C.63** There are no known or recorded heritage or cultural features within the site boundaries.

- Low

### Settlement character

**C.64** The site is set back from Wicken Road, behind an existing property. Modern infill between Wicken Road and Clatterbury Lane has altered the historic linear settlement pattern of Clavering in this location, and development on the site would sit within the more densely developed character of this area.

- Low-moderate

### Visual character

**C.65** The site does not occupy a prominent position within the landscape and semi-enclosed with limited views from Wickens Road. Views from the public

right of way along the western boundary are intermittently screened by hedgerows with hedgerow trees. There are some views to the wider rolling countryside to the north-west.

- Low-moderate

### Perceptual and scenic qualities

**C.66** The site is undeveloped and adjacent to open arable fields, and retains a rural character and experience of dark night skies. Proximity Wicken Road reduces tranquillity.

- Moderate

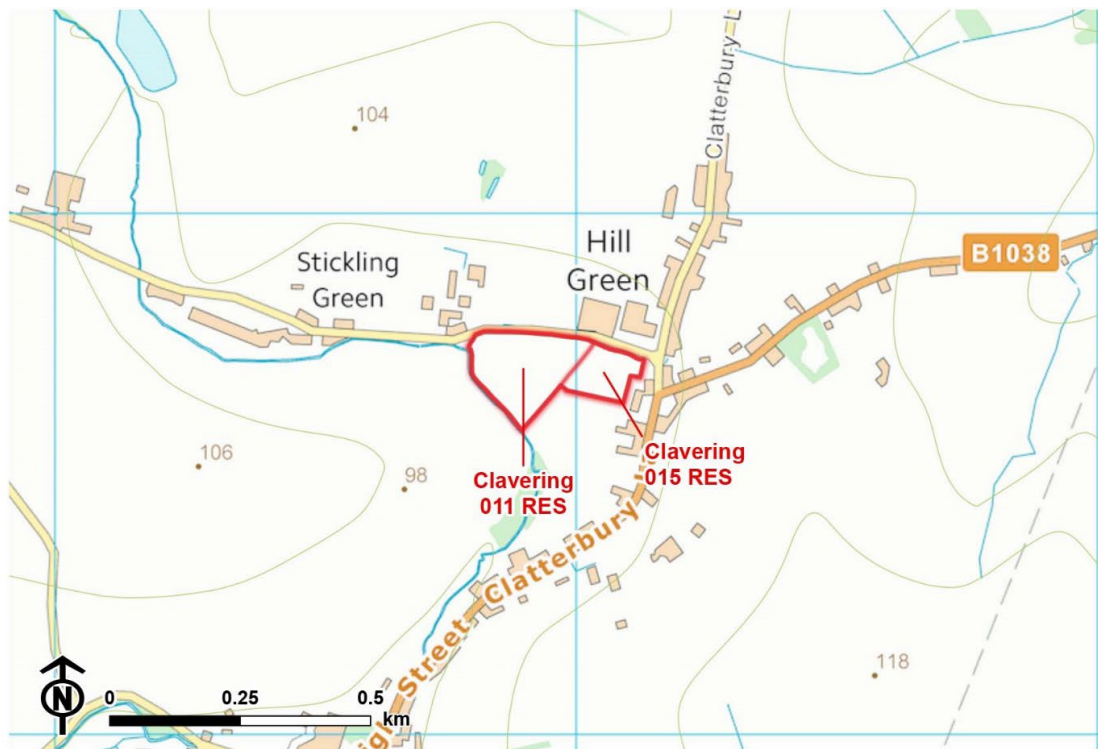
### Overall landscape sensitivity to residential development

The site has low-moderate sensitivity to development. The site is well contained and would not impact the existing settlement form. Sensitive features include the views possible from the public right of way and priority habitat deciduous woodland.

## Clavering (Site ID: Clavering 011 RES)

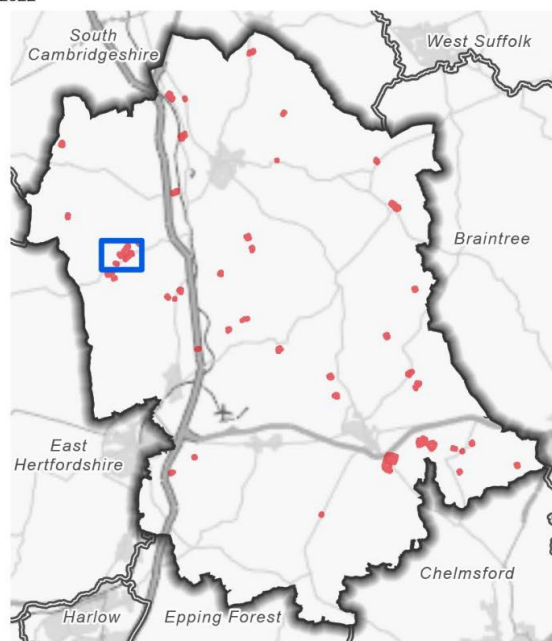
Landscape Character Area: C3 Langley Chalk Upland

Figure C.12: Map of Clavering 011 RES



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- Uttlesford District boundary
- Other local authorities
- Phase 3 Parcel**
- Clavering 011, 015 RES



## Landscape character analysis

### Physical and natural character

**C.67** The sites comprise two fields - an arable field (Site 011) and an enclosed pasture field (Site 015) south of Mill Lane. The sites are relatively flat, between 95 metres AOD and 100 metres AOD. A stream and dense vegetation follow the southern and eastern edges of Site 011, with low hedgerows lining the northern boundary. Mature hedgerow trees line the northern, southern, and western boundaries of Site 015

- Moderate

### Historic landscape character

**C.68** There are no recorded cultural or heritage features within the boundaries of the sites. Clavering Conservation Area lies 50 metres to the south of Site 015. A Grade II listed building, Clavering Court Lodge lies to the north-west of Site 011, but there is limited intervisibility.

- Low-moderate

### Settlement character

**C.69** Clavering has a historic linear settlement pattern, with small residences dispersed along Clatterbury Lane and Wicken Road, although the pattern has been slightly altered with infill between Wicken Road and Clatterbury Lane. The size of the sites means that development would not fully fit into the existing settlement pattern, and may result in a more nucleated settlement form. Development of the sites, particularly 011 would also reduce the gap between Clavering and the small hamlet of Stickling Green.

- Moderate

## Visual character

**C.70** The flat landform means the sites are not visually prominent in the wider landscape.

**C.71** Site 015 is semi-enclosed by boundary hedgerows, which limit views into and out of the sites.

- Low-moderate

**C.72** Site 011 has an open character, with views into the site from Stickling Green, and the public right of way which passes along the southern and western edges.

- Moderate

## Perceptual and scenic qualities

**C.73** Site 011 has an open character, with views into the site from Stickling Green, and the public right of way which passes along the southern and western edges.

- Moderate

## Overall landscape sensitivity to residential development

Overall the sites are assessed as having moderate sensitivity to development. Sensitivities include the undeveloped, rural setting they provide to existing development, and the existing linear settlement pattern of Clavering.

## Appendix C Landscape sensitivity proformas

Site 011 is more sensitive to development, with sensitive features including proximity to a small watercourse and public right of way, more open character, and the overall size of the parcel. Site 015 is less sensitive, due to an enclosed character and smaller scale, with less potential for impact on the existing settlement form.

Detracting features include the lack of cultural heritage features, relatively flat landforms, and boundary features containing the sites from the wider countryside.



## Debden (Site ID: Debden 002 RES)

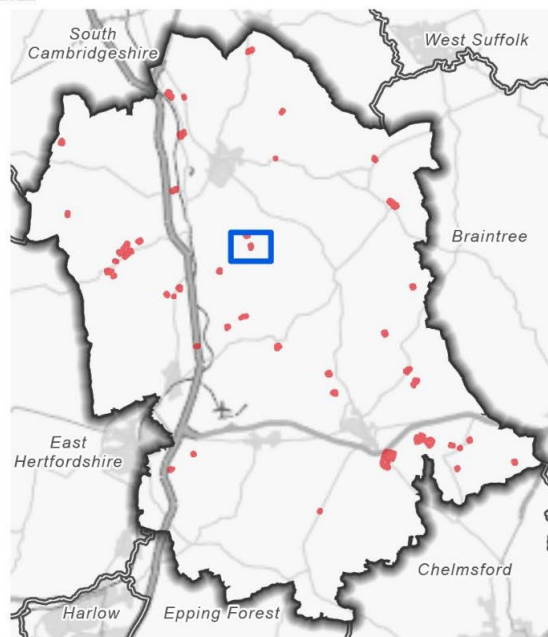
Landscape Character Area: B3 Debden Farmland Plateau

Figure 4.1: Map of Debden 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Debden 002 RES



## Landscape character analysis

### Physical and natural character

**C.74** The site is relatively flat, located between 100 metres AOD and 105 metres AOD. The land comprises a small part of a larger arable field. The eastern boundary is defined by low hedgerows and Thaxted Road, facing existing development. Mature trees and hedgerows line the southern and the existing development on the northern boundary is screened by mature trees.

**C.75** The west edge of the site is open to the larger arable field.

- Low-moderate

### Historic landscape character

**C.76** There are no recorded cultural or heritage features within or in proximity to the site boundaries.

- Low

### Settlement character

**C.77** Debden developed as a nuclear settlement around the High Street, which was altered by 20th century ribbon development along Thaxted/ Deynes Road and infill between the roads. Additional development along Thaxted Road would not represent a step-change to the existing linear settlement and would be in scale with the existing linear settlement pattern. The rural character of the site provides a limited contribution to existing settlement.

- Moderate

## Visual character

**C.78** There are clear views from houses along Thaxted Road, across the open arable fields of the site and some views from Rook End Lane to the south. Mature vegetation to the north and south provides limited screening. There are also open views from the footpath that runs parallel to the site to the west. However, the flat landform means that the site is not visually prominent in the wider landscape.

- Moderate

## Perceptual and scenic qualities

**C.79** The site experiences relatively dark skies, with minimal light pollution. The land has a rural, undeveloped character, but proximity to existing development and Thaxted Road moderately impacts the tranquillity of the site.

- Moderate-high

## Overall landscape sensitivity to residential development

The site is assessed as having low-moderate sensitivity to residential development. Development of the site would not significantly alter the existing settlement form of Debden, and the site is not prominent within the wider landscape. Sensitive features include the long views across the site to open countryside from Thaxted Road.

## Debden (Site ID: Debden 003 RES)

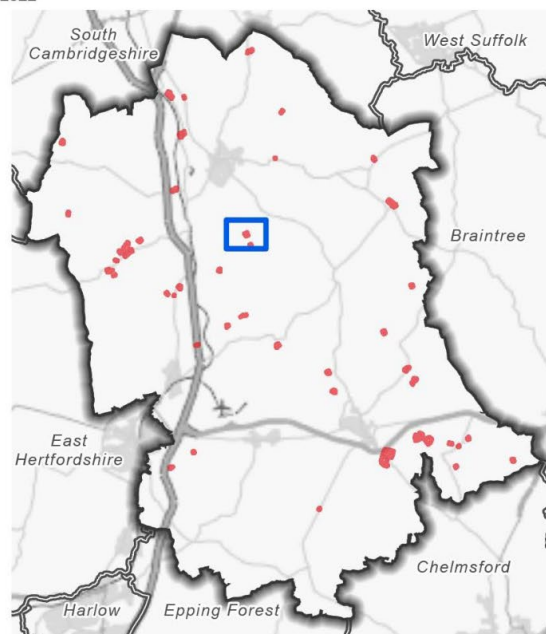
Landscape Character Area: B3 Debden Farmland Plateau

Figure C.13: Map of Debden 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Debden 003 RES



## Landscape character analysis

### Physical and natural character

**C.80** The site comprises part of a larger arable field, gently sloping between 115 metres AOD in the south and 110 metres AOD in the north. Just beyond the northern site boundary, the landform falls sharply to a watercourse. Mature trees and hedgerows in good condition line the western and southern boundaries, and there is a low hedgerow along the eastern boundary. Open arable fields to the north are not separated from the site by any internal field boundaries.

- Moderate

### Historic landscape character

**C.81** There are no cultural features located within site boundaries. The site does not contribute to the setting of any nearby designated heritage assets.

- Low

### Settlement character

**C.82** Debden developed as a nuclear settlement around the High Street, which was altered by 20th century ribbon development along Thaxted/ Deynes Road and infill between the roads.

**C.83** The site is located off Ivy Todd Hill to the east of allotments, and has no relation to the existing settlement form of Debden, and would be perceived as a standalone settlement within the open countryside.

- High

## Visual character

**C.84** The site is semi-enclosed, bound by mature hedgerows and trees to the west, south, and east. However, two public rights of way run along the west and east boundaries, with clear views across the site. Views from public right of way to the east are also possible. The site is open to the north; however the sloping topography and mature roadside vegetation screen any views from Water Lane or Ivy Todd Hill.

- Moderate

## Perceptual and scenic qualities

**C.85** The site has a strong rural and tranquil character and lacks intrusive elements.

- Moderate-high

## Overall landscape sensitivity to residential development

Overall, this site is considered to have moderate-high sensitivity to residential development due to its rural character and open views into the site from adjacent footpaths. Development on the site would not be related to the settlement form of Debden, and would introduce development in the open countryside off Ivy Todd Hill.



## Felsted (Site ID: Felsted 001 RES)

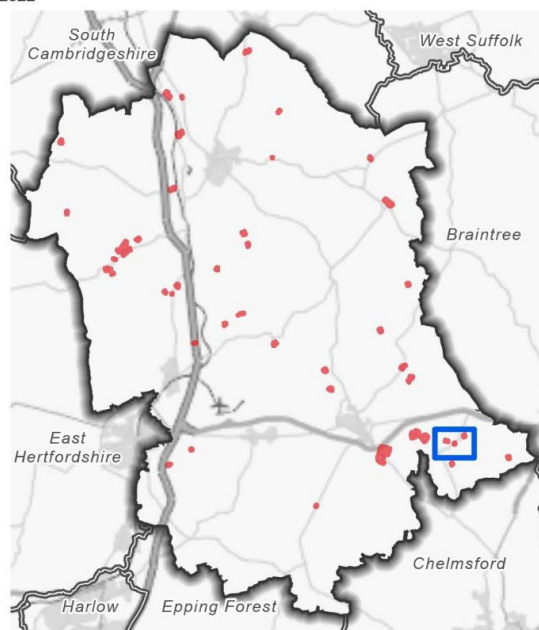
Landscape Character Area: B11 Felsted Farmland Plateau

Figure C.14: Map of Felsted 001



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Felsted 001 RES



## Landscape character analysis

### Physical and natural character

**C.86** A flat arable field lying at 65 metres AOD. Low hawthorn hedgerows with occasional mature trees (more frequent along the western boundary) provide some small-scale landscape features, although are not designated as priority habitats.

- Moderate

### Historic landscape character

**C.87** There are no recorded historical assets within the site boundary. To the north-west there is an archaeological site and a cluster of four Grade II listed buildings (Chaffix Farm and associated barn, granary and outbuilding) from which views into the site are partially obscured by curtilage vegetation. An additional Grade II listed building is located 41 metres to the south-west of the site, however intervisibility with the site is limited by mature trees.

- Low-moderate

### Settlement character

**C.88** The site is located on the edge of Felsted, away from the core settlement and extensive Conservation Area. However, development of the site would introduce development to the south of Braintree Road.

- Moderate

## Visual character

**C.89** There are open views into the site from the B1417 Braintree Road which runs along the northern site boundary. There are some views into the site from public right of way to the west and south, although these are partially obscured by boundary vegetation.

- Moderate

## Perceptual and scenic qualities

**C.90** The site has an overall rural character with moderate levels of tranquillity, partially eroded by proximity to settlement and the B1417. It experiences relatively dark skies.

- Moderate

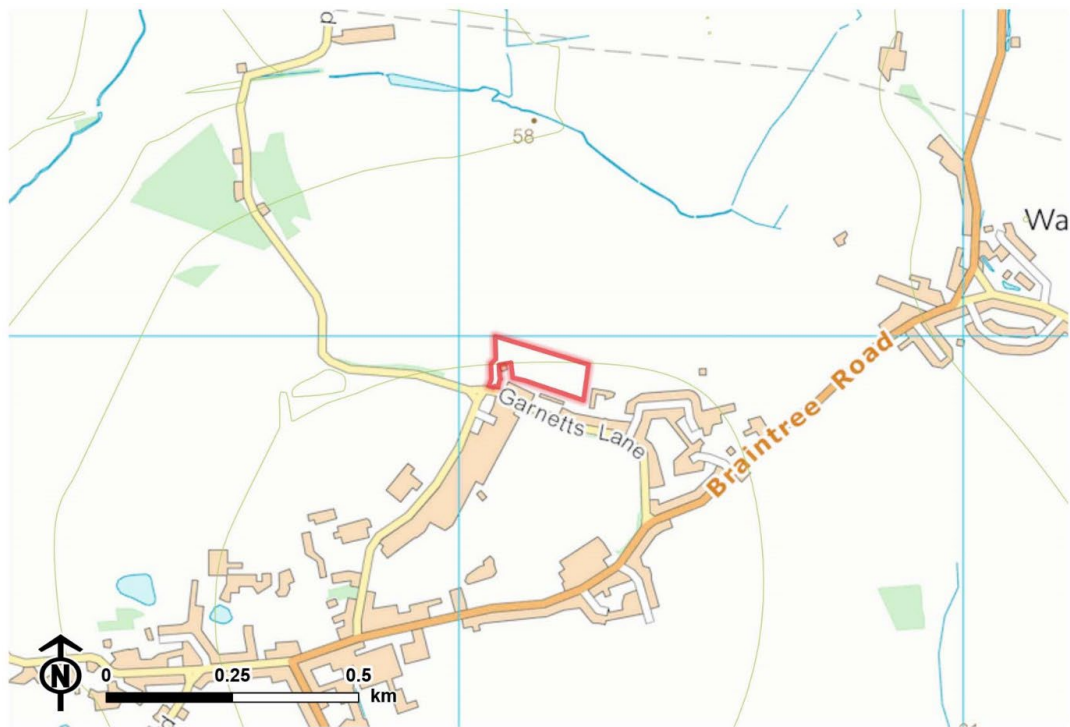
## Overall landscape sensitivity to residential development

The site has moderate sensitivity to development due to the simple landform and limited time-depth. However the site has a relatively open character, makes some contribution to the rural character of Felstead and approaches to the village from the east, and would have a poor relationship with the existing settlement form.




## Felsted (Site ID: Felsted 003 RES)

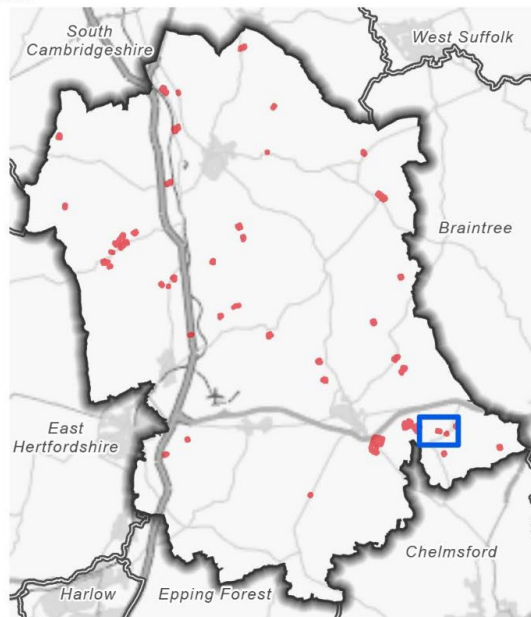
Landscape Character Area: B11 Felsted Farmland Plateau

Figure C.15: Map of Felsted 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Felsted 003 RES



## Landscape character analysis

### Physical and natural character

**C.91** A flat site lying at 70 metres AOD. The site is part of a larger arable field, set back from Garnetts Lane. Curtilage vegetation of residential properties on this road enclose the southern boundary of the site. Hedgerows in good condition enclose the western and eastern edges of the site. The northern edge is unenclosed.

- Low-moderate

### Historic landscape character

**C.92** There are no recorded historical assets within the site boundary. The site is adjacent to the north-easternmost part of Felsted Conservation Area, which contains a number of listed buildings and extend north to encompass the large open green spaces to the north of the village, however, intervisibility is limited by properties on Garnetts Lane.

**C.93** There is a Grade II listed building 30 metres south of the site, with some intervisibility.

- Moderate

### Settlement character

**C.94** Development of the site would be in keeping with existing modern development along Garnetts Lane and would not represent a step change in settlement form in this location. However, it would erode some of the wider rural setting to the northern edge of the village.

- Moderate

## Visual character

**C.95** Views into the site from Stebbing Road and Braintree Road are limited by hedgerow vegetation, and residential properties on Garnetts Lane. From public rights of way to the west, north, and north-east, there are open views into the site.

- Moderate

## Perceptual and scenic qualities

**C.96** The site has a rural character and experiences moderately dark skies. Proximity to the A120 (1.6 kilometres to the north) and B1417 reduces tranquillity. A water tower adjacent to the site is a modern influence on the landscape.

- Low-moderate

## Overall landscape sensitivity to residential development

The site has low-moderate sensitivity to development as a result of the semi-enclosed character of the site and lack of recorded heritage or semi-natural features.

Sensitive features include the rural setting it provides to Felsted Conservation Area (and associated listed buildings), the sense of tranquillity, and the open views into the site from surrounding public rights of way.




## Felsted (Site ID: Felsted 009 RES)

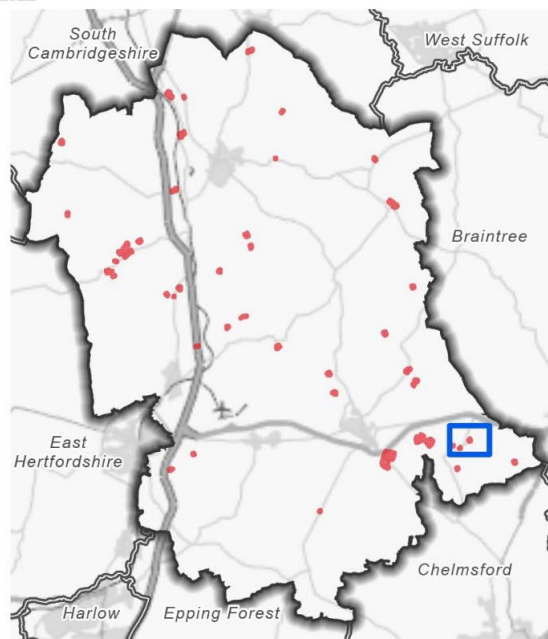
Landscape Character Area: B11 Farmland Plateau

Figure C.16: Map of Felsted 009 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Felsted 009 RES



## Landscape character analysis

### Physical and natural character

**C.97** A flat field lying at 75 metres AOD, currently under pastoral use. Hedgerow boundaries and two small ponds provide small-scale landscape features (although are not designated as priority habitats).

- Moderate

### Historic landscape character

**C.98** There are no recorded heritage assets within the site boundary. A Grade II listed building (The Watch house) is located 138m to the south-west, although intervisibility with the site is limited by properties and garden vegetation along Watch House Green to the east.

- Low-moderate

### Settlement character

**C.99** Development of the site would have a poor relationship with the nucleated form of Watch House Green which is centred around a small village green. Despite recent residential development on Clifford Smith Drive, development of this site would represent a step change in settlement form and would be perceived as settlement advancement into the countryside. The site forms part of the rural setting to the village

- Moderate-high

## Visual character

**C.100** Dense hedgerow boundaries enclose the site and limit views in from the public right of way which runs along the southern edge of the site. It is not visually prominent in the landscape.

- Low-moderate

## Perceptual and scenic qualities

**C.101** The site has a rural character and experiences dark skies. Proximity to the B1417 reduces tranquillity. Proximity to new development at Clifford Smith Drive and an electricity pylon route are modern influences on the landscape.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has a moderate sensitivity to development due to the simple landform, limited time depth, semi-enclosed character and limited semi-natural vegetation that decrease sensitivity. However, the site makes a contribution to the rural character and setting of Watch House Green, and development would have a poor relationship with the existing nucleated settlement form.



## Felsted (Site ID: Felsted 016 RES)

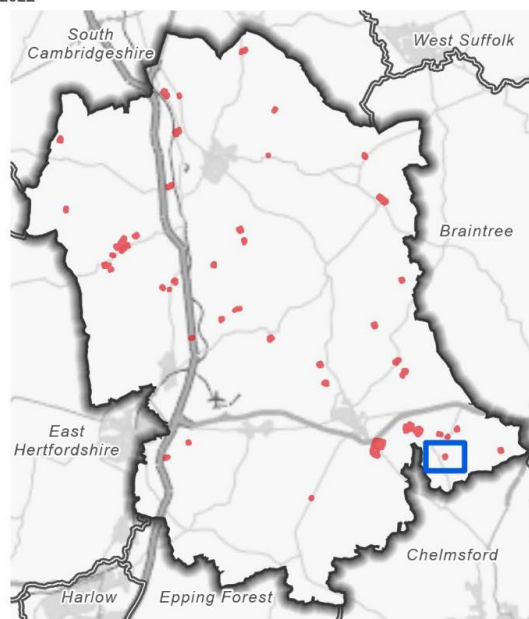
Landscape Character Area: B11 Felsted Farmland Plateau

Figure C.17: Map of Felsted 016 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Felsted 016 RES



## Landscape character analysis

### Physical and natural character

**C.102** The site is flat, lying at around 70 metres AOD. It is currently under arable use. Hedgerow boundaries are in mixed condition, (absent in some places) with occasional hedgerow trees which, along with roadside verges, provide some small-scale landscape features (although not designated as priority habitat).

- Low-moderate

### Historic landscape character

**C.103** There are no recorded heritage assets within the site, however there is an archaeological site adjacent to the south-eastern edge of the site. The site contributes to the rural setting of the Grade II listed Walnut Tree Cottage, located 113 metres to the east.

- Low-moderate

### Settlement character

**C.104** Development of the site would be a continuation of linear settlement pattern along Cobblers Green but would be perceived as settlement advancement into the countryside.

**C.105** The site contributes to the rural setting of Causeway End, and the rural approach on Cobblers Green and development would increase the sense of coalescence between the two hamlets.

- Moderate-high

## Visual character

**C.106** Mature hedgerows with hedgerow trees along the south and south-western boundary provide some enclosure and screen views from the public right of way to the south. The eastern edge of the site is unenclosed and adjoins the garden of Walnut Tree Cottage, with direct open views into the site from here. Gappy roadside vegetation along Cobblers Green provides some limited screening to views from the north.

- Low-moderate

## Perceptual and scenic qualities

**C.107** The area has a rural character and experiences dark skies and is moderately tranquil.

- Moderate

## Overall landscape sensitivity to residential development

The site is assessed as having low-moderate sensitivity to development due to the simple landform which is not prominent within the wider landscape, and lack of recorded heritage features. Sensitive features include the rural, undeveloped backdrop the site provides to Causeway End.

## Felsted (Site ID: Felsted 019 RES)

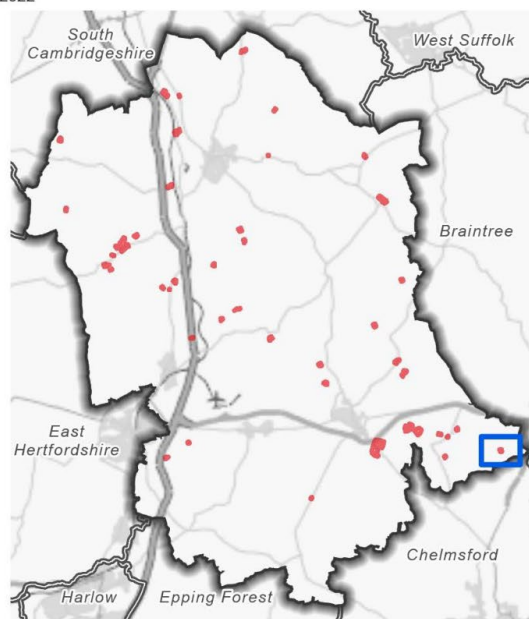
Landscape Character Area: B11 Felsted Farmland Plateau

Figure C.18: Map of Felsted 019 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Felsted 019 RES



## Landscape character analysis

### Physical and natural character

**C.108** A pastoral field, which is relatively flat, lying at 61 metres AOD. It is enclosed on all sides by low mature hawthorn hedgerows with occasional hedgerow trees. A small area of priority habitat deciduous woodland defines and encloses the northern edge.

- Moderate

### Historic landscape character

**C.109** There are no recorded heritage features within the site boundary. Three Grade II listed buildings lie within 100 metres of the site with some oblique views towards the site, partially screened by intervening vegetation. There is an archaeological site 40 metres to the north.

- Low-moderate

### Settlement character

**C.110** The existing settlement in Willow Green is concentrated along the roads leading into and converging in the centre of the village (Main Road, Evelyn Road, Molehill Green Road). The site currently forms part of the rural setting to the village, and development would result in new built features on the northern edge of Mole Hill Road, which currently contains the settlement edge.

- Moderate-high

## Visual character

**C.111** The site is flat and low-lying and is not prominent in the landscape, and woodland to the north provide some visual screening.

**C.112** Low hedgerows allow open views into the site from the west, south and east, including from properties on Mole Hill Road and off Main Road, with some partial screening provided by occasional hedgerow trees. There are also views towards the site from public rights of way to the south-west and east of the site.

- Moderate-high

## Perceptual and scenic qualities

**C.113** The site has a rural character and experiences high levels of tranquillity and relatively dark skies.

- Moderate

## Overall landscape sensitivity to residential development

Overall the site has a moderate sensitivity to development. It has a simple landform with limited time-depth (although contributes to the rural setting of three Grade-listed buildings nearby). Sensitive features include the open views into the site, and the strongly rural character with high levels of tranquillity.




## Great Easton (Site ID: Great Easton 002 RES)

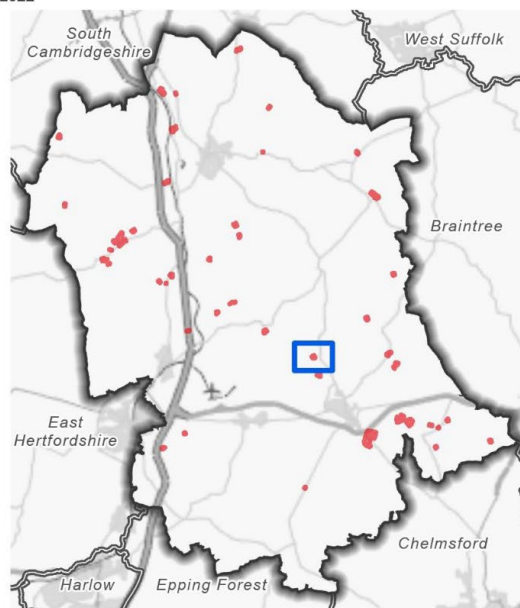
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.19: Map of Great Easton 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  GtEaston 002 RES



## Landscape character analysis

### Physical and natural character

**C.114** A gently sloping field, falling towards the River Chelmer from 80 metres AOD in the east to 70 metres AOD to the west. The land is currently under arable use. Field boundaries are degraded and gappy, or absent, with a post and rail fence sub-dividing the site.

- Low

### Historic landscape character

**C.115** There are no recorded heritage assets within the site boundary, however the site lies adjacent to the southern edge of Great Easton Conservation Area which contains a number of Grade II listed buildings and the Grade II\* listed Church of St John and St Giles, which is clearly visible from the site. The site contributes to the rural character and setting of the Conservation Area.

- Moderate-high

### Settlement character

**C.116** Development of the site would be at odds with the historic linear settlement pattern of Great Easton, although this has already been eroded by recent development at Brocks Mead. Development would be perceived as settlement advancement to the countryside and would represent a step change in settlement form.

- Moderate-high

## Visual character

**C.117** The slightly elevated landform and limited hedgerow/boundary features result in a visually open character. The site is set back from the main high street of Great Easton, where existing development screens views from the north.

**C.118** A public right of way (part of the Saffron Trail long distance footpath) runs through the east of the site with open views across the field.

- Moderate-high

## Perceptual and scenic qualities

**C.119** The site has a strongly rural character and experiences dark skies a result of the surrounding agricultural land use and absence of modern development.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has a moderate-high sensitivity to new development. Sensitive features include the visually open character, the impact development would have on the historic linear settlement pattern and its visual relationship with the Conservation Area, and in particular with the Church of St John and St Giles. The simple landform and absence of recorded natural or cultural assets slightly reduce sensitivity.

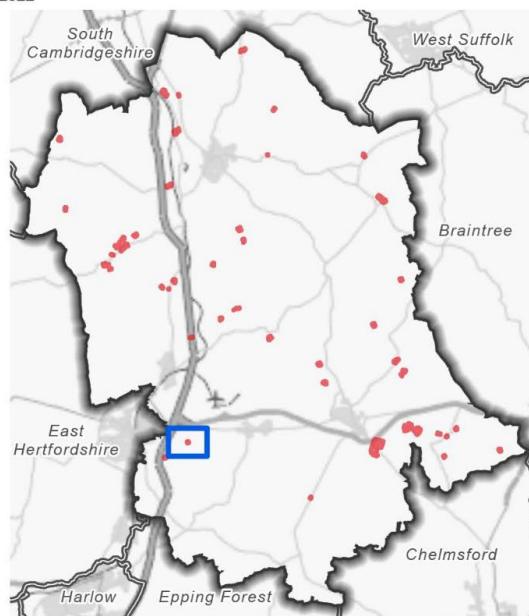
## Great Hallingbury (Site ID: Great Hallingbury 001 RES)

Landscape Character Area: B7 Hatfield Forest Farmland Plateau

Figure C.20: Map of Great Hallingbury 001 RES



- Uttlesford District boundary
- Other local authorities
- Phase 3 Parcel**
- GtHallingbury 001 RES



## Landscape character analysis

### Physical and natural character

**C.120** The site is relatively flat at approximately 90 metres AOD. It is currently developed and in commercial use, with several existing buildings within the site boundary. Mature trees line the site boundaries to the north, east, and west. Intact hedgerows line the southern boundary, and separate the site from existing development to the south.

**C.121** Hatfield Forest, a SSSI with ancient woodland and priority habitat lowland meadows, lies 450 metres to the east.

- Low

### Historic landscape character

**C.122** There are no known heritage or cultural features recorded within site bounds. Listed buildings lie to the south and north-west, with limited intervisibility.

- Low-moderate

### Settlement character

**C.123** The site is located in the hamlet of Bedlar's Green, and development of the site would not affect the loosely dispersed historic settlement character of Great Hallingbury which lies some distance to the west.

- Low

## Visual character

**C.124** The site is visually enclosed, with intact hedgerows and mature trees on all boundaries. A public right of way approaches the site from the west, but has limited intervisibility due to the mature vegetation.

- Low

## Perceptual and scenic qualities

**C.125** The site lies between the M11 and Stansted Airport, and experiences relatively low levels of tranquillity. Although arable land lies to the north, the site is developed and does not retain a rural character.

- Low

## Overall landscape sensitivity to residential development

The site is assessed as having low sensitivity to development. This is a brown field site, and development would not alter the character or form of the existing settlement. Low levels of tranquillity across the site and surroundings, a lack of cultural heritage features, and visually enclosed character contribute to the low sensitivity.

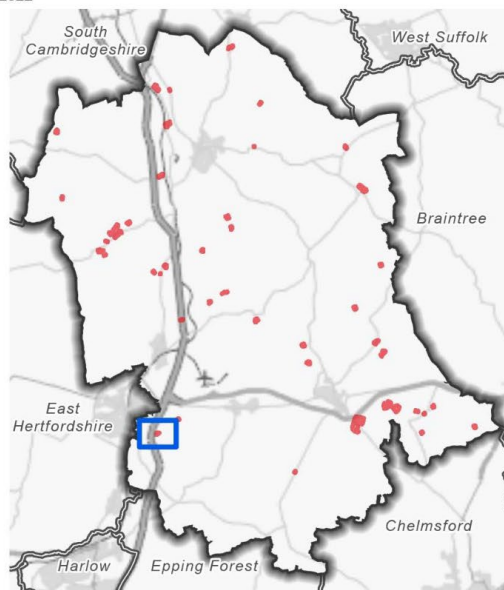
# Great Hallingbury (Site ID: Great Hallingbury 005 RES, 007 RES)

Landscape Character Area: A2 Stort River Valley

Figure C.21: Map of Great Hallingbury 005 RES, 007 RES



- Uttlesford District boundary
- Other local authorities
- Phase 3 Parcel**
- GtHallingbury 005, 007 RES



## Landscape character analysis

### Physical and natural character

**C.126** Sites 005 and 007 comprise a collection of derelict barns and residences in various states of disuse. Scrub and pasture occupy the south and west of Site 007. Site 005 is relatively flat at around 75 metres AOD, and Site 007 slopes from 70 metres AOD to 75 metres AOD.

**C.127** Mature trees and roadside vegetation line the southern boundaries along Church Road. To the west, there are no feature boundaries separating Site 007 from an adjacent fishery and reservoir pond. The east boundary of Site 005 is formed by a building and mature hedgerows.

- Low-moderate

### Historic landscape character

**C.128** Site 005 lies within the Great Hallingbury Conservation Area, A cluster of Grade II listed buildings at The Hall are directly adjacent to Site 005 to the east, with moderate intervisibility. And there is intervisibility with the spire of St Giles church. Both sites are within an archaeological site, and adjacent to the Great Hallingbury Conservation Area

- Moderate-high

### Settlement character

**C.129** Great Hallingbury has a loosely dispersed historic settlement pattern. The sites are currently developed, and development on the sites would not have significant impact on the existing settlement form.

- Low

## Visual character

**C.130** The sites are semi-enclosed, with limited views in from Church Road and adjacent residences. A public right of way approaches the sites from the south, but has limited intervisibility due to intervening vegetation.

- Low-moderate

## Perceptual and scenic qualities

**C.131** Proximity to the M11 and Bishop's Stortford reduces tranquillity and existing development has eroded the rural character of the sites.

- Low

## Overall landscape sensitivity to residential development

Overall, the sites have low-moderate sensitivity to development. As brown field sites, new development in this location, would have limited impact on the historic settlement form. The sites have a semi-enclosed character, and no semi-natural habitats are recorded.

However, Site 005 is located within the Great Hallingbury Conservation Area, and Site 007 is directly adjacent, and there are views from both sites to the spire of St Giles church. This relationship increases sensitivity.




## Great Sampford (Site ID: Great Sampford 001 RES)

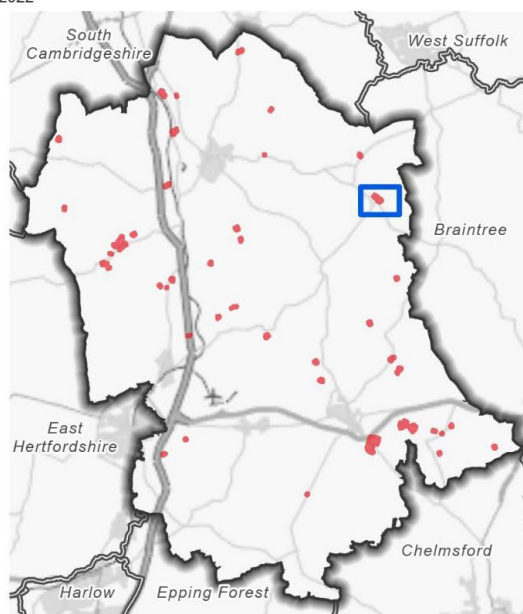
Landscape Character Area: A3 Pant River Valley, B3 Hempstead Farmland Plateau

Figure C.22: Map of Great Sampford 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  GtSampford 001 RES



## Landscape character analysis

### Physical and natural character

**C.132** A sloping arable field, rising from 75 metres to 85 metres AOD in the north. Strong hedgerow boundaries mark the western and southern boundaries, with mature hedgerow trees on the eastern boundary. The hedgerow along Parsonage Farm Lane is more fragmented. A small stream runs along the southern boundary.

- Moderate

### Historic landscape character

**C.133** There are no recorded historic assets within the site. Grade II listed Malmesbury Cottage lies adjacent to the site, but there is limited intervisibility due to the hedgerow boundaries and garden vegetation. The Great Sampford Conservation Area is located 100 metres to the west of the site.

- Low-moderate

### Settlement character

**C.134** The historic linear settlement pattern of Great Sampford has expanded east along the B1053 and north along Sparepenny Lane South. The site would be seen as expansion into the countryside.

**C.135** Development of the site would extend Great Sampford above the River Pant valley into the plateau landscape.

- Moderate-high

## Visual character

**C.136** There are some open views into the site from Parsonage Farm Lane due to the fragmented hedgerows. Views into the site are also possible from a public footpath running adjacent to the southern boundary. From the site there are open views south, with the rooftops of Great Sampford visible, as well as open views to the east across the undulating plateau landscape.

- Moderate

## Perceptual and scenic qualities

**C.137** A rural, tranquil landscape with a good experience of dark skies. The presence of electricity pylons and overhead lines introduce a modern influence to the site.

- Moderate-high

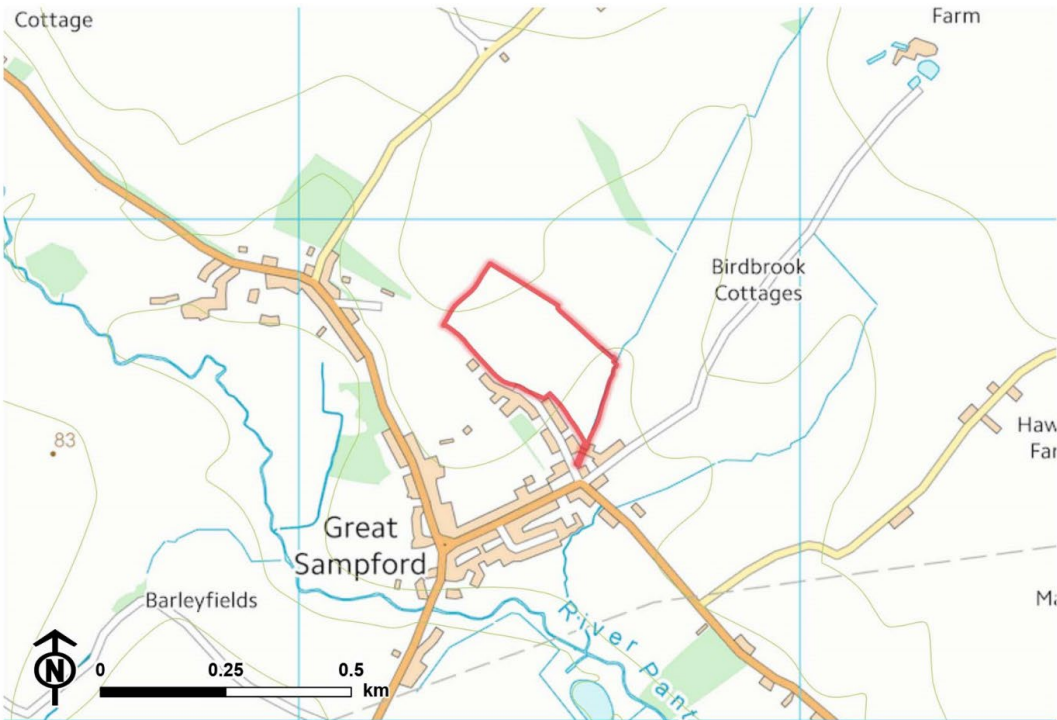
## Overall landscape sensitivity to residential development

The rising topography, which constitutes a change in landscape character from Great Sampford, the limited relationship with the village, open views into the site and the rural character increase sensitivity. The limited semi-natural habitats and heritage assets reduce sensitivity. The site is considered to have moderate-high sensitivity to development.

# Great Sampford (Site ID: Great Sampford 003 RES)

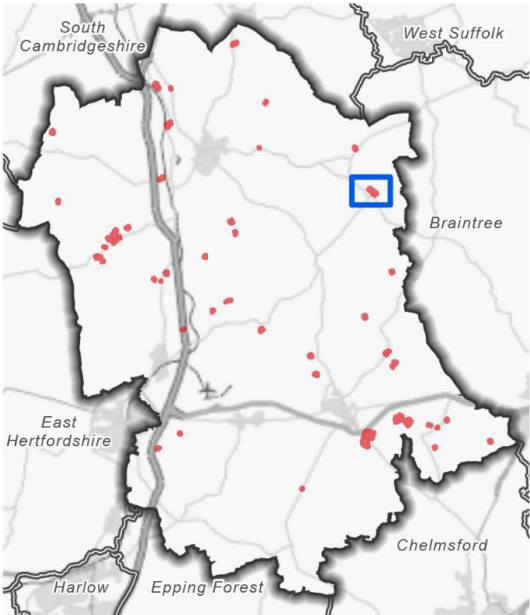
Landscape Character Area: A3 Pant River Valley, B2 Hempstead Farmland Plateau

Figure C.23: Map of Great Sampford 003 RES



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- Uttlesford District boundary
- Other local authorities
- Phase 3 Parcel**
- GtSampford 003 RES



## Landscape character analysis

### Physical and natural character

**C.138** A large arable field with a rising landform from 75 metres in the south-east to 90 metres AOD in the west. The site has strong hedgerow boundaries, with some fragmentation in the north. There are no recorded semi-natural habitats.

- Moderate

### Historic landscape character

**C.139** There are no recorded heritage assets or historic field patterns. Grade II listed Gill Mill Cottages are adjacent to the site, but there is limited intervisibility due to the strong hedgerow boundary along Sparepenny Lane South.

- Low-moderate

### Settlement character

**C.140** The historic linear settlement pattern of Great Sampford has expanded east along the B1053 and north along Sparepenny Lane South. The site would be at odds with the largely linear character of the village, and would be perceived as settlement advancement into the countryside. Development of the site would extend Great Sampford above the River Pant valley into the plateau landscape.

- Moderate-high

## Visual character

**C.141** Public rights of way along the eastern, western and southern boundaries provide views into the site, although these are partially limited by the enclosing hedgerow boundaries. There are some views across the site to the settlement edge on Sparepenny Lane South from Parsonage Farm Lane, as the lane rises up the plateau.

- Moderate-high

## Perceptual and scenic qualities

**C.142** A rural, tranquil landscape with a good experience of dark skies, and few modern human influences.

- Moderate-high

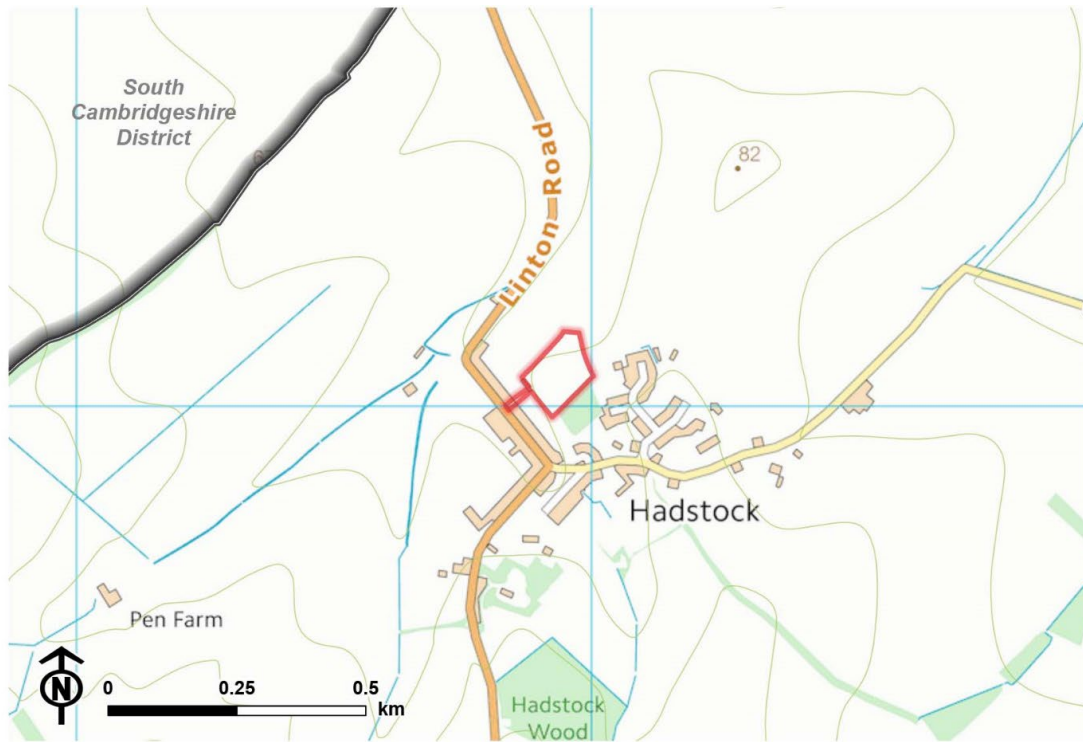
## Overall landscape sensitivity to residential development

The site is considered to have moderate-high sensitivity to development due to the rising topography, limited relationship with Great Sampford, views from public rights of way and lanes, and rural character. The absence of any recorded semi-natural habitats or heritage assets reduces sensitivity.




## Hadstock (Site ID: Hadstock 001 RES)

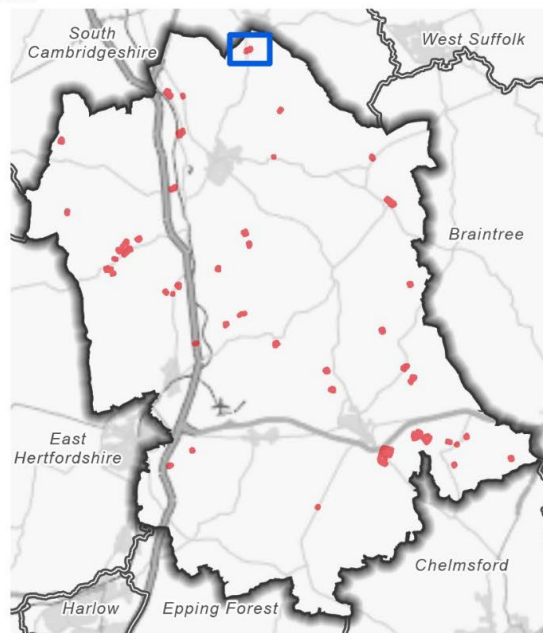
Landscape Character Area: B1 Ashton  
Farmland Plateau

Figure C.24: Map of Hadstock 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Hadstock 001 RES



## Landscape character analysis

### Physical and natural character

**C.143** A moderately sloping field, between 70 and 75 metres AOD. It is currently used as pasture. Hedgerows in good condition enclose the site, but no areas of priority habitat have been designated within or adjacent to the site.

- Moderate

### Historic landscape character

**C.144** There are no recorded historical or cultural assets within the site boundary. The south of the site lies within the Hadstock Village Conservation Area, which increases sensitivity to development. Hadstock contains a number of Grade II listed buildings, however, visual connection to the site is limited by hedgerows and garden vegetation.

- Moderate-high

### Settlement character

**C.145** The original settlement pattern of Hadstock has been partially altered by infill development on Moules Lane and Bilberry End but is otherwise little changed. The site is set slightly back from Linton Road. Development on the site would alter the historic linear settlement pattern along Linton Road, although would not represent a step-change in the overall settlement form.

- Moderate

## Visual character

**C.146** Views into and out of the site are limited by mature trees and hedgerow along the B1502, internal field boundaries and surrounding garden vegetation. Existing development also limits views into the site, resulting in an enclosed character. There is no public access to the site, or views from public right of way into the site.

- Low

## Perceptual and scenic qualities

**C.147** The site has moderately dark skies, although its location within Hadstock lessens this quality. Proximity to the B1502 and existing development results in moderate levels of tranquillity. The site lies within a rural village and therefore has some aspects of rurality.

- Moderate

## Overall landscape sensitivity to residential development

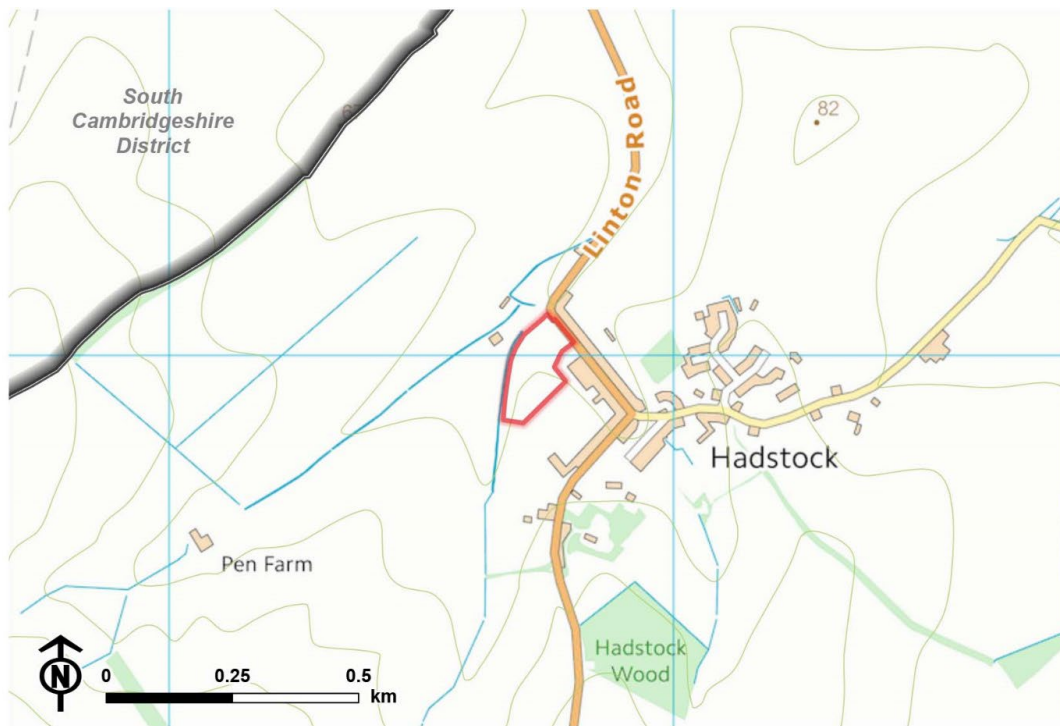
**C.148** The site is assessed as having moderate landscape sensitivity, due to the enclosed nature of the site, lack of recorded heritage features, and proximity to existing development. Sensitive features include the site's role in the historic settlement pattern, its location within the Conservation Area, and overall rural and tranquil character of Hadstock village.

- Moderate




## Hadstock (Site ID: Hadstock 002 RES)

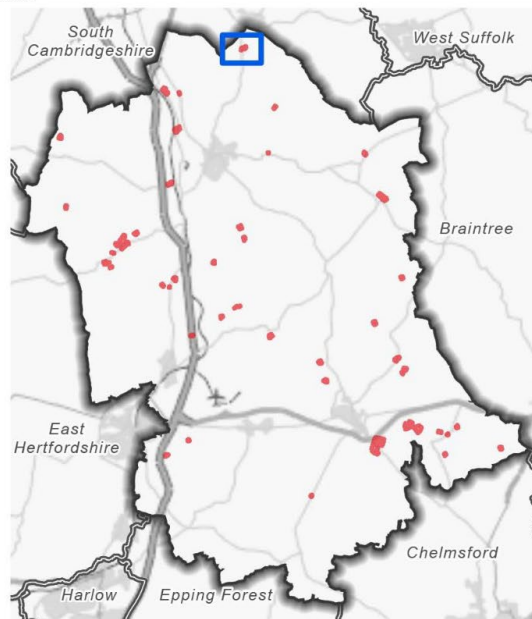
Landscape Character Area: B1 Ashton Farmland Plateau

Figure C.25: Map of Hadstock 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Hadstock 002 RES



## Landscape character analysis

### Physical and natural character

**C.149** A slightly sloping field from 65 to 70 metres AOD. The site is currently in use for horse grazing. Mature trees and hedgerows enclose the site to the north-east, north-west and south, whilst a small stream also follows the western boundary. The hedgerow has been removed along the eastern boundary, replaced with pony tape. No areas of priority habitat have been identified within or adjacent to the site.

- Low-moderate

### Historic landscape character

**C.150** There are no recorded historical or cultural assets within the site boundaries. The site is adjacent to the Hadstock Village Conservation Area, and the Grade II listed Yew Farmhouse is in close proximity to the site.

- Moderate

### Settlement character

**C.151** The original settlement pattern of Hadstock arranged around the church, Hadstock Manor and the village green has been partially altered by infill development on Moules Lane and Bilberry End but is otherwise little changed. Development on the site would alter the linear settlement pattern along Linton Road. The site makes a positive contribution to the rural setting of Hadstock.

- Moderate-high

## Visual character

**C.152** A public right of way follows the western boundary of the site, with intermittent views into the site. There are no hedgerows or internal field boundaries along the eastern edge, but views across the site from the public right of way are screened by existing vegetation. The site is not prominent within the wider landscape, and views from Linton Road are limited by the mature hedgerows and the slightly rising landform.

- Moderate

## Perceptual and scenic qualities

**C.153** The site has an open and rural character. The area is characterised by dark skies, and is surrounded by undeveloped countryside to the south and west. Proximity to the B1502 and Hadstock results in lower levels of tranquillity.

- Moderate

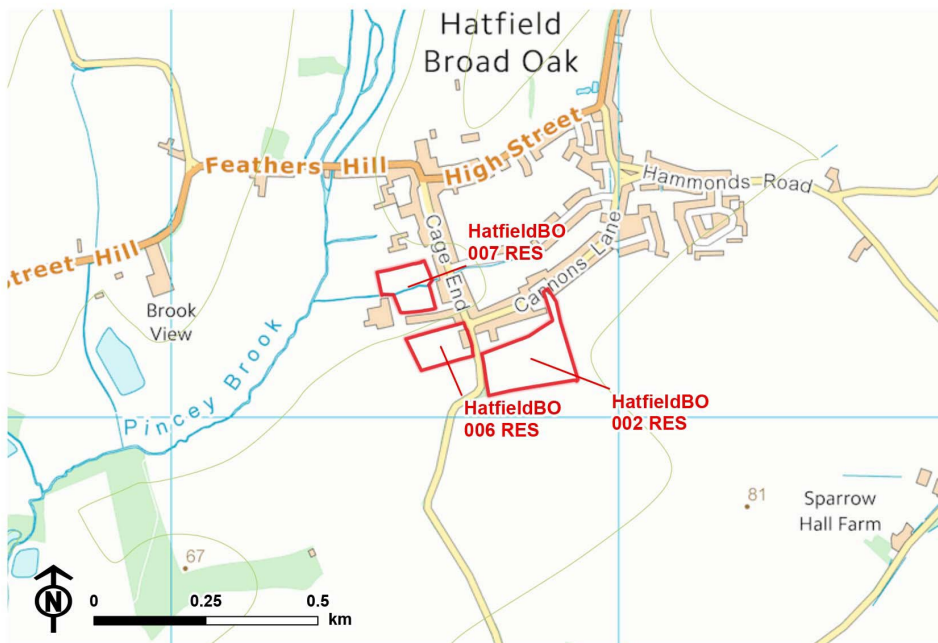
## Overall landscape sensitivity to residential development

The site has moderate landscape sensitivity, due to its setting within undeveloped countryside, and proximity to Hadstock Conservation Area with its historic settlement pattern. Sensitive features include the visually open character of the site and views from the adjacent public right of way.




# Hatfield Broad Oak (Site ID: Hatfield Broad Oak 002 RES, 006 RES, 007 RES)

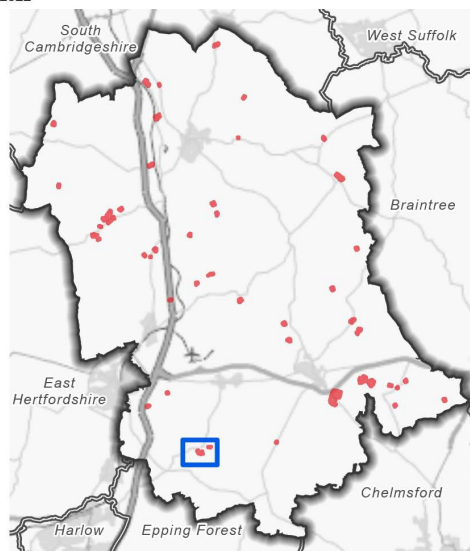
Landscape Character Area: B9 Roding Farmland Plateau

Figure C.26: Map of Hatfield Broad Oak 002 RES, 006 RES, 007 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  HatfieldBO 002, 006, 007 RES



## Landscape character analysis

### Physical and natural character

**C.154** A generally flat landscape, between 70 metres and 75 metres AOD. Site 002 is in arable use, while sites 006 and 007 are used for pasture, including horse grazing.

**C.155** Hedgerows line the site boundaries along Cage End, and garden vegetation run along the boundary with existing development. No areas of priority habitat have been recorded within or adjacent to the sites. However, the Mus Brook runs through site 007 and there is associated riparian vegetation along its course, which increases its sensitivity.

- Low-moderate

### Historic landscape character

**C.156** There are no recorded historical or cultural assets within the site boundary. The historic core of Hatfield Broad Oak lies to the north of the sites. Hatfield Broad Oak Conservation Area lies within 25 metres of site 007, however there is limited intervisibility due to existing modern development and garden vegetation.

- Low

### Settlement character

**C.157** The original settlement pattern of Hatfield Broad Oak, based around the crossroads of Feathers Hill, High Street and Cage End, has been altered by significant infill between Cage End and Hammonds Road. Development on sites 006 and 007 could also be seen as infill development, and would relate well to development on New Bury Meadow.

**C.158** Development on site 002 would represent more of an advancement into the countryside, although not a step-change in settlement form. The mature hedgerows and vegetation along Cage End on the boundary of site 002 contribute to the rural setting of Hatfield Broad Oak, which increases sensitivity.

**C.159** None of the sites contribute to the separation of settlements.

- Low-moderate

### Visual character

**C.160** The sites have some open and some enclosed areas. Views from Cage End into and out of the sites are generally limited by mature vegetation, internal field boundaries, surrounding garden vegetation, and in site 007 vegetation along the Mus Brook. However, a footpath runs along the south of site 007, and the Three Forests Way promoted route runs along the east of site 002, with clear views into these sites. A footpath runs to the west of site 006, although views into the site are limited by hedgerows.

- Moderate

### Perceptual and scenic qualities

**C.161** Hatfield Broad Oak is a rural village, and there are minimal human influences and activity. Proximity to Hatfield Broad Oak reduces tranquillity and dark skies to some extent.

- Moderate-high

## Overall landscape sensitivity to residential development

Sites 006 and 007 are assessed as having low-moderate landscape sensitivity, due to the semi-enclosed nature of the sites, lack of recorded heritage features, and proximity to existing development. Sensitive features include the Mus Brook in site 006, mature vegetation along the site boundaries and views into the sites from local public rights of way.

Site 002 is assessed as having moderate-high landscape sensitivity, as it contributes to the rural setting of Hatfield Broad Oak and has clear views into the site from the promoted Three Forests Way.




# Hatfield Broad Oak (Site ID: Hatfield Broad Oak 008 RES)

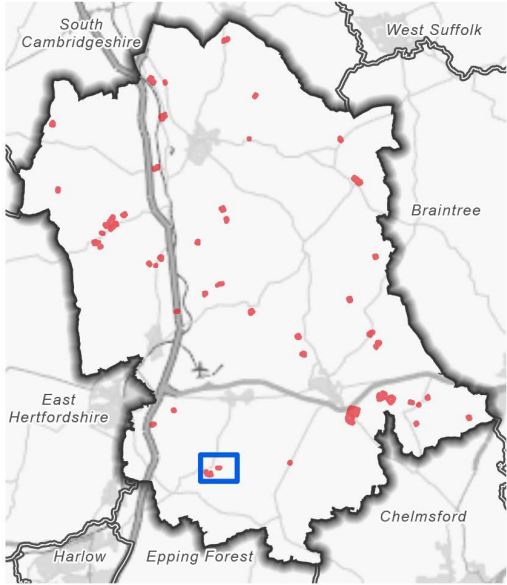
Landscape Character Area: B(Roding Farmland Plateau)

Figure C.27: Map of Hatfield Broad Oak 008 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  HatfieldBO 008 RES



## Landscape character analysis

### Physical and natural character

**C.162** The pasture field is generally flat, around 80 metres AOD. There are strong hedgerow boundaries to the north, south and west, and a small pond in the east. However, no areas of priority habitat have been recorded within or adjacent to the site.

- Low-moderate

### Historic landscape character

**C.163** There are no recorded historical or cultural assets within the site boundary. An archaeological site is adjacent to the eastern boundary.

- Low

### Settlement character

**C.164** The original settlement pattern of Hatfield Broad Oak, based around the crossroads of Feathers Hill, High Street and Cage End has been altered by significant infill between Cage End and Hammonds Road. Development on this site would continue existing linear development on Hammonds Road. Development would increase the size of Hatfield Broad Oak; however it would not represent a step-change in settlement form. The site forms part of the rural setting to Hatfield Broad Oak, although this would not be lost if the site were developed as the land to the south of Hammonds Road remains open countryside. The site does not contribute to the separation of settlements.

- Low-moderate

## Visual character

**C.165** Views into and out of the site are semi-enclosed by mature hedgerows along Hammonds Road, and there are no public rights of way through the site. Oblique views into the site are possible from Crabbs Green to the east and from a footpath to the north of the site.

- Moderate

## Perceptual and scenic qualities

**C.166** Hatfield Broad Oak is a rural village, and there are minimal human influences and activity. Proximity to Hatfield Broad Oak reduces tranquillity and dark skies to some extent.

- Moderate-high

## Overall landscape sensitivity to residential development

The site is assessed as having moderate landscape sensitivity, due to the lack of recorded heritage features, limited semi-natural habitats, and proximity to existing development. Sensitive features include the rural character of the site, rural setting it provides to Hatfield Broad Oak and views into the site from nearby local roads and public rights of way.

# Hempstead (Site ID: Hempstead 001 RES)

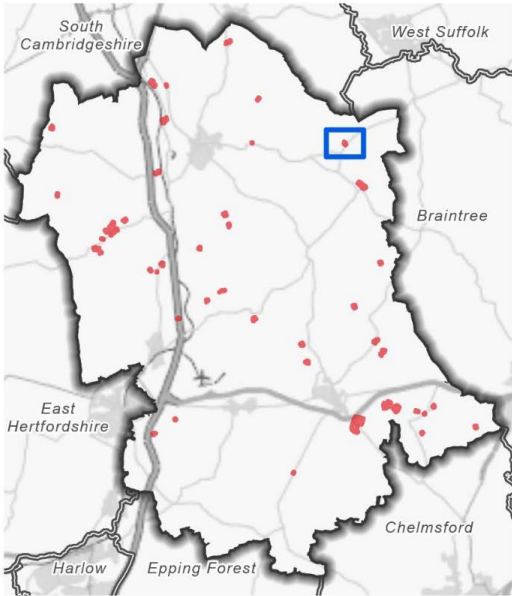
Landscape Character Area: B2 Hempstead Farmland Plateau

Figure C.28: Map of Hempstead 001 RES



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- Uttlesford District boundary
- Other local authorities
- Phase 3 Parcel**
- Hempstead 001 RES



## Landscape character analysis

### Physical and natural character

**C.167** A flat grassland field lying at 100 metres AOD. It is currently ungrazed. The site is enclosed on all four edges by mature trees which provide small-scale landscape features. A small area of good quality semi-improved grassland priority habitat lies adjacent to the north-west of the site.

- Moderate

### Historic landscape character

**C.168** There are no recorded cultural or heritage features within the site boundary. There is a Grade II listed building (Fanes Cottage) adjacent to the south-east of the site, however intervisibility is limited by garden vegetation and mature trees. Hempstead Conservation Area lies 150 metres south-west of the site.

- Low-moderate

### Settlement character

**C.169** The site contributes to the rural character of the settlement.

**C.170** Hempstead has a linear settlement pattern, and development of the site would not represent a step-change in settlement form. The existing field boundaries would help to integrate new development into the landscape.

- Low-moderate

## Visual character

**C.171** The site is not visually prominent due to the presence of mature trees along its boundaries, and its location set back from High Street/B1054. Existing properties on High Street which back onto the site experience some glimpsed views into the site, although these are mainly screened by vegetation.

**C.172** There are open views across the site from a public right of way that runs along the north-western and western edges of the site.

- Moderate

## Perceptual and scenic qualities

**C.173** The site has a rural character as a result of the surrounding agricultural land use and limited modern development in Hempstead. It is characterised by dark night skies and experiences high levels of tranquillity.

- Moderate

## Overall landscape sensitivity to residential development

The site is assessed as having low-moderate sensitivity to development.

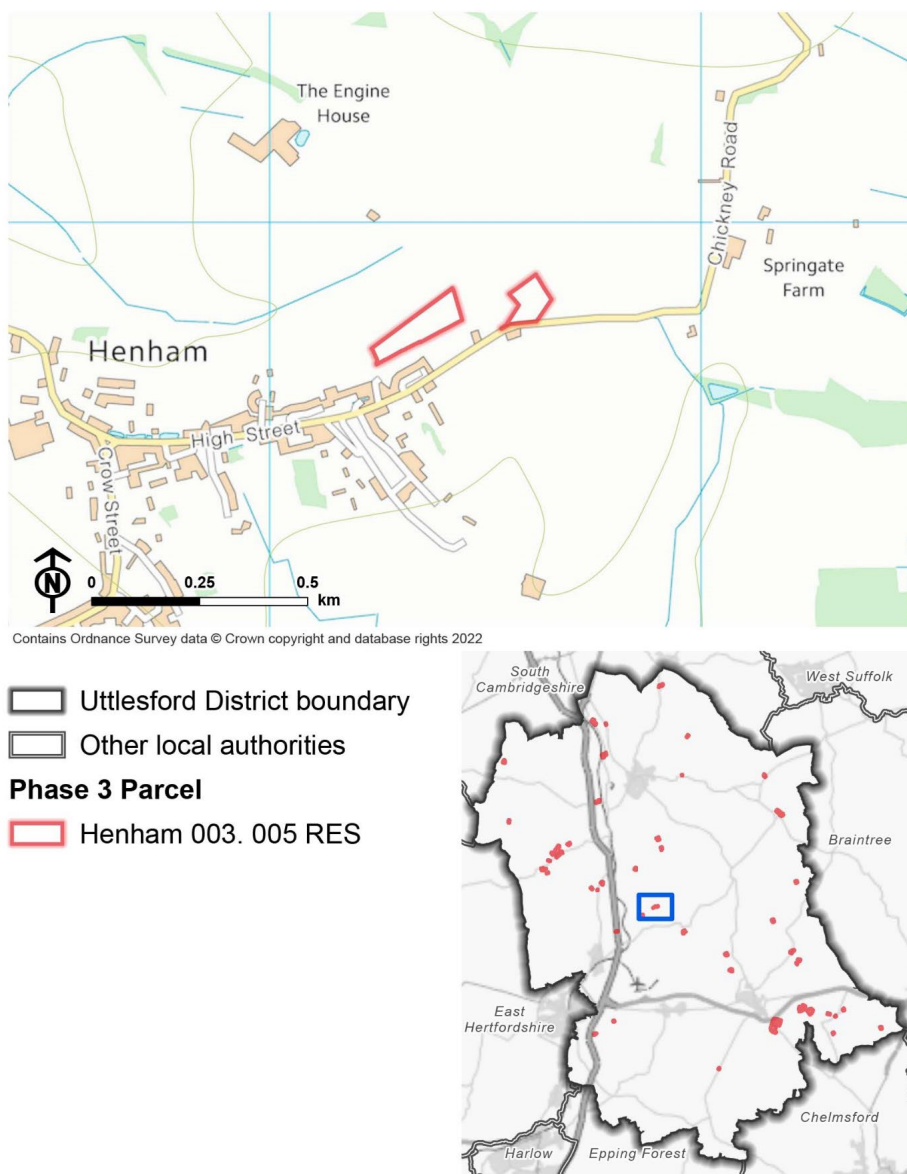
More sensitive features include the undeveloped character of the site, and the rural setting it provides to existing settlement in Hempstead.

Development of the site would not be at odds with the historical linear settlement character of Hempstead and there is limited visibility of the site within the wider landscape.

## Henham (Site ID: Henham 003 RES, 005 RES)

Landscape Character Area: B5 Broxted Farmland Plateau, B4 Thaxted Farmland Plateau

Figure C.29: Map of Henham 003 RES, 005 RES



## Landscape character analysis

### Physical and natural character

**C.174** Site 005 is a small arable field on the edge of new development at Maitland Close off Chickney Road, while site 003 is part of a larger arable field to the north of the development. Both sites are relatively flat, approximately 115 metres AOD. Gappy hedgerows and trees mark the north-east, north-west and southern boundaries of site 005. The southern edge of Site 003 is marked by gappy hedgerows, and garden vegetation and fencing from existing development, and intact hedgerows mark the eastern boundary.

- Moderate

### Historic landscape character

**C.175** Henham Conservation Area lies to the west of the sites, 50 metres from Site 003 and 300 metres from Site 005. A number of Grade II listed buildings lie 150 metres to the south-west of Site 003, but with limited intervisibility.

- Low-moderate

### Settlement character

**C.176** Henham has a loosely linear historic settlement form with treed wide green-like verges, with development concentrated along Church Street, Crow Street and the High Street. More recent development has extended south and to the east along Chickney Road and has slightly diluted the settlement pattern. Development on both sites extend development north and east but would not constitute a step-change in settlement form.

**C.177** Both sites provide a rural approach to Henham from the east. Site 005 would provide opportunities to soften and integrate the settlement edge at Maitland Close and Blossom Place to the south of Chickney Road.

- Moderate

### Visual character

**C.178** Site 003 has a semi-enclosed character, with intermittent views from Chickney Road, screened by existing development and mature vegetation.

**C.179** Site 005 is more open, as hedgerows have largely been lost along Chickney Road. Relatively flat landforms provide little visual prominence within the wider landscape.

**C.180** Footpaths pass along the eastern edges of both sites, allowing open views into the sites.

- Moderate

### Perceptual and scenic qualities

**C.181** The sites have a rural character as a result of agricultural land use and experience of dark skies. Moderate auditory impacts from Stansted Airport (4.5 kilometres south) decrease tranquillity.

- Moderate

## Overall landscape sensitivity to residential development

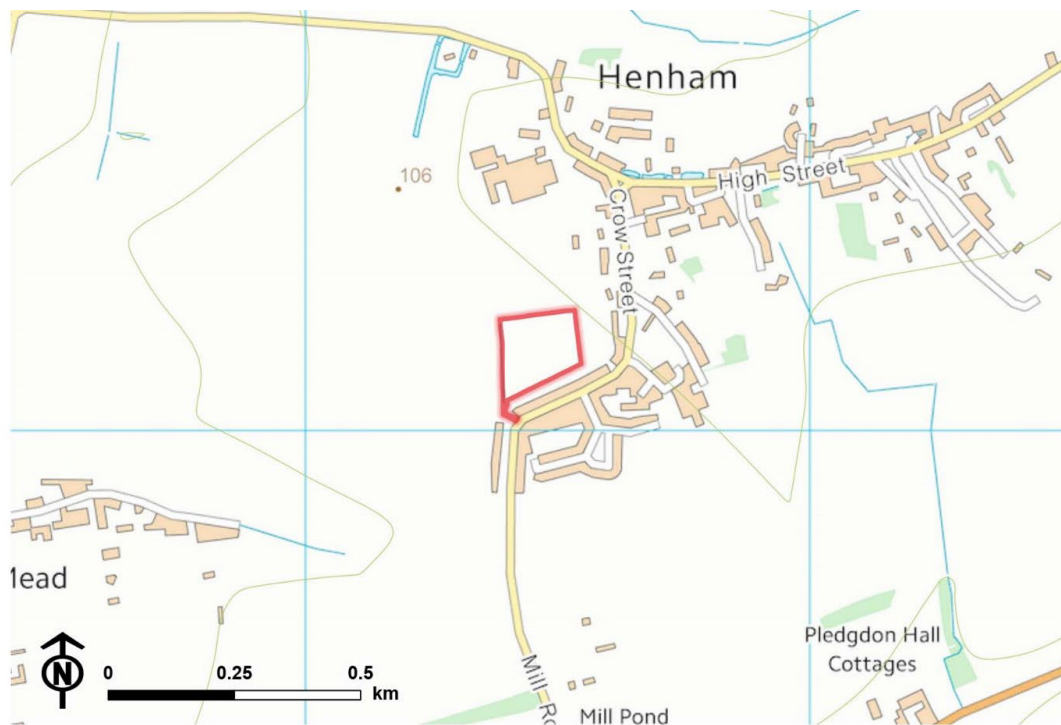
Overall, the sites are assessed as having low-moderate sensitivity to development. Development on the sites would not be at odds with the existing settlement pattern, no cultural heritage features are within the sites, vegetation and existing development screen visibility from Chickney Road, and both occupy positions of limited prominence within the wider landscape.

Sensitive features include the views in from nearby footpaths and the rural approach the sites provide to the village.




## Henham (Site ID: Henham 008 RES)

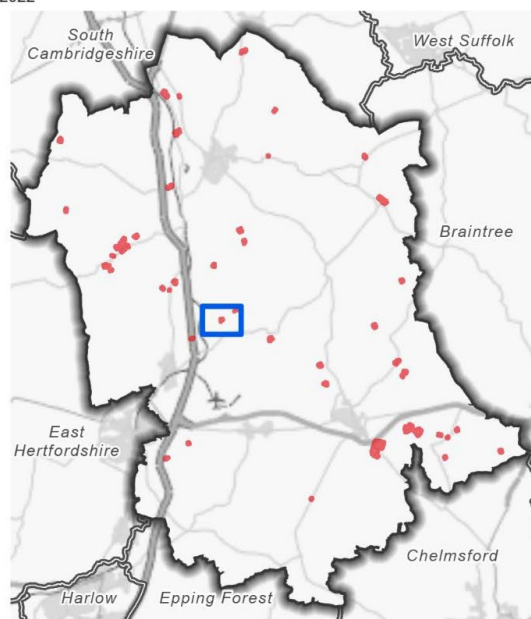
Landscape Character Area: B5 Broxted Farmland Plateau

Figure C.30: Map of Henham 008 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Henham 008 RES



## Landscape character analysis

### Physical and natural character

**C.182** The site comprises a small arable field, surrounded by larger arable fields to the west and north. Sparse, low hedgerows separate the site from open countryside to the west, and mature trees and intact hedgerows line the north edge. Existing development to the east and south is screened by fencing, gappy hedgerows and intermittent trees.

- Low-moderate

### Historic landscape character

**C.183** No cultural or heritage features are recorded within the site boundaries. The site abuts the Henham Conservation Area to the north, increasing sensitivity to development. A cluster of Grade II listed buildings lie to the east, with limited intervisibility. There are some views to the church tower of St Mary the Virgin, Henham the north.

- Moderate-low

### Settlement character

**C.184** Henham has a loosely linear historic settlement form with treed wide green-like verges, with development concentrated along Church Street, Crow Street and the High Street. More recent development has extended south with infill development on Vernon's Close and School Lane. The site is located behind a row of residential properties along Mill Road.

**C.185** The site contributes to the rural setting of Henham. Development would alter the historical settlement form by creating additional infill development, impinging on the historic environment.

- Moderate-high

## Visual character

**C.186** The site has a partially enclosed character, with existing development and mature vegetation screening the site from the south, north and east. Views from Mill Road and Crow Street are limited.

**C.187** Field boundaries have been largely lost on the western boundary and allow open views into the site from the public right of way which runs along the western boundary. There are views west from the site to wooded horizons. Views into the site are also possible from Old Mead Lane to the south-west.

- Low-moderate

## Perceptual and scenic qualities

**C.188** The site has a rural character, although noise from Stansted Airport reducing the sense of tranquillity

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has moderate sensitivity to residential development. Development on the site would be at odds with the loose and open settlement form of Henham, and would introduce additional infill along Mill Road, encroaching on the rural setting of Henham.

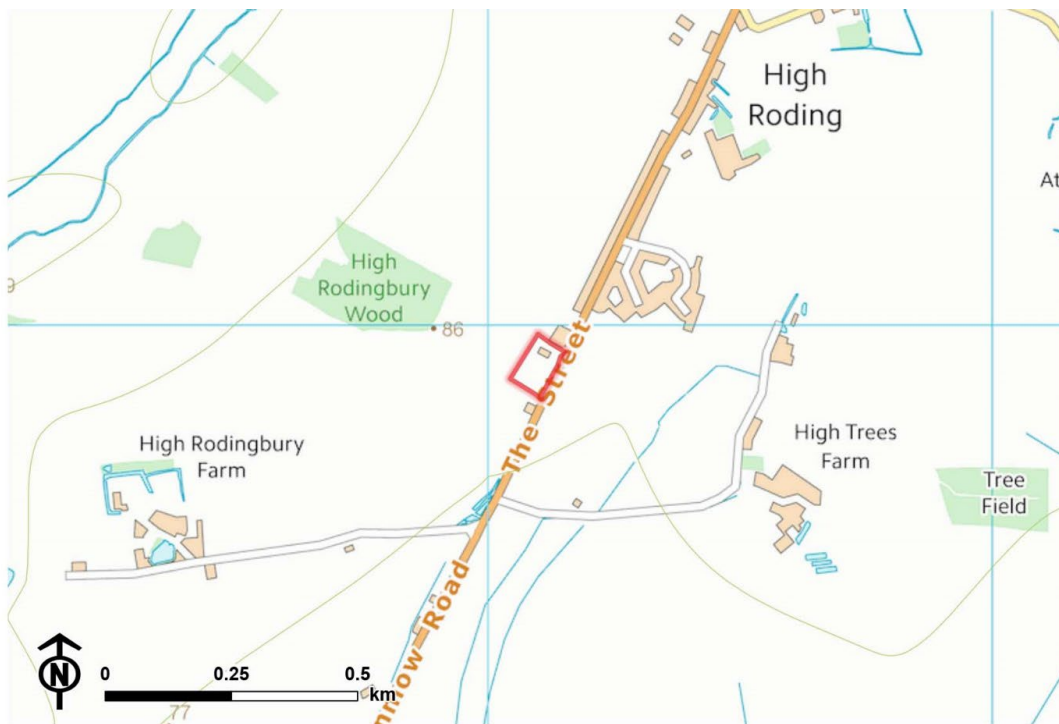
## **Appendix C** Landscape sensitivity proformas

However the semi-enclosed visual character, lack of heritage features, and simple landform of the site reduce sensitivity overall.




# High Roding (Site ID: High Roding 001 RES)

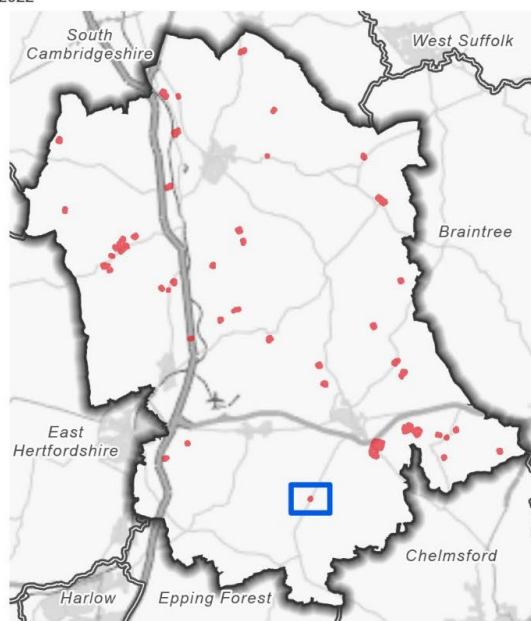
Landscape Character Area: B9 Roding Farmland Plateau

Figure C.31: Map of High Roding 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  HighRdg 001 RES



## Landscape character analysis

### Physical and natural character

**C.189** A flat open site, part of a larger arable field lying at 85 metres AOD with no valued landscape features. A small area of deciduous woodland priority habitat (High Rodingbury Wood) is located 190m north-west of the site.

- Low-moderate

### Historic landscape character

**C.190** The site is adjacent to the southern edge of High Roding Conservation Area, which contains a number of listed buildings. There are listed buildings either side of the site, and a Grade II listed Farmhouse located 820 metres to the south-west, all with some intervisibility towards the site.

- Moderate

### Settlement character

**C.191** Although the site contributes to the rural setting of High Roding, development of the site would be in keeping with the traditional linear settlement form of High Roding.

- Moderate

### Visual character

**C.192** There are open views across the site as a result of the flat landform and limited vegetation cover, including from the public rights of way which run to the north-west and south-west, and from The Street/B184.

- Moderate

## Perceptual and scenic qualities

**C.193** The site has a rural character and with a strong experience of dark skies although tranquillity is disrupted locally by its proximity to the B184.

- Moderate-high

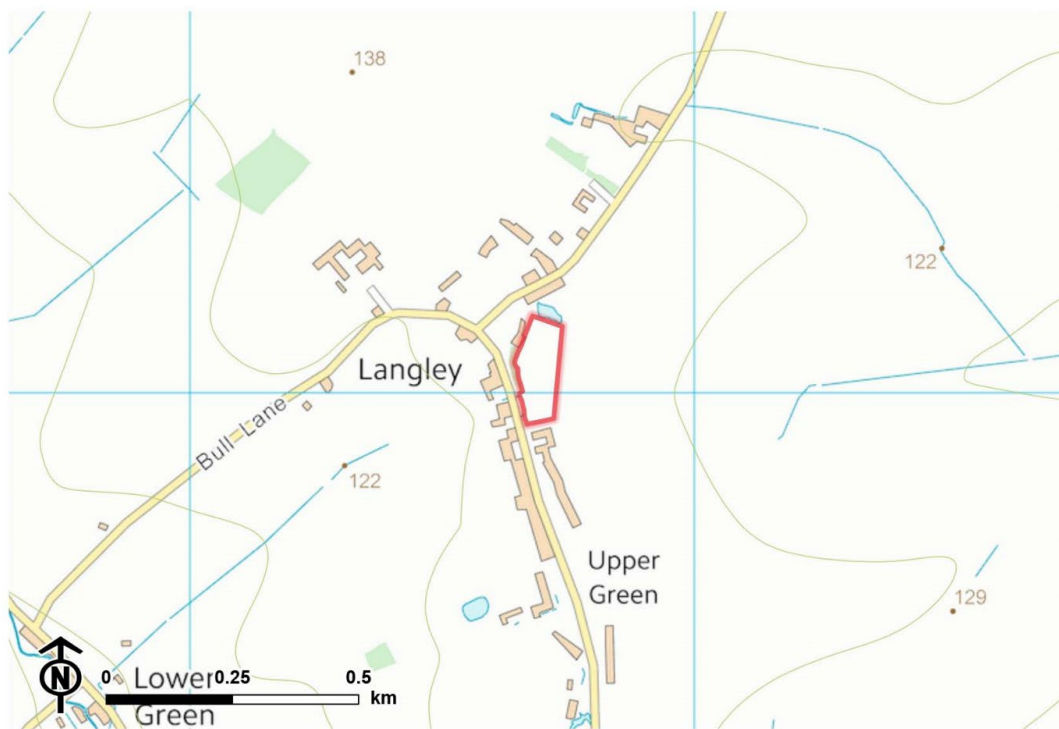
## Overall landscape sensitivity to residential development

Overall the site has a moderate sensitivity to development due to the simple landform with limited landscape features which reduce sensitivity. Features of higher sensitivity include open views into the site, proximity to the Conservation Area and listed buildings and the rural character.



## Langley (Site ID: Langley 003 RES)

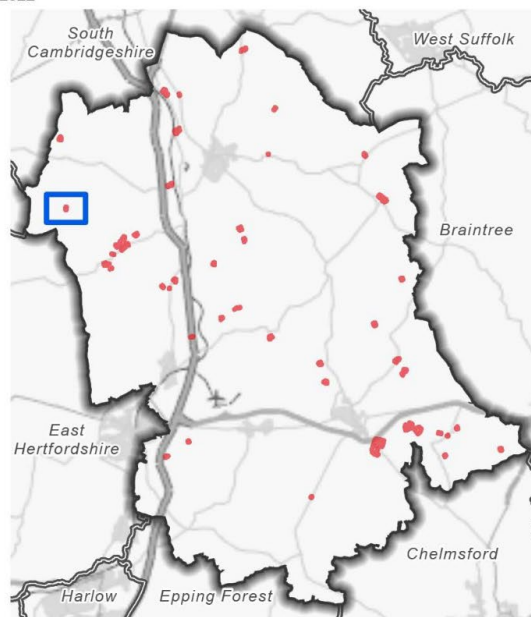
Landscape Character Area: C3 Langley Chalk Upland

Figure C.32: C3 Langley 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Langley 003 RES



## Landscape character analysis

### Physical and natural character

**C.194** The site gently undulates between approximately 130 metres AOD and 135 metres AOD. The land comprises a pasture field with open boundaries to large arable fields to the east. Dense vegetation and a grassy verge line the west edge (not priority habitat), between the site and Bull Lane, and mature trees and garden vegetation line the northern and southern boundaries.

- Low-moderate

### Historic landscape character

**C.195** No heritage assets are recorded within site boundaries. A cluster of listed buildings with thatched roofs lie 50 metres to the west, across Bull Lane. Mature trees and roadside vegetation screen the site, providing limited intervisibility.

- Low-moderate

### Settlement character

**C.196** Langley retains a strongly linear settlement form, arranged along Bull Lane. Development on the site is slightly set back from the main road, however the shape and scale of the proposed site would not be at odds with existing settlement form.

**C.197** However, the site contributes to the rural setting and dispersed settlement form of Langley, and there are no boundary feature containing the site from wider open countryside to the east.

- Moderate

## Visual character

**C.198** Mature vegetation providing partial screening to Bull Lane and existing residences to the north and south.

**C.199** The site is open to the east, with clear views into the site from a footpath passing along the eastern edge and long views to the east across the undulating landscape. There are views from the Harcamlow Way to the east into the site.

- Moderate-high

## Perceptual and scenic qualities

**C.200** The site is rural and retains a strongly tranquil character, with an experience of dark skies.

- Moderate-high

## Overall landscape sensitivity to residential development

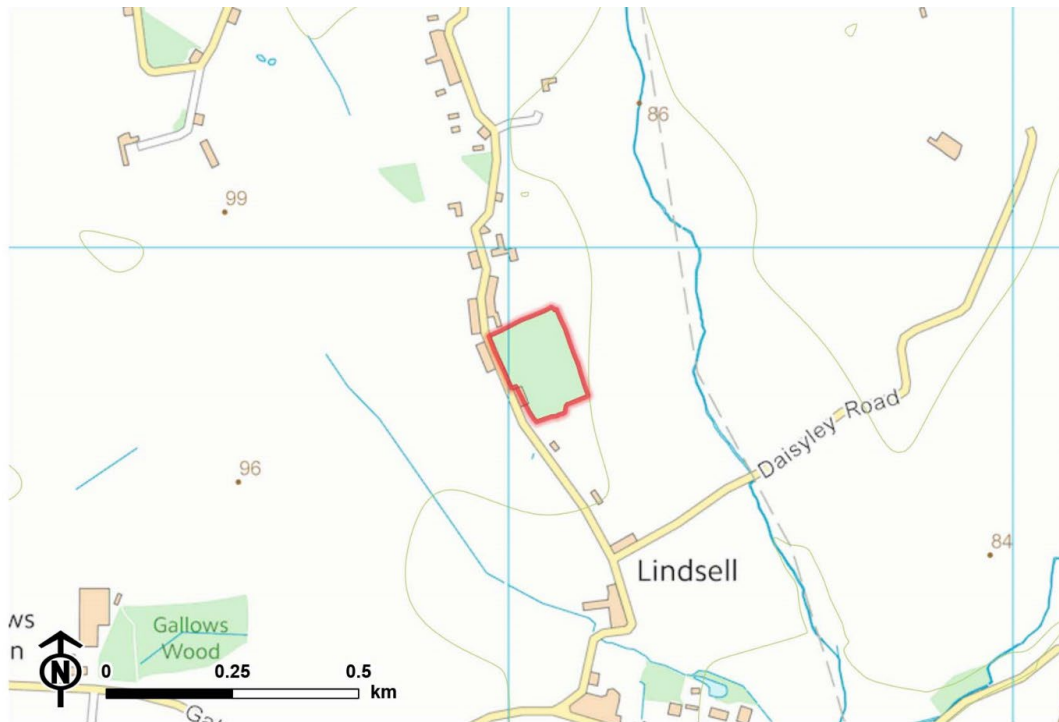
Overall, the site is assessed as having moderate sensitivity to development. It has little time-depth, and would not significantly impact the historic settlement pattern.

However, the site is visually open particularly to the east, retains high levels of tranquillity, and contributes to the rural, undeveloped character of Langley.




## Lindsell (Site ID: Lindsell 001 RES)

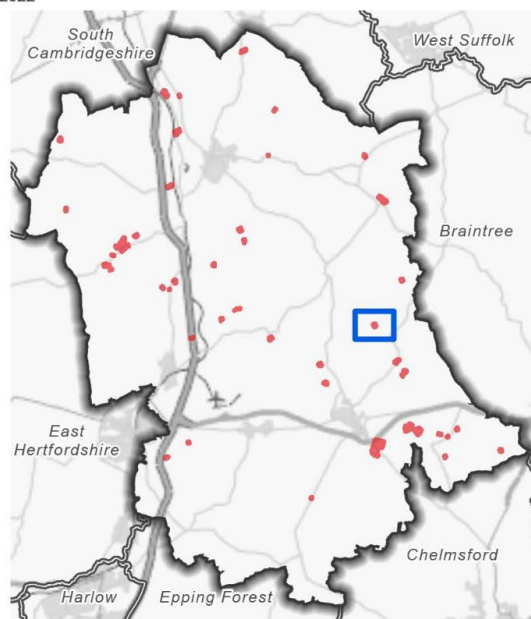
Landscape Character Area: B6 Lindsell Farmland Plateau

Figure C.33: Map of Lindsell 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Lindsell 001 RES



## Landscape character analysis

### Physical and natural character

**C.201** The site comprises a gently sloping block of woodland, between 90 metres AOD and 95 metres AOD, sloping to the east towards Daisyley Brook. Dense, mature trees cover the entirety of the site, and are designated priority habitat deciduous woodland. A small watercourse is associated with the sloping landform, 250 metres to the east.

- High

### Historic landscape character

**C.202** There are no recorded heritage or cultural features within the site boundaries. A Grade II listed building, Old Crown House, is adjacent to the site with limited intervisibility, due to the dense vegetation of the site.

- Low-moderate

### Settlement character

**C.203** Lindsell lies to the south of the site, centred around the Church of St Mary the Virgin. Low-density dispersed ribbon development has extended north. The site provides separation between the different blocks of development along the road, and if developed would coalesce these properties.

- Moderate

## Visual character

**C.204** The landform slopes down away from the site to open countryside in the east, placing the site in a visually prominent position within the wider landscape. A public right of way running to the south of the site and another to the west have clear views to the site.

- High

## Perceptual and scenic qualities

**C.205** The site has a wooded character and provides a rural setting to the surrounding low-density settlement. The site is tranquil and characterised by dark-night skies.

- Moderate-high

## Overall landscape sensitivity to residential development

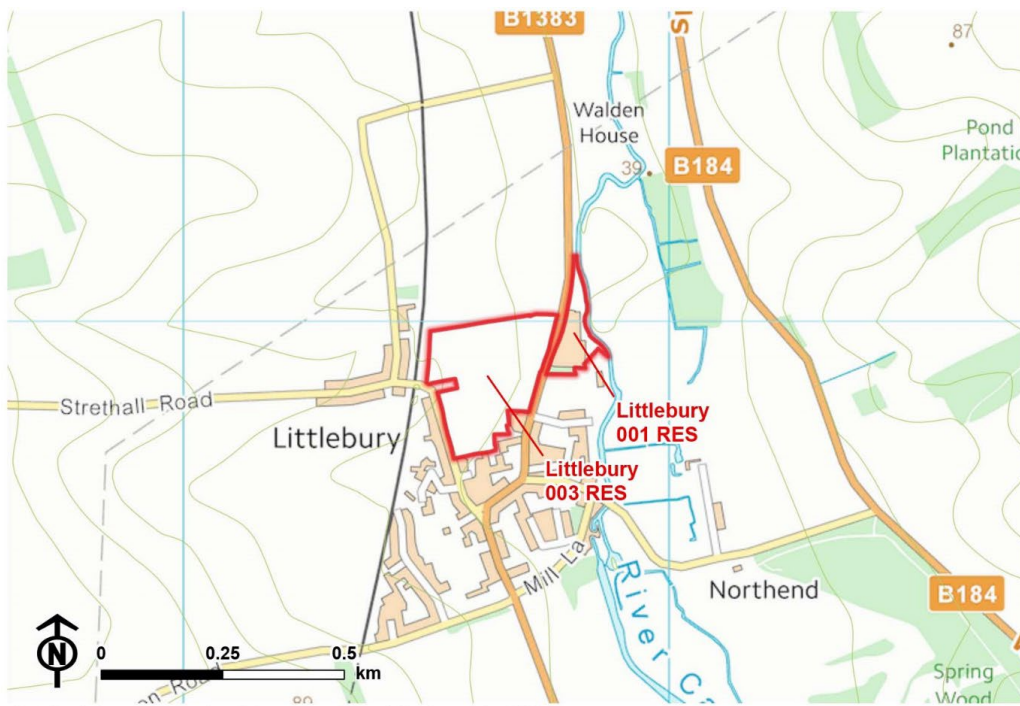
Overall, the site is assessed as high sensitivity to development. The site is designated priority habitat and comprises one of the few blocks of woodland in the open arable landscape, providing diversity and important habitat within a primarily agricultural landscape. Development on the site would impact the historically dispersed settlement form, increasing perception of ribbon development within Lindsell. Within the wider landscape, the site is visually prominent, with clear views of the site from a public right of way to the east.

Features of lower sensitivity include the absence of heritage features within the site.




# Littlebury (Site ID: Littlebury 001 RES, 003 RES)

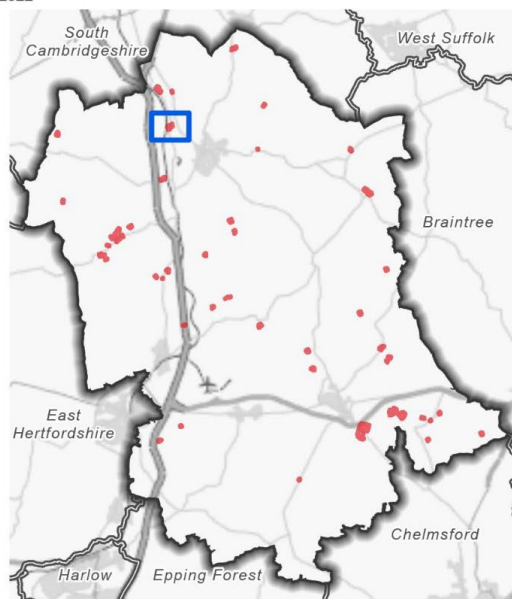
Landscape Character Area: A1 Cam River Valley

Figure C.34: Map of Littlebury 001 RES, 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Littlebury 001, 003 RES



## Landscape character analysis

### Physical and natural character

**C.206** The sites straddle Cambridge Road (B1383) north of the village of Littlebury and slope to the east towards the River Cam, from 60 metres in the west to 45 metres AOD in the east.

**C.207** Site 001 is previously developed, with large warehouses and barns on the site, although mature trees and riparian vegetation on the eastern boundary where it meets the River Cam, and priority habitat floodplain grazing marsh to the north increases the sensitivity of these areas.

- Low-moderate

**C.208** Site 003 comprises sections of arable fields and a pasture field, with mature hedgerows on the southern and eastern boundaries, and internally.

- Moderate

### Historic landscape character

**C.209** There are no recorded cultural or heritage assets within the site boundaries. The Conservation Area of Littlebury lies to the south, although it is separated from the sites by existing modern development. A cluster of Grade II buildings are located to the south, with limited intervisibility. The site lies within 500 metres of Audley End Registered Park and Garden.

- Low-moderate

### Settlement character

**C.210** The village of Littlebury retains a historic nuclear settlement form.

**C.211** Site 001 is already developed with existing farm buildings in commercial use, and further development would not significantly impact the settlement form or character.

- Low

**C.212** Site 003 is in arable and pasture use, contributing to the rural setting of Littlebury. Development on the site would constitute considerable expansion of the village. Although development of the site would not cross any major boundary features, it would reduce the rural approach to Littlebury from the north.

- Moderate-high

### Visual character

**C.213** Site 003 has a sloping landform with moderate visual prominence within the landscape. Thick, gappy hedgerows surround the site allowing intermittent views in from Cambridge/Strethall Road and surrounding residual properties. Where views are possible, there are long views across the site from Strethall Road over the Cam valley to the east.

- Moderate-high

**C.214** Site 001 is flatter, with riparian vegetation partially limiting views from the east. There are some views into the sites from Moreton Place to the north and Springwell Road to the east, across the Cam valley.

- Moderate

### Perceptual and scenic qualities

**C.215** The sites possess a rural character, although proximity to Littlebury and the M11 to the west impacts tranquillity in the area. Despite this, the sites

experience moderately dark skies, with minimal effects of light pollution. Electricity pylons are modern influences in the landscape.

- Low-moderate

## Overall landscape sensitivity to residential development

Site 001 is a brownfield site and has low-moderate sensitivity to development. However, sensitivity along the river floodplain is high and riparian habitats should be conserved.

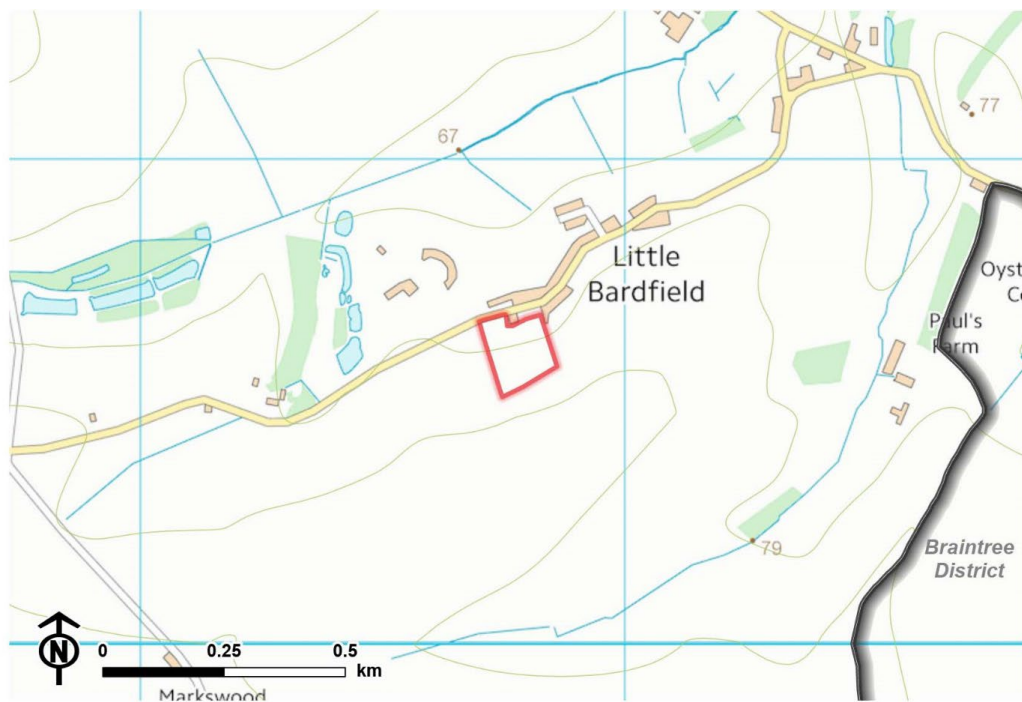
Site 003 is large, and development on its rural, undeveloped land would significantly impact the current settlement form of Littlebury, and would extend the village to the north. It has moderate-high sensitivity.

If both sites are developed in conjunction, cumulative impacts need to be considered.




# Little Bardfield (Site ID: Little Bardfield 002 RES)

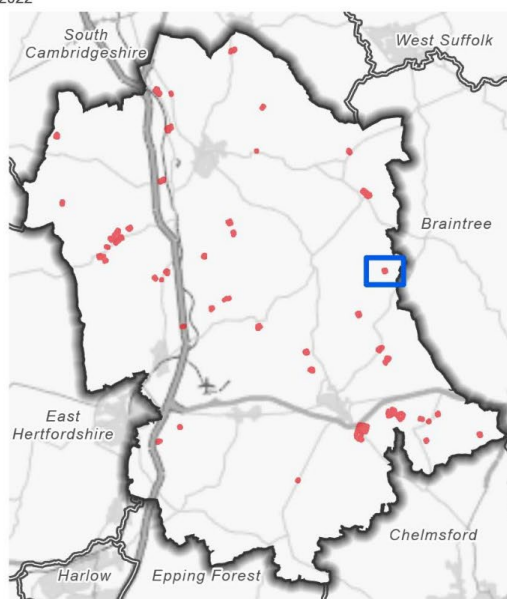
Landscape Character Area: B6 Lindsell Farmland Plateau

Figure C.35: Map of Little Bardfield 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtBardfield 002 RES



## Landscape character analysis

### Physical and natural character

**C.216** A small, gently sloping landform rising from 80 to 85 metres AOD to the south. The site forms part of a larger arable field. Gappy roadside vegetation along the northern edge provides some small-scale landscape features, and field boundaries have been lost to the south, east and west.

- Low-moderate

### Historic landscape character

**C.217** There are no recorded heritage or cultural assets within the site. The Grade II listed Three Cottages lie adjacent to the north-east boundary, and a cluster of historic buildings centred around the Grade I listed Church of St Katherine lie to the north-west. Development of the site would impact the rural setting to the historic church.

- Moderate-high

### Settlement character

**C.218** Development in this site would have a poor relationship with the existing loose linear and low-density settlement pattern of Little Bardfield.

**C.219** The site contributes to the rural setting of the village and development may be perceived as encroachment into open countryside, as there are no enclosing boundary features to the south.

- Moderate-high

## Visual character

**C.220** The rising landform and limited hedgerows result in a visually open character. There are open views from the west along Bardfield Road into the site, although existing development screen views immediately to the east and north. The rising topography limits views from the south.

**C.221** A public right of way runs along the western boundary, and there are open views into the site from this footpath.

- Moderate

## Perceptual and scenic qualities

**C.222** The site is undeveloped and has a rural character as a result of its agricultural land use. The site is characterised by dark night skies and relatively high levels of tranquillity, reduced slightly by proximity to Bardfield Road.

- Moderate

## Overall landscape sensitivity to residential development

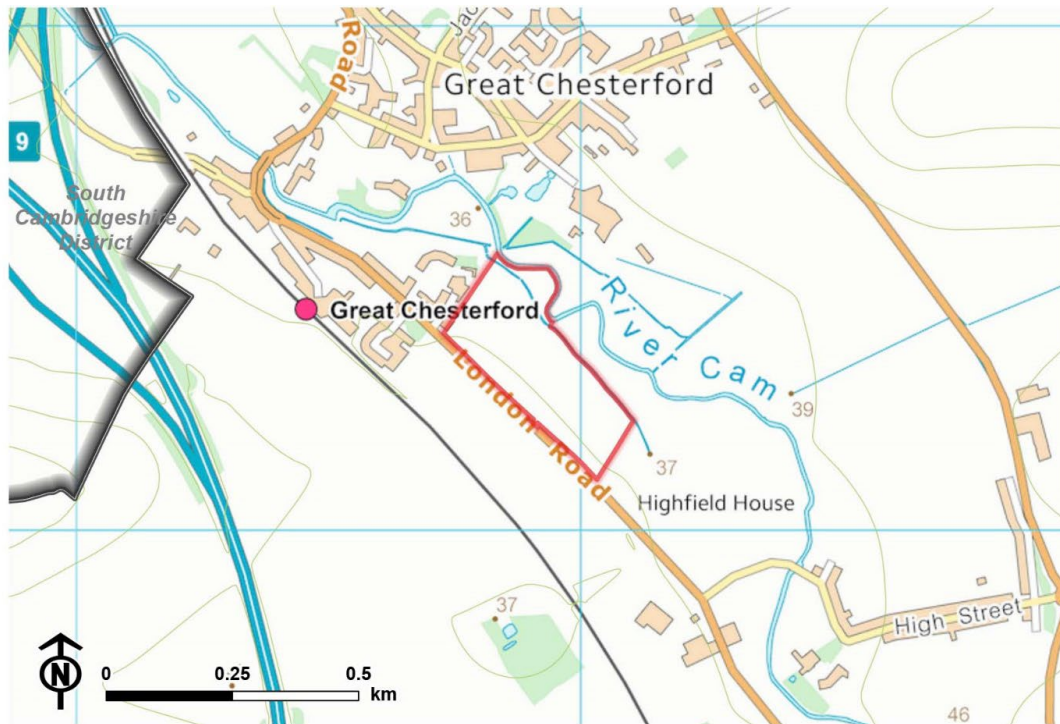
Overall, the site has a moderate-high sensitivity to development.

The site provides a rural setting to the village and to the church, has an open visual character and development would be at odds with the existing low-density linear settlement pattern.




## Little Chesterfield (Site ID: 002 RES)

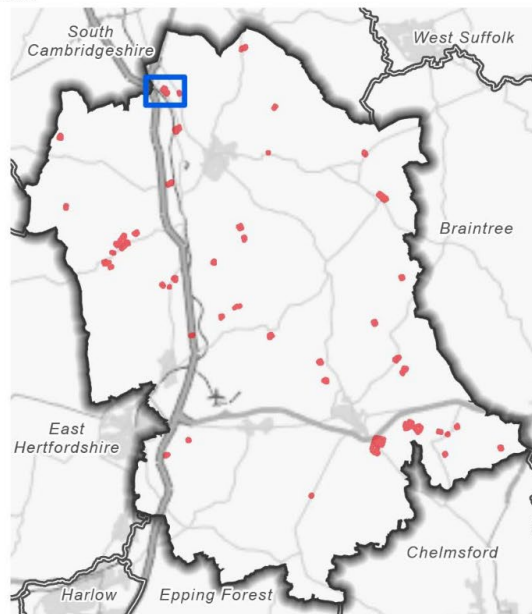
Landscape Character Area: A1 Cam River Valley

Figure C.36: Map of Little Chesterford 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtChesterford 001 RES



## Landscape character analysis

### Physical and natural character

**C.223** The site slopes gently towards the River Cam to the east, and lies around 40 metres AOD. The majority of the site is currently in arable use, with grazing and riparian vegetation on the north-east edge along the River Cam. Low hedgerows enclose the site to the south-west, north-west, and south-east.

- Moderate

### Historic landscape character

**C.224** There are no recorded heritage or cultural assets within the site boundaries, however the site is located within an archaeological site. A Grade II listed building, the main building to Great Chesterford Railway Station, is located 250 metres to the east, although there is limited intervisibility.

- Low-moderate

### Settlement character

**C.225** Great Chesterford has a historic nucleated settlement pattern, located to the east of the River Cam, although this has been altered by development around the railway station to the west of the river. New development at Chesterford Meadows to the west of London Road has introduced further linear development outside of the historic core of Great Chesterford. Development of the site would increase development away from the historic Centre, further altering the settlement character through increased ribbon development along London Road. Development on the site would also result in a reduced gap between Great Chesterford and Little Chesterford.

**C.226** The site contributes to the rural, open riverside backdrop to the village, and development of the site may impact this character.

- Moderate-high

### Visual character

**C.227** The relatively flat site and low hedgerows result in a very open character, with clear views into the site from London Road and residences to the west. Views from the north are screened by development and riparian vegetation along the River Cam.

**C.228** There are long views from the site to the east up the Cam valley slopes, with views across the site to the church tower of Great Chesterford (Grade I). Views from footpaths to the east are possible. Views to the south terminate in a wooded horizon.

- Moderate-high

### Perceptual and scenic qualities

**C.229** The site is influenced by close proximity to Great Chesterford, including new development at Chesterford Meadows, the railway line and M11, which impacts on the experience of dark skies and tranquillity as a result of proximity. However, the site retains an undeveloped, rural character, with agricultural land use and intact hedgerows.

- Moderate

## Overall landscape sensitivity to residential development

Overall this site is assessed as having moderate-high sensitivity to development.

The site has a rural, open character, and its open riverside location and associated riparian habitats, contributes to the rural setting of Great Chesterford. The site also contributes to the gap between Great and Little Chesterford. Development of the site would further alter the historic nucleated settlement pattern of Great Chesterford.

Sensitivity is lowered by the lack of heritage assets within the site, and its proximity to new development at Chesterford Meadows and the M11 which impacts its perceptual qualities.




# Little Chesterford (Site ID: Little Chesterford 002 RES)

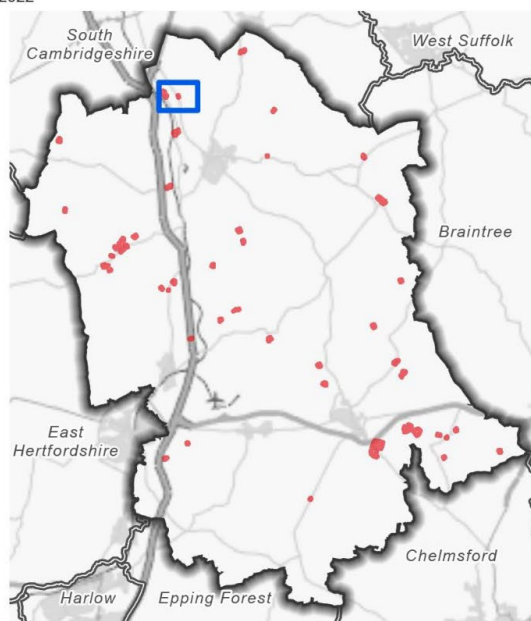
Landscape Character Area: A1 Cam River Valley

Figure C.37: Map of Little Chesterford 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtChesterford 002 RES



## Landscape character analysis

### Physical and natural character

**C.230** The site is small and relatively flat, around 45 metres AOD. Scrub and deciduous woodland cover the site, identified as priority habitat deciduous woodland. Mature hedgerows to the north and west, and along Walden Road to the east enclose the site from the surrounding countryside. Mature trees and hedgerow to the south separate site from existing development.

- Moderate

### Historic landscape character

**C.231** There are no recorded heritage or cultural assets within the site boundaries. An archaeological site abuts the site to the north.

- Low

### Settlement character

**C.232** Little Chesterford has a historical linear settlement pattern, and is surrounded by rural farmland. Development on the site would be a continuation of the linear settlement pattern along Walden Road. The site does not make a significant contribution to the sense of separation between Great Chesterford and Little Chesterford.

- Low-moderate

## Visual character

**C.233** The site is flat and visually enclosed, bound by mature vegetation in all directions. A public right of way passes approximately 300 metres to the west, but boundary vegetation limits views into the site. There are glimpsed views from the edge of the site across the Cam valley to the west.

- Low-moderate

## Perceptual and scenic qualities

**C.234** The site has an experience of dark skies in the north, with lower levels in the south closer to Little Chesterford. Proximity to Walden Road and existing development reduce tranquillity.

- Low-moderate

## Overall landscape sensitivity to residential development

The site is assessed as having low-moderate sensitivity to development.

Sensitive features include the priority habitat deciduous woodland within the site.

Development of the site would not be at odds with the historic linear settlement character of Little Chesterford and there is limited visibility of the site within the wider landscape. Limited time-depth and perceptual qualities, also reduce sensitivity.




## Little Dunmow (Site ID: Little Dunmow 003 RES)

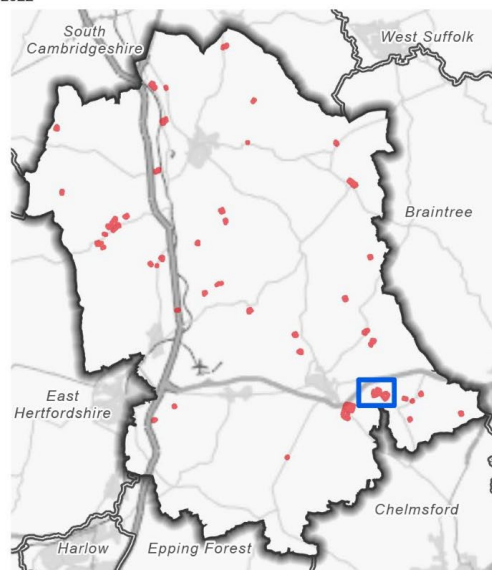
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.38: Map of Little Dunmow 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtDunmow 003 RES



## Landscape character analysis

### Physical and natural character

**C.235** The site comprises a large arable field, and gently undulates between 65 metres AOD and 70 metres AOD.

**C.236** A copse of priority habitat deciduous woodland lies within site boundaries close to the southern edge. Tall, intact hedges and trees line the southern boundary, part of the Fritch Way LNR.

**C.237** The northern edge of the site is bordered by a mix of scrub vegetation, and small residential developments, enclosed by fencing. The eastern edge of the site is bound by Station Road.

- Moderate-high

### Historic landscape character

**C.238** There are no recorded heritage or cultural assets within the site boundaries, although an archaeological site is adjacent to the southern edge. A cluster of Grade II listed cottages lie to the north-west, with limited intervisibility.

- Low-moderate

### Settlement character

**C.239** Little Dunmow has a historic dispersed settlement form, characterised by isolated farmsteads and settlements interspersed with open countryside. Development of the site would have no relationship with Little Dunmow, and would be perceived as a new settlement, in a similar manner to Fritch Green to the south. The site provides a rural setting to Little Dunmow, and development

of the site would risk coalescence, or perceived coalescence of Little Dunmow and Flitch Green.

**C.240** Development on the site would, however, provide an opportunity to integrate the recent development at Cromwell Place into the wider landscape.

- High

### Visual character

**C.241** The site has a semi-open character, with clear views into and across the site from Station Road, and from neighbouring properties. A public right of way runs along the western boundary and through the site, connecting to the Flitch Way, which runs along the southern boundary. Mature vegetation provides partial screening to the south and north. The site does not occupy a visually prominent position within the landscape.

- Moderate

### Perceptual and scenic qualities

**C.242** Despite proximity to Flitch Green, the site retains a rural character due to its semi-open nature and agricultural land use. Traffic noise from Station Road and the A120 reduce levels of tranquillity.

- Moderate

## Overall landscape sensitivity to residential development

The site has moderate-high sensitivity to development. Little Dunmow has a historic dispersed settlement form, and the site occupies an important gap between settlements. Development would significantly increase the size of

## Appendix C Landscape sensitivity proformas

the Little Dunmow, and would detract from the rural qualities the site contributes as a backdrop to the settlement.

Features of lower sensitivity include the lack of heritage features within site boundaries, and limited visual prominence within the wider landscape.




# Little Dunmow (Site ID: Little Dunmow 004 RES)

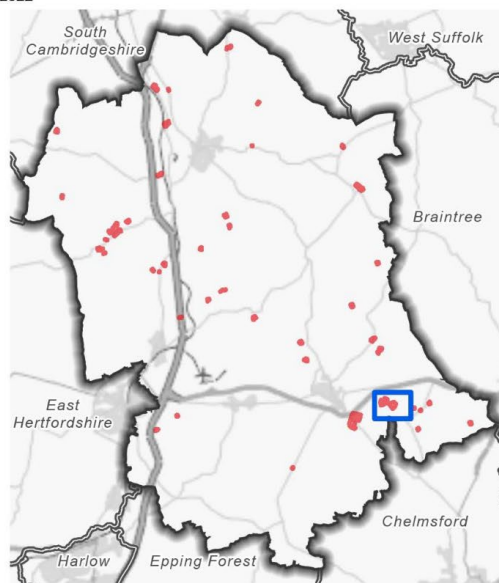
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.39: Map of Little Dunmow 004 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtDunmow 004 RES



## Landscape character analysis

### Physical and natural character

**C.243** The site comprises an arable field, rising from Stebbing Brook to the south, from 45 metres AOD in the south-east to 60 metres AOD in the north.

**C.244** Dense roadside vegetation lines the western boundary along Station Road, and priority habitat deciduous woodland runs along the northern boundary within the Flitch Way LNR and provides a dense boundary to the south-east.

- Moderate

### Historic landscape character

**C.245** No heritage or cultural features are recorded within site boundaries, although it is designated an archaeological site. A Grade II listed building, Bouchiers, lies to the north with limited intervisibility, due to the woodland along the Flitch Way.

- Low-moderate

### Settlement character

**C.246** The historic dispersed settlement form of Little Dunmow is characterised by isolated settlements spread throughout open countryside. Development of this site would have no relationship with Little Dunmow.

**C.247** The site is adjacent to Flitch Green (west of Station Road). Development of the site would be perceived as a significant extension of this settlement. Development east of Station Road is under construction at Charles Moore Place and Kingswood Chase north of Flitch Way. Development of this site

would be perceived as settlement advancement into the countryside, but would not represent a step-change in settlement form.

- Moderate

### Visual character

**C.248** The site is semi-enclosed, with generally intact hedgerows and mature trees on all boundaries. Intermittent gaps allow views in from Station Road, the Saffron Trail, Flich Way and local public rights of way which run along the eastern, northern and southern boundaries.

- Moderate

### Perceptual and scenic qualities

**C.249** The site has tranquil, rural characteristics and contributes to the rural backdrop of Flich Green. The site is characterised by dark night skies. Moderate disturbances from Station Road and the A102 affect overall tranquillity.

- Moderate

## Overall landscape sensitivity to residential development

The site has moderate sensitivity to development. The site lacks cultural heritage features, and is semi-enclosed with limited views in from its surroundings.

Sensitive features include the rural character of the site, proximity to Flich Green increasing the coalescence of settlements and its proximity to multiple public rights of way with intermittent views into the site.




# Little Easton (Site ID: Little Easton 007 RES)

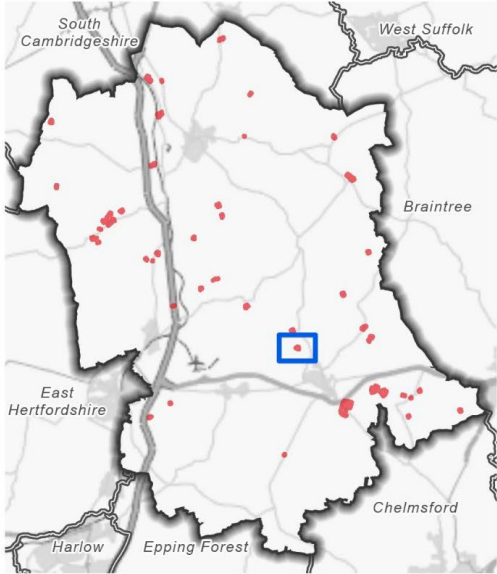
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.40: Map of Little Easton 007 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  LtEaston 007 RES



## Landscape character analysis

### Physical and natural character

**C.250** The site comprises a pasture field, which gently slopes down toward the River Chelmer in the east, from 65 metres AOD and 55 metres AOD.

**C.251** Mature trees and hedgerows line the west and south boundaries, while small-scale garden vegetation lines the northern boundary. To the east, dense vegetation and a small area of deciduous woodland (not priority habitat) separate the site from further arable fields. The River Chelmer floodplain partially overlaps with the site boundary in the east, and an area of priority habitat traditional orchard lies to the south-west.

- Moderate

### Historic landscape character

**C.252** Within site boundaries there are no recorded historic or cultural assets. Three Grade II listed cottages on Duck Street lie less than 100 metres to the west, with mature vegetation providing significant screening, limiting intervisibility.

- Low-moderate

### Settlement character

**C.253** Development on the site would not be in keeping with the historic linear settlement pattern of Little Easton and the proposed scale is out of proportion with surrounding settlement.

**C.254** The site provides a rural setting on the approach to Little Easton along Duck Street.

- Moderate-high

## Visual character

**C.255** The site is low-lying and semi-enclosed, although it sits on the valley slopes of the River Chelmer. There are clear views into the site from the footpath on the eastern edge, and intermittent views from Duck Street across the site to the settlement edge of Little Easton.

- Moderate

## Perceptual and scenic qualities

**C.256** The site has a rural character although dark skies are diminished by proximity to Great Dunmow.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site is assessed as having moderate sensitivity to development. It has a semi-enclosed character, and does not contain any heritage assets.

Sensitivities include the rural character, proximity to the River Chelmer and priority habitats, and contribution to the rural setting of the village.

Development would impact the settlement form of the village, and greatly increase the size of the settlement.




## Quendon (Site ID: Quendon 002 RES)

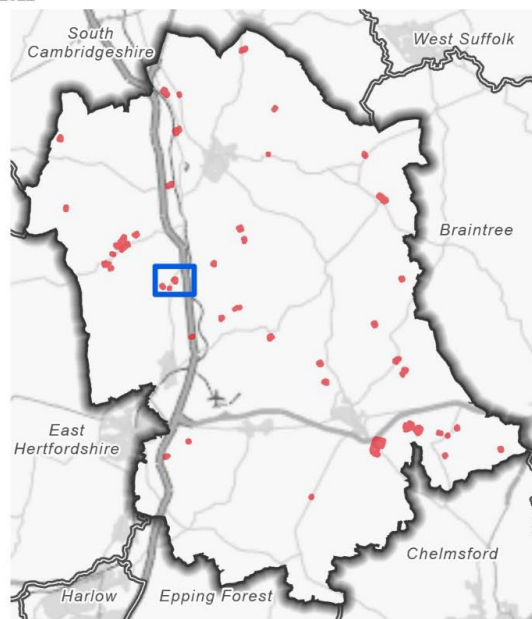
Landscape Character Area: B3 Debden Farmland Plateau

Figure C.41: Map of Quendon 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  QuendonR 002 RES



## Landscape character analysis

### Physical and natural character

**C.257** The site slopes from 90 metres in the west to 95 metres AOD in the east. It is currently used as pasture for horse grazing.

**C.258** Hedgerow boundaries and road-side vegetation provide some small-scale landscape features (although not designated as priority habitat).

- Moderate

### Historic landscape character

**C.259** There are no recorded heritage assets in the site or evidence of older field patterns. The west of the site lies within the Quendon and Rickling Green Conservation Area and lies adjacent to the listed buildings that line both sides of Cambridge Road.

- Moderate-high

### Settlement character

**C.260** The site provides part of the rural backdrop to the village and the adjacent Grade II\* church of St Simon and St Jude and the Conservation Area Appraisal also notes the importance of trees within the site to the setting the village. Development of the site would have a poor relationship with the historic linear form of the village.

- High

## Visual character

**C.261** Potential development would be visible from the public rights of way crossing the site, extending east from Quendon to Quendon Wood.

**C.262** Mature trees and hedgerow, both along the B1383 and internal field boundaries, result in an enclosed character to the site and development of the site would make little intrusion in the wider landscape, where views would be screened by roadside vegetation and development within Quendon from the north and Quendon Wood from the south.

- Moderate

## Perceptual and scenic qualities

**C.263** The site has a rural character as a result of agricultural land use and surrounding farmland, although proximity to the B1383 reduces tranquillity.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has a moderate-high sensitivity to development.

The site has a simple landform and a semi-enclosed visual character, which decrease sensitivity. However, the site provides part of the scenic rural backdrop to the village, and development would have a poor relationship with the historic settlement form.

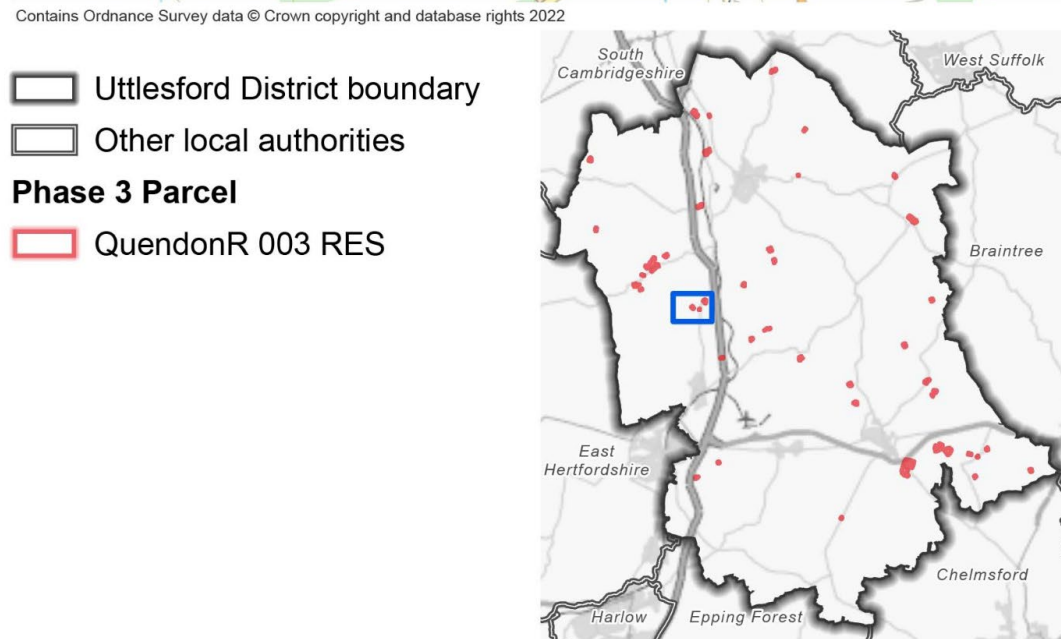
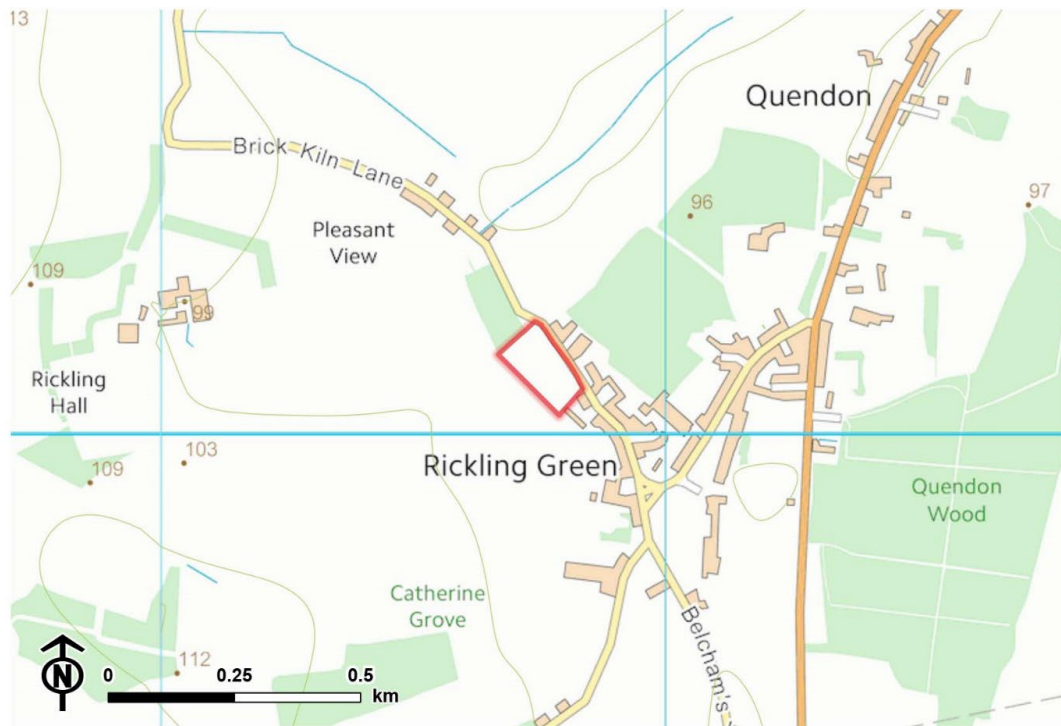
## Appendix C Landscape sensitivity proformas

The west of the site may be more sensitive to development due to its importance as part of the setting to the Church of St Simon and St Jude and the historic settlement edge.

## Quendon (Site ID: Quendon R003 RES)

Landscape Character Area: B3 Debden Farmland Plateau

Figure C.42: Map of Quendon R003 RES



## Landscape character analysis

### Physical and natural character

**C.264** The site comprises a small part of a larger arable field. It has a gently sloping landform, at approximately 95 metres AOD. A block of priority habitat deciduous woodland bounds the site to the north. A mature hedgerow with hedgerow trees along Brick Kiln Lane marks the eastern boundary. The southern boundary is defined by post and wire fencing and garden vegetation of existing residences. The west edge lacks internal field boundaries and is open to further arable fields.

- Moderate

### Historic landscape character

**C.265** There are no recorded cultural or heritage features within the site boundaries. The Quendon and Rickling Green Conservation Area lies approximately 100 metres to the south-east, although there is limited intervisibility.

- Low-moderate

### Settlement character

**C.266** Quendon has a historic linear settlement form, with partial alterations due to modern infill along Brick Kiln Lane and Rickling Green Road. Development of the site would not be at odds with the existing development on Brick Kiln Lane, although it contributes to the rural setting of the village.

- Low-moderate

## Visual character

**C.267** The site has a semi-open character, with views into and across the site from Brick Kiln Lane limited by intermittent hedgerows in the west of the site. Existing houses to the south and a public right of way 60 metres to the west have clear views into the site.

- Moderate

## Perceptual and scenic qualities

**C.268** The site has a rural and undeveloped character as a result of agricultural use and low-density settlement, and experiences dark skies. Views from the site of electricity pylons to the south and south-west area detracting feature.

- Moderate

## Overall landscape sensitivity to residential development

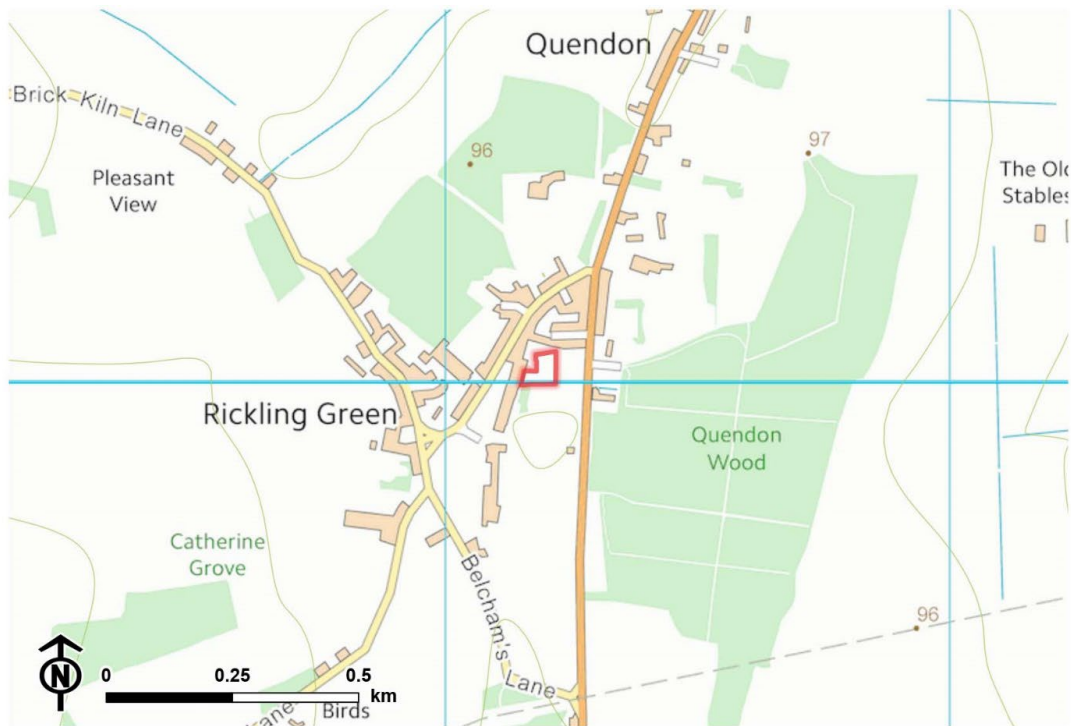
Overall, the site has moderate sensitivity to development. The site has a simple landform, no recorded cultural heritage features, and would not be at odds with the current development pattern along Brick Kiln Lane.

Sensitive features include the proximity to priority habitat deciduous woodland to the north, the semi-open visual character, with views from the public right of way, and contribution to the rural character of Quendon.




## Quendon (Site ID: Quendon R006 RES)

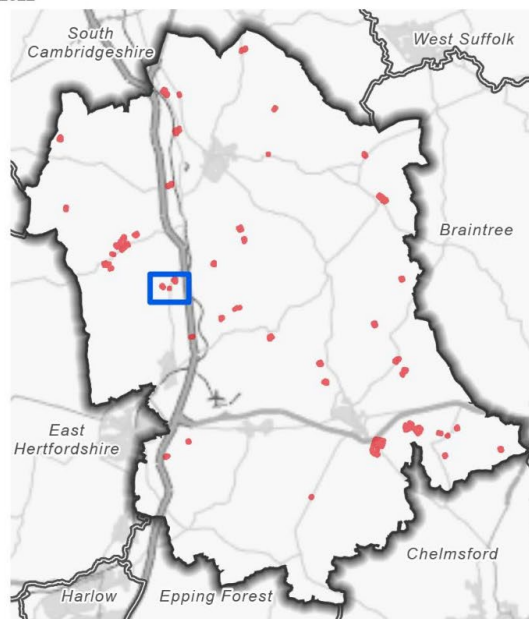
Landscape Character Area: B3 Debden Farmland Plateau

Figure C.43: Map of Quendon R006 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  QuendonR 006 RES



## Landscape character analysis

### Physical and natural character

**C.269** The site is flat at approximately 90 metres AOD, and has been previously developed, with some remnant structures and mature trees remaining within the site boundaries. Mature trees and fencing line the north and south-west edges.

- Low

### Historic landscape character

**C.270** The site is adjacent to the Quendon and Rickling Green Conservation Area. Two Grade II listed buildings, Thatch and Tudor Cottage, lie 50 metres to the south with limited intervisibility.

- Moderate

### Settlement character

**C.271** Quendon has a historic linear settlement pattern, altered by modern infill development along Hallfield, Snowdrop Drive and Bluebell Drive, and recent development off the B1383 Cambridge Road to the east of the site.

Development of the site would contribute additional infill but would not be at odds with the current development pattern in this area of Quendon.

- Low-moderate

### Visual character

**C.272** The site is enclosed by existing houses, including recent development to the east, and mature trees. Visibility from Rickling Green/Cambridge Road is

limited, and while there is a public right of way along the northern boundary, views are largely screened by fencing and vegetation.

- Low-moderate

### Perceptual and scenic qualities

**C.273** The site's location proximity to London Road has moderate impacts on tranquillity and dark skies. The site is significantly influenced by the surrounding development at Quendon.

- Low

## Overall landscape sensitivity to residential development

Overall, the site has low sensitivity to development. The site is surrounded by existing residential development, and would not have significant impact on the existing development pattern. Simple landform, lack of cultural heritage features, and the enclosed nature of the site contribute to a lower sensitivity to development.

Sensitive features include the proximity to the Quendon and Rickling Green Conservation Area.




## Sewards End (Site ID: Sewards End 001 RES)

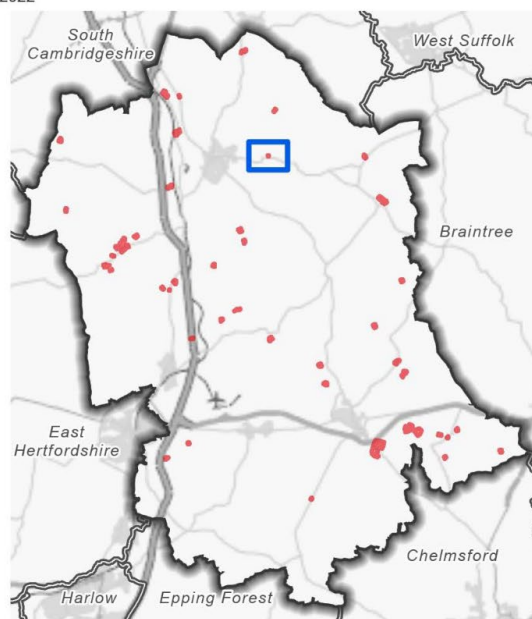
Landscape Character Area: B3 Hempstead Farmland Plateau

Figure C.44: Map of Sewards End 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  SewardsEnd 001 RES



## Landscape character analysis

### Physical and natural character

**C.274** The site comprises a small part of a large field of scrub and woodland, at the eastern edge of Swards End village. The landform is flat at 115 metres AOD. The western boundary is lined with intact hedgerows and garden vegetation from the settlement edge. Mature trees and vegetation line the north boundary. There are no internal field boundaries separating the site from open fields to the east.

- Moderate

### Historic landscape character

**C.275** There are no recorded cultural or heritage features within the site boundary.

- Low

### Settlement character

**C.276** Swards End has a historic linear settlement pattern, and although infill development has occurred along Cole End Lane/Radwinter Road, this form has been retained. The site location and scale would not be at odds with the existing settlement form, and may offer opportunities for development to enhance the settlement edge and integration with the wider countryside.

- Low

## Visual character

**C.277** The site is flat and not visually prominent within the landscape, with mature trees to the north providing enclosure. There are open views from Radwinter Road into the site, and where the hedgerow ends on Radwinter Road there may be views from the public right of way to the south.

- Low-moderate

## Perceptual and scenic qualities

**C.278** Proximity to Swards End moderately impacts tranquil character, however the site retains a strongly rural character, surrounded by arable fields and undeveloped countryside to the east and south.

- Moderate

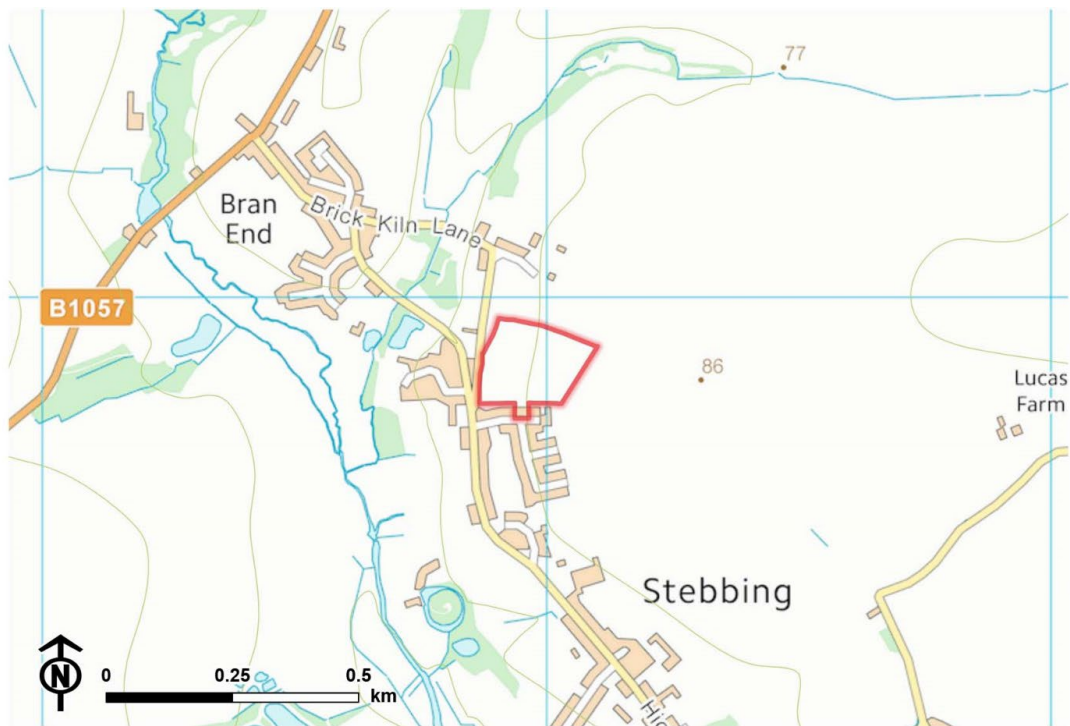
## Overall landscape sensitivity to residential development

Overall, the site has low sensitivity to residential development. Sensitive features include the open character of views from Radwinter Road, and the rural character the site contributes to the setting of Swards End. However, the development would not be at odds with existing settlement form, there are no recorded cultural or natural heritage assets, and the site is not prominent within the wider landscape.




## Stebbing (Site ID: Stebbing 001 RES)

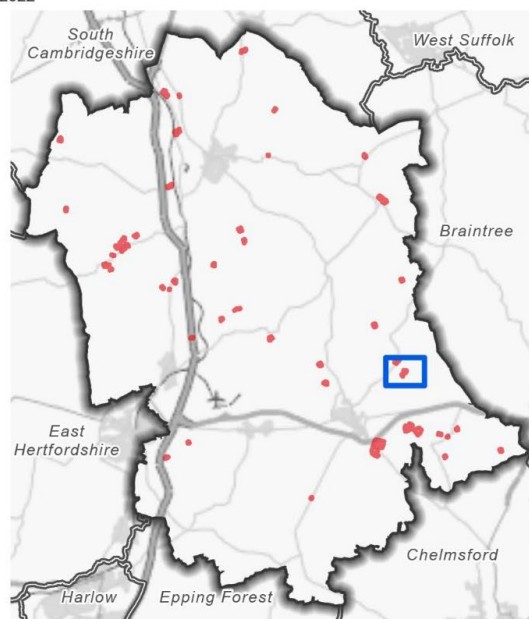
Landscape Character Area: A4 Upper Chelmer River Valley, B13 Rayne Farmland Plateau

Figure C.45: Map of Stebbing 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Stebbing 001 RES



## Landscape character analysis

### Physical and natural character

**C.279** The site comprises a small part of a larger arable field, and is bound by mature trees and intact hedgerows to the south, north and west. Internal field boundaries to the east have been lost, and the site is open to further arable fields. The landform gently rises to the east, from 75 metres AOD to approximately 80 metres AOD.

- Moderate

### Historic landscape character

**C.280** There are no recorded heritage or cultural assets within the site boundaries. A Grade II listed building, Bent Marshalls House, is located 30 metres to the west of the site, with limited intervisibility.

- Low-moderate

### Settlement character

**C.281** Stebbing has a historic dispersed settlement pattern. This has been partially modified over the years by infill development, coalescing settlements into a loosely linear form with nucleated spurs along High Street and The Downs. The site contributes to the rural setting of Stebbing, although it is located more than 500 metres from the historic core of the village within the Conservation Area.

**C.282** The site is large, and set back from The Downs, north of houses on Pound Gate. Development of the site would not be out of keeping with the existing modern housing estate to the south, which has recently expanded to the east.

- Low-moderate

## Visual character

**C.283** The site is semi-enclosed, with dense roadside vegetation and mature trees bordering the site on all sides except the east, limiting views into the site from Brick Kiln Lane and Pound Gate. A footpath along Clay Lane to the north has intermittent views into the site due to fragmented hedgerows.

- Low-moderate

## Perceptual and scenic qualities

**C.284** The site has a rural character as a result of agricultural land use, surrounding farmland, and low-density settlement. The site experiences relatively tranquillity and dark skies.

- Moderate

## Overall landscape sensitivity to residential development

Overall the site has a low-moderate sensitivity, due to its simple landform, minimal visual prominence within the wider landscape, and lack of natural and cultural heritage features. Development would not represent a step change in existing settlement form.




## Stebbing (Site ID: Stebbing 007 RES)

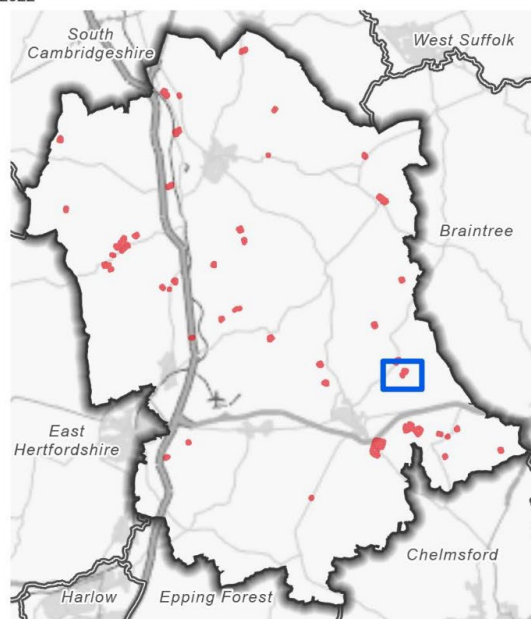
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.46: Map of Stebbing 007 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Stebbing 007 RES



## Landscape character analysis

### Physical and natural character

**C.285** The site comprises gently undulating pasture, located at approximately 70 metres AOD. The northern boundary is lined with mature trees and existing residences, and a low hedgerow runs along The Downs to the east. The western and southern boundaries are open to further pasture, lacking internal field boundaries.

- Low-moderate

### Historic landscape character

**C.286** There are no heritage or cultural assets recorded within the site boundaries, although it is located within an archaeological site. Stebbing Conservation Area and a Grade II\* listed building, Stebbing Park, lie approximately 100 metres to the south. A Scheduled monument, The Mount, lies 150 metres to the south in an elevated position and partial views from this elevated site into the site are possible.

- Moderate-high

### Settlement character

**C.287** Stebbing has a historic dispersed settlement pattern. Modern developments have extended this loosely linear form along The Downs. Development on the site would extend development on either side of The Downs and could impact the rural backdrop provided to the village and Stebbing Park.

- Moderate

## Visual character

**C.288** The site is semi-open, with mature vegetation to the north and south. There are open views from The Downs across the site to undulating fields and woodlands. A public right of way runs along the south-west boundary and to the south and west of the site, allowing views in, although some screening is provided by hedgerows and trees.

- Moderate

## Perceptual and scenic qualities

**C.289** The site retains a rural and tranquil character, enhanced by the undulating landform and surrounding pasture and arable land. Long views across the site to undeveloped countryside and proximity to priority habitat woodland contribute to the existing rural setting.

- Moderate

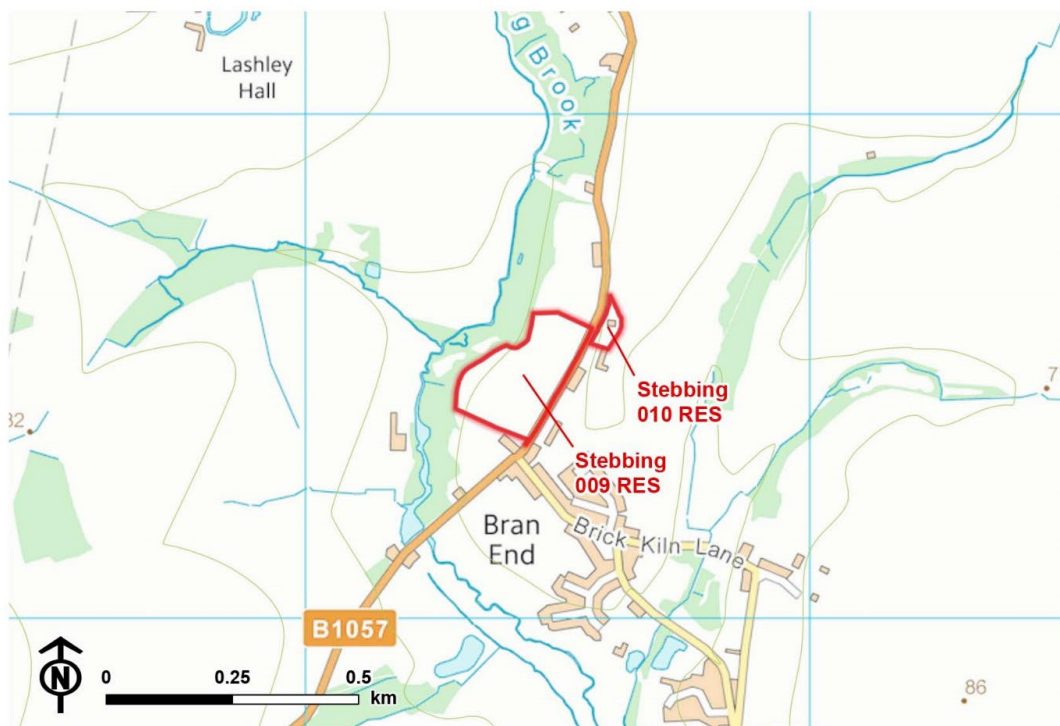
## Overall landscape sensitivity to residential development

The site has moderate-high sensitivity to development. Although there are no recorded priority habitats or heritage features within the site, it makes a strong contribution to the rural character of Stebbing, and development would have a poor relationship with the historic character of the settlement. Intermittent views from The Downs and nearby historic features increase sensitivity.




## Stebbing (Site ID: Stebbing 009 RES)

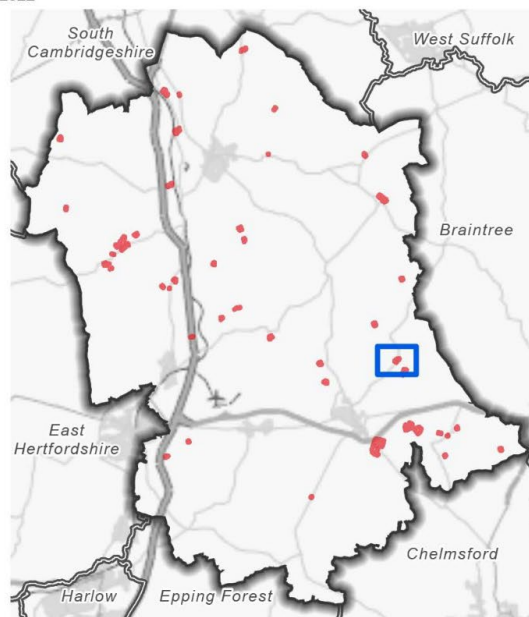
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.47: Map of Stebbing 009 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Stebbing 009, 010 RES



## Landscape character analysis

### Physical and natural character

**C.290** The site comprises the southern extent of an elevated open pasture field, sloping towards Stebbing Brook to the west, from 75 metres to 70 metres AOD.

**C.291** Priority habitat deciduous woodland and riparian vegetation lines the western edge, along the Stebbing Brook. The eastern edge is open to the B1057, and garden vegetation from the settlement edge lines the south.

- Moderate-high

### Historic landscape character

**C.292** There are no recorded heritage or cultural features within the site boundaries. However, a cluster of Grade II listed buildings are located 50 metres to the south of Site 009, with partial intervisibility.

- Moderate

### Settlement character

**C.293** The historic dispersed settlement pattern of Stebbing has been altered by partial infill along The Downs. The site is located on the edge of the Bran End, a small hamlet separated from the main historic core by wedges of open land around the Stebbing Brook. Development of the site would extend the hamlet into the countryside along the B1057, and the site provides a pastoral and attractive approach to this historic settlement edge from the north.

- Moderate-high

## Visual character

**C.294** The site has an open character, with clear views into the site from nearby properties and the B1057. Riparian woodland along the Stebbing Brook limit views to the west.

- Moderate

## Perceptual and scenic qualities

**C.295** The site retains a rural and tranquil character, with moderate impacts from proximity to the B1057. Prominent overhead utilities detract from the rural qualities of the site.

- Low-moderate

## Overall landscape sensitivity to residential development

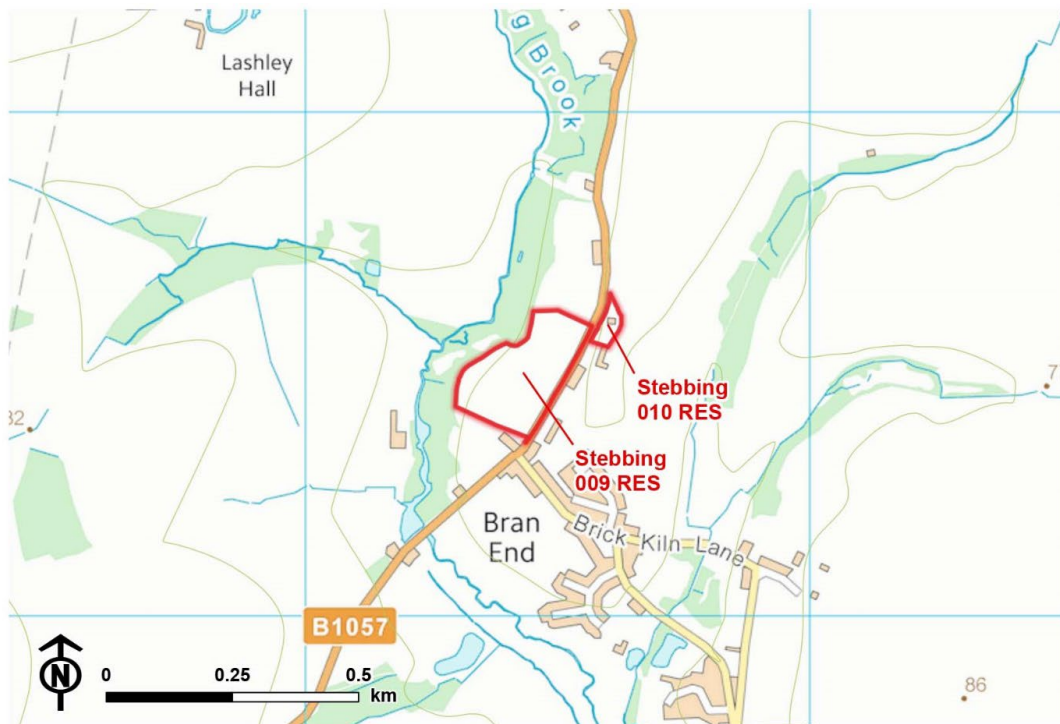
Overall, the site is assessed as having moderate-high sensitivity to development. Its visual openness, and priority habitat along the Stebbing Brook increase sensitivity. Development on the site would extend development north of the village and impact the rural backdrop the site provides to the existing settlement.

Detracting features include the lack of heritage features within site boundaries.




## Stebbing (Site ID: Stebbing 010 RES)

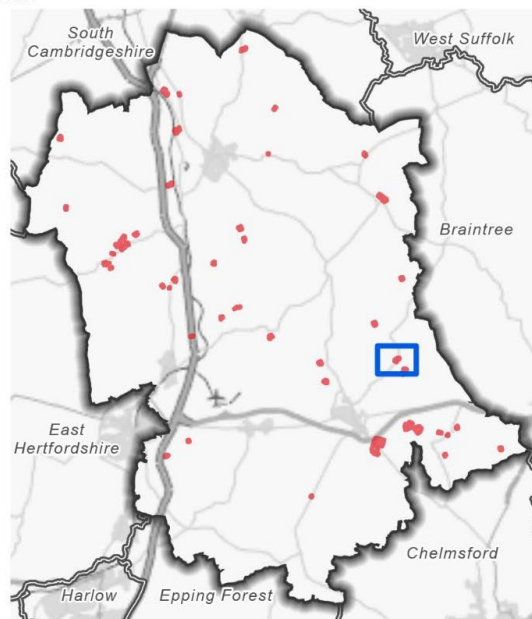
Landscape Character Area: A4 Upper Chelmer River Valley

Figure C.48: Map of Stebbing 010 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Stebbing 009, 010 RES



## Landscape character analysis

### Physical and natural character

**C.296** A small site which is currently developed with two residential buildings. It is relatively flat, located at approximately 80 metres AOD. Roadside vegetation and fencing enclose the site to the west. To the south, wooden fencing provides a boundary to buildings in commercial use. Low hedgerows line the east edge, containing the property large arable fields beyond.

- Low-moderate

### Historic landscape character

**C.297** There are no recorded heritage or cultural features within the site boundaries. The site partially overlaps with an archaeological site to the north.

- Moderate-low

### Settlement character

**C.298** The historic dispersed settlement pattern of Stebbing has been altered by partial infill along The Downs. The site is located on the edge of the Bran End, a small hamlet separated from the man historic core by wedges of open land around the Stebbing Brook. Development on this brown field site would not significantly impact the settlement form of Bran End, as it fits within the existing settlement form.

- Low

## Visual character

**C.299** The site is visually enclosed, with limited views in from the B1057.

- Low

## Perceptual and scenic qualities

**C.300** The site is influenced by existing development, with moderate impacts from proximity to the B1057.

- Low

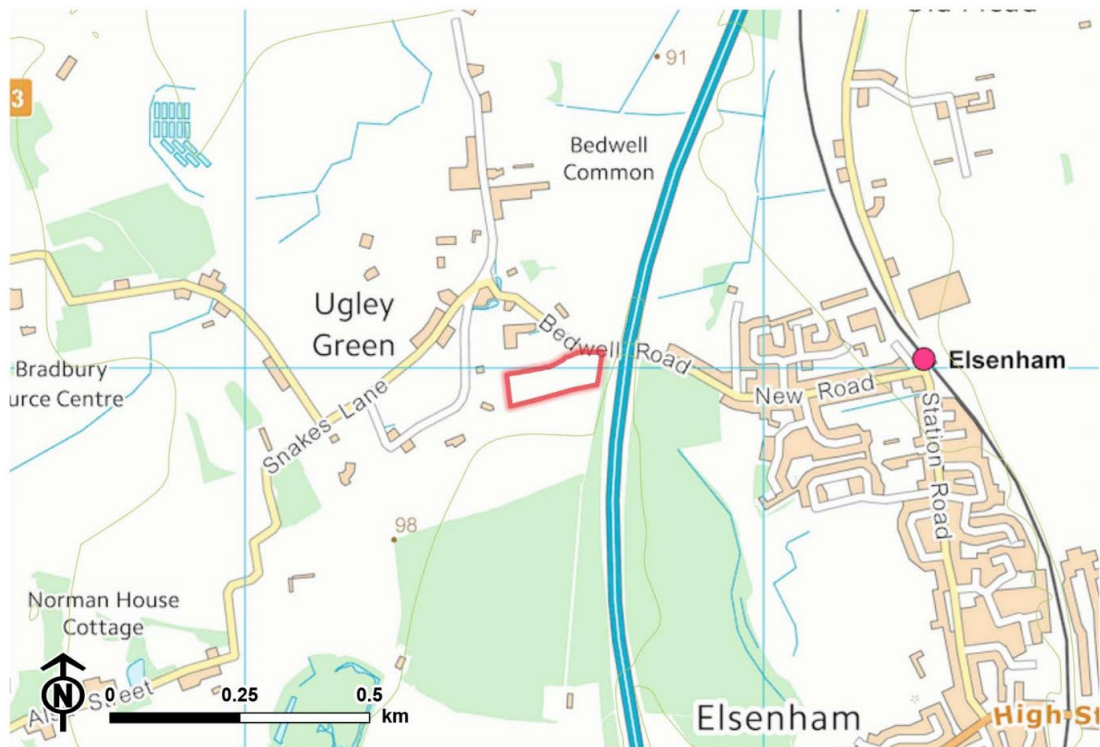
## Overall landscape sensitivity to residential development

Overall, the site is assessed as having low sensitivity to development. Existing development on the site, its limited impact on existing settlement form, visual enclosure, and lack of ecological or heritage features reduce sensitivity.




## Ugley (Site ID: Ugley 001 RES)

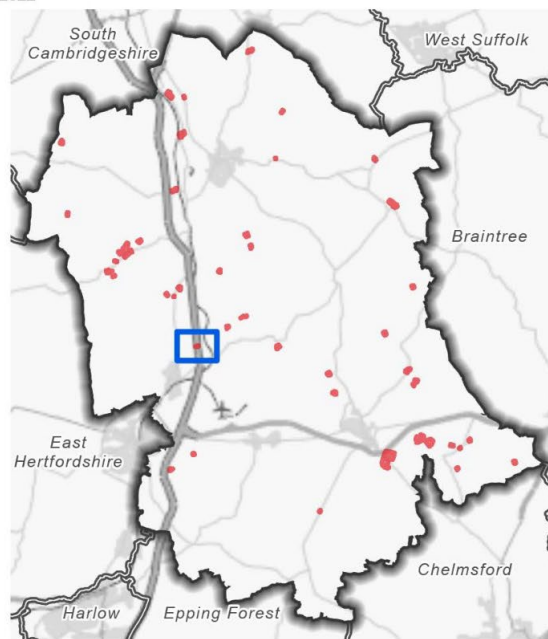
Landscape Character Area: B5 Broxted Farmland Plateau

Figure C.49: Map of Ugley 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Ugley 001 RES



## Landscape character analysis

### Physical and natural character

**C.301** The site is comprised of a small pasture, and is relatively flat around 95m AOD. Priority habitat deciduous woodland bounds the eastern edge and separates the site from the M11, 20 metres to the east. Dense hedgerows and mature trees bound the site on all sides.

- Moderate

### Historic landscape character

**C.302** There are no heritage or cultural features located within site boundaries. An archaeological site lies to the east, and a Grade II listed building lies 20 metres to the west. However, there is no intervisibility.

- Low-moderate

### Settlement character

**C.303** The historic village of Ugley Green is clustered around a village green, with minor alterations to its settlement form due to infill development along Dellows Lane and Snakes Lane. Development of the site would not relate well to the existing settlement and increase infill development between Bedwell Road and Dellows Lane. The site contributes to the rural setting of Ugley Green. Although separated by the M11, the site also contributes to the separation of Ugley Green and Elsenham. Development on this site would reduce the gap between the two settlements.

- Moderate-high

## Visual character

**C.304** The site has an enclosed character, bound by mature vegetation on all sides. There is limited visibility into the site from Bedwell Road and existing development. A public right of way passes along the eastern boundary, with intermittent views into the site.

- Low-moderate

## Perceptual and scenic qualities

**C.305** The site has a rural character as a result of agricultural land use and surrounding farm and woodland, and provides rural backdrop to the existing setting. However close proximity to the M11 reduces overall tranquillity and dark sky qualities.

- Low-moderate

## Overall landscape sensitivity to residential development

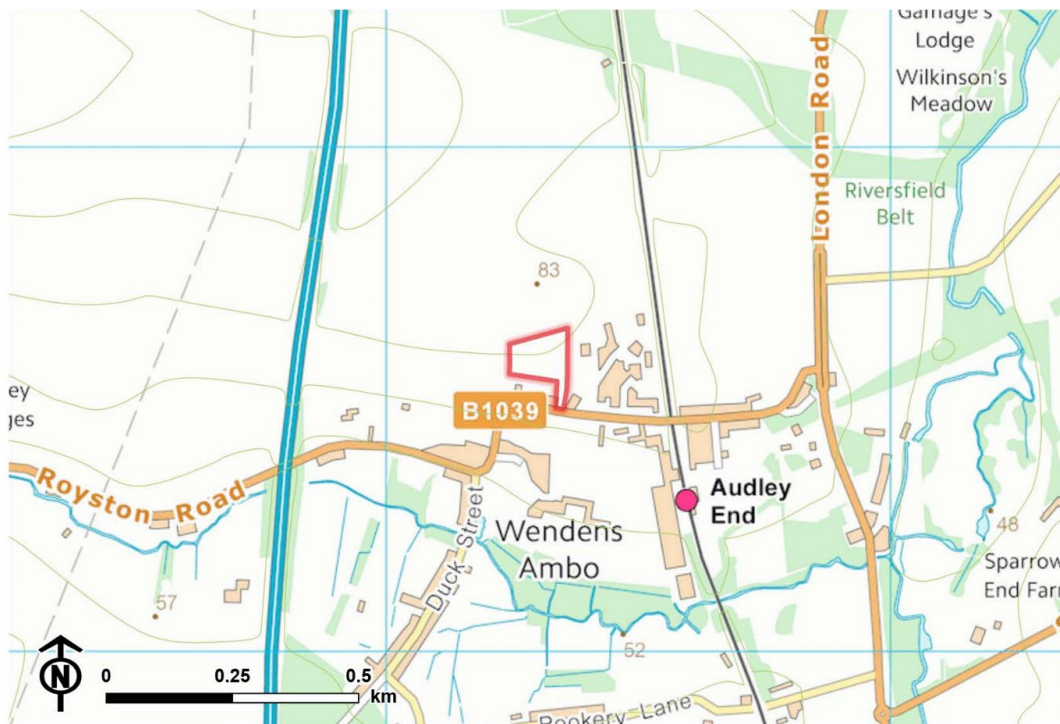
Overall the site has moderate sensitivity to development, due to the visually enclosed character, simple landform, lack of time-depth, and influence of the M11 on rural character.

Sensitive features include views from public right of way, and the impact of development on the historic settlement pattern of Ugley Green.




## Wendens Ambo (Site ID: Wendens Ambo 001 RES)

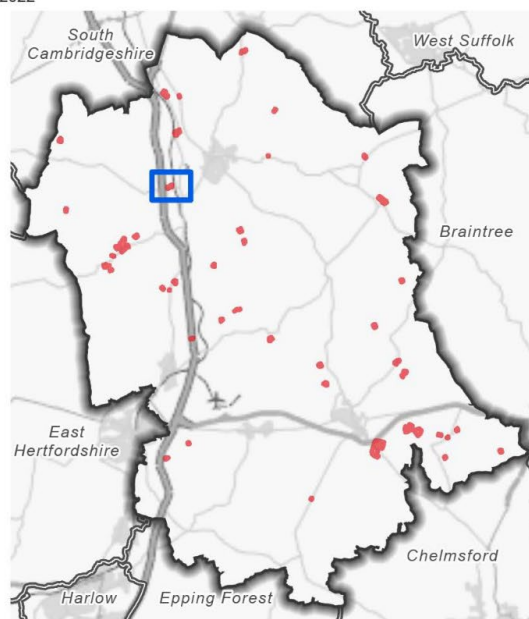
Landscape Character Area: A1 Cam River Valley

Figure C.50: Map of Wendens Ambo 001 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  WenAmbo 001 RES



## Landscape character analysis

### Physical and natural character

**C.306** The site is part of a much larger arable field, rising from 75 metres to 80 metres AOD in the north. Mature trees and vegetation form the western boundary, while scattered mature trees and hedgerows provide a boundary to existing development to the south and east.

- Moderate

### Historic landscape character

**C.307** There are no heritage or cultural assets recorded within the site boundaries, although the Wendens Ambo Conservation Area extends into the south of the site. A Grade II listed building, The Close, lies adjacent to the site, although there is limited intervisibility due to mature trees and hedgerows.

- Moderate-high

### Settlement character

**C.308** Development of the site might further dilute the historic settlement pattern, which is centred on the church and extends south along Duck Street. However, it would be keeping with 20th century infill along Royston Road and Nats Lane.

- Moderate-high

## Visual character

**C.309** A public right of way follows the western boundary of the site. Mature vegetation provides partial visual screening, however there are open views into the site further north along the path. Lack of internal field boundaries or hedgerows facilitate open views to the north, east and west.

- Moderate-high

## Perceptual and scenic qualities

**C.310** The site has a rural character as a result of agricultural land use and surrounding farmland, although proximity to the M11 reduces tranquillity and dark night skies.

- Low-moderate

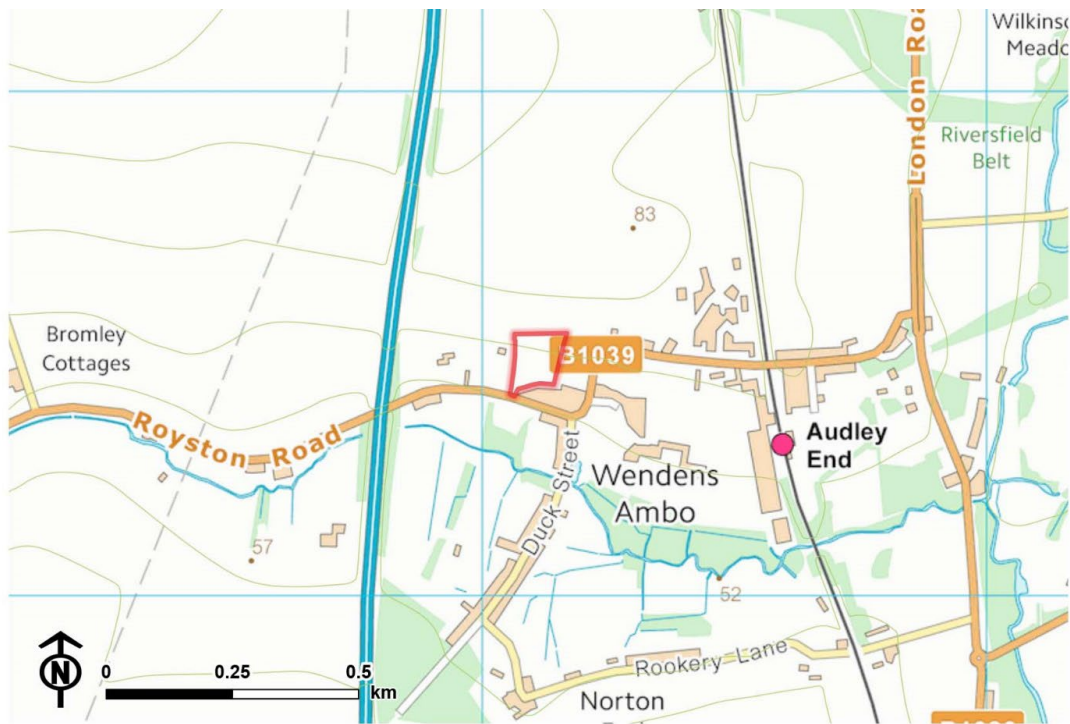
## Overall landscape sensitivity to residential development

Overall, the site has moderate-high sensitivity to development due to the partial location with the Conservation Area, visibility from the local PRow and potential dilution of the historic settlement pattern and rural character. Development could reinforce nuclear development along Royston Road. The lack of recorded heritage assets reduces sensitivity.




# Wendens Ambo (Site ID: Wendens Ambo 002 RES)

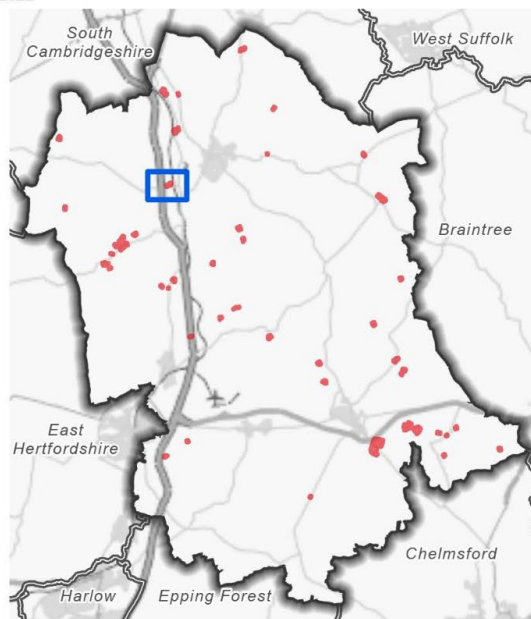
Landscape Character Area: A1 Cam River Valley

Figure C.51: Map of Wendens Ambo 002 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  WenAmbo 002 RES



## Landscape character analysis

### Physical and natural character

**C.311** The site comprises one-third of a larger arable field. The land gently slopes up to the north, between 60 metres and 70 metres AOD. Mature trees and existing development provide boundaries on the west and south edges of the site. Low-cut hedgerows bound the site in the east. There are no enclosing features to the north. Moderate

### Historic landscape character

**C.312** There are no recorded heritage or cultural features within the site boundaries, however the site is adjacent to the Wendon Ambo Conservation Area. A cluster of Grade II buildings at Wenden Place lie 30 metres to the south, although there is limited intervisibility.

- Moderate

### Settlement character

**C.313** Development of the site would be perceived as infill development rather than extension into the countryside. The site is located in a gap on the boundary of existing development to the wider countryside, and development of the site might contribute to a stronger settlement edge.

- Low-moderate-

### Visual character

**C.314** The . site is semi-enclosed, and would make little intrusion in the wider landscape. Views are screened by boundary vegetation and development in the

west, east and south. The rising topography to the north potentially allows views into the site from the promoted Saffron Trail public right of way 100 metres to the north-east

- Low-moderate

## Perceptual and scenic qualities

**C.315** The site is undeveloped although tranquillity and dark skies are diminished by proximity to the M11 and the proximity of existing development.

- Low-moderate

## Overall landscape sensitivity to residential development

Overall, the site is assessed as having low-moderate sensitivity to development due to its semi-enclosed character and simple landform, lack of prominence within the wider landscape and lower perceptual qualities. Sensitive features include the mature hedgerows, and the site's proximity to listed buildings within the Wendon Ambo Conservation Area.




## Widdington (Site ID: Widdington 003 RES)

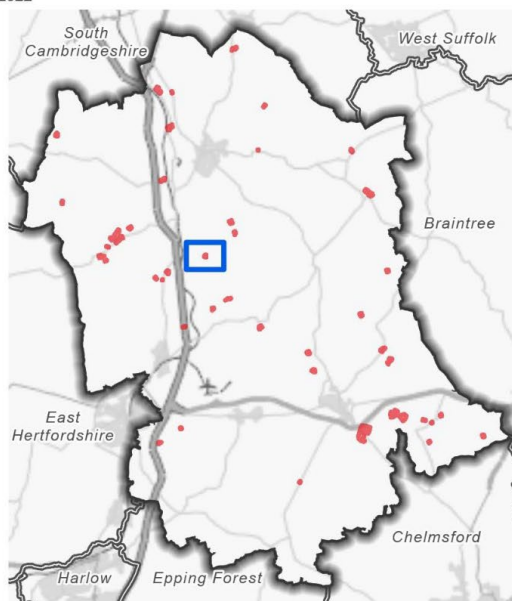
Landscape Character Area: B3 Debden Farmland Plateau

Figure C.52: Map of Widdington 003 RES



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-  Uttlesford District boundary
-  Other local authorities
- Phase 3 Parcel**
-  Widdington 003 RES



## Landscape character analysis

### Physical and natural character

**C.316** The site gently slopes between 105 metres AOD and 110 metres AOD. It is comprised of a small grass field, which is not currently in use. Mature trees and intact hedgerows enclose the site on the northern, southern, and eastern boundaries.

**C.317** Residential development 50 metres to the west are separated from the site by low vegetation and fencing.

- Low-moderate

### Historic landscape character

**C.318** The site is adjacent to the Widdington Conservation Area to the west. Two Grade II listed buildings lie 60 metres to the west and south-west, with some intervisibility. There is intervisibility with the church tower to the north.

- Moderate-high

### Settlement character

**C.319** Widdington is a small village with historic buildings clustered around green spaces in the middle of the village and the church to the north. Small scale infill development along Church View and Hamel Way and ribbon development along Wood End has moderately altered the settlement form, but the historic pattern is well-retained along High Street.

**C.320** The site contributes to the rural setting of Widdington. Development on the site would increase infill between High Street and Cornells Lane, and the

scale of the site would significantly expand the settlement form. The site would have a poor relationship with the historic settlement pattern.

- Moderate-high

### Visual character

**C.321** The site is visually enclosed, with mature trees bounding the site to the north, south and east. Views into the site from Cornells Lane are screened by the raised bank along the road and mature vegetation. A public right of way along the eastern edge of the site allows open views into the site, and there are some views from more distant footpaths to the east, although these are partially obscured by gappy hedgerows. There are views from the site across to the west the roofs of the village to the wooded hills beyond

- Moderate

### Perceptual and scenic qualities

**C.322** The site has a rural character due to agricultural land use and proximity to surrounding farmland. Proximity to the railway line and M11 to the west reduces tranquillity slightly.

- Moderate

## Overall landscape sensitivity to residential development

Overall, the site has moderate sensitivity to residential development. The site form and scale would have a significant impact on the historic linear settlement pattern of Widdington. Other sensitivities include the rural character of the site and contribution to existing setting, and open views into the site from the public right of way and existing residences to the west.

## Appendix C Landscape sensitivity proformas

Detracting features include lack of cultural and natural heritage features, the semi-enclosed nature of the site, and simple landform.

Report produced by LUC

# Report produced by LUC

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**Uttlesford Local Plan 2021-2041 (Regulation 19) Larger Villages and Newport Local Rural Centre Housing Requirement Topic Paper**

Uttlesford District Council

July 2024

## Contents

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# Introduction

1. The Spatial Strategy set out in the Uttlesford Local Plan 2021 – 2041 (Core Policy 2: Meeting our Housing Needs), proposes housing requirement figures for Larger Villages, as defined in Core Policy 3: Settlement Hierarchy, to be met via non-strategic allocations (these are sites of less than 100 homes).
2. The Plan identifies a 600 dwelling allowance for Larger Villages, over and above any existing commitments (sites with planning permission at 1<sup>st</sup> April 2024) and completions (sites that are already built) within the Plan period, i.e., since April 2021. This figure has been reduced from the 1,000 dwelling figure previously consulted on as a result of the significantly increased number of commitments and completions (including the Land East of Highwood Quarry permission granted on appeal for up to 1,200 dwellings) and the revised settlement hierarchy which reduces the number of Larger Villages by 5 from 13 to 8.
3. NPPF paragraph 67 states that strategic policies should “set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations”. NPPF paragraph 68 requires local planning authorities to set “indicative housing requirements” for neighbourhood areas “if requested to do so”, taking into account factors “including the latest evidence of local housing need, the population of the neighbourhood area and the most recently available planning strategy of the local planning authority”. The Local Plan aims to future-proof this by identifying housing requirement figures for all designated neighbourhood areas and all Larger Villages (regardless of whether they are designated neighbourhood areas) for the plan period.
4. Housing requirement figures are required for all designated neighbourhood areas, however some designated areas contain settlements which are classed as ‘Smaller Villages’ in the settlement hierarchy and therefore, in line with the spatial strategy, are not apportioned any non-strategic growth. For clarity, any Smaller Villages that are designated neighbourhood plan areas have housing requirement figures of zero. This is because these smaller settlements are not thought to represent sustainable locations for allocated sites. These areas can nonetheless plan for additional housing through small neighbourhood plan allocations if they wish to and by encouraging windfall development.
5. Additionally, some “Key Settlements” and “Local Rural Centres/Small Towns” settlements within the top two tiers of the settlement hierarchy are within designated Neighbourhood Areas, but as these are already subject to proposed strategic allocations (sites of at least 100 homes), the housing requirement figures for these settlements, for Neighbourhood Planning purposes, is also zero. This is because they are not required to plan for additional housing over and above that already identified through strategic allocations, but they can plan for additional smaller allocations if they wish to.
6. The exception to this is the Local Rural Centre of Newport where, at Regulation 18 stage, 412 dwellings were proposed to be allocated at two strategic sites: North of Wicken Road/West of School Lane; and South of Wicken Road/West of Frambury Lane.
7. Newport is clearly identified as a sustainable and appropriate location for development, but there are challenges associated with balancing the level of development around the constraints affecting the settlement. The highway modelling identifies some issues that could be mitigated with a new road through the originally proposed development, thus with access at the south as well as west, but this creates challenges around the scale of development needed for such

infrastructure to be viable, but without starting to impact some of the constraints, such as landscape and proximity to the M11. There are also challenges associated with extending the existing primary school with some concerns raised at the Reg 18 stage by Essex County Council (ECC).

8. On balance, it is considered that a lower quantum of development, to be brought forward on a collection of non-strategic sites, will provide the best opportunity to minimise any negative impacts and avoid the constraints affecting development, particularly associated with a larger scale of development to the west. A smaller quantum of development can also more easily be accommodated by expansion on the existing school site and ECC have confirmed expansion is possible with a lower quantum of growth.
9. In addition to the above strategic factors and constraints, it was requested by the Town Council for Newport during the Regulation 18 consultation to be set a housing requirement for the Newport, Quendon and Rickling Neighbourhood Plan Update to deliver. This principle has now been carried through into the Local Plan, with the housing requirement figure calculated in this Topic Paper.
10. The top three tiers of settlements within the Local Plan (Core Policy 3: Settlement Hierarchy) can expect some windfall development within the existing built areas of the settlements and this would be additional to any housing requirement figures where in accordance with Local Plan policy. This would fall within the 'windfall' allowance identified in the Local Plan.
11. There are 8 Larger Villages in Uttlesford District and a number of designated Neighbourhood Areas that contain smaller villages or are in open countryside. **Table 1** below shows the different tiers, settlements, and Neighbourhood Plan status, alongside Green Belt constraints and whether there are any strategic allocations in the area.

**Table 1: Larger village and designated neighbourhood areas in Uttlesford District**

Tier	Settlement	Planning Policy status	Neighbourhood Plan Status
Key Settlements	Great Dunmow	Strategic	NP Made 8 <sup>th</sup> December 2016
Key Settlements	Saffron Walden	Strategic	NP Made 11 <sup>th</sup> October 2022
Key Settlements	Stansted Mountfitchet	Strategic, part Green Belt	NP Area Designated 17 <sup>th</sup> September 2015
Local Rural Centre	Elsenham	Strategic	N/A
Local Rural Centre	Great Chesterford	Strategic	The Great and Little Chesterford Neighbourhood Plan was Made 2 <sup>nd</sup> February 2023
Local Rural Centre	Hatfield Heath	Strategic, Green Belt (inset)	Area Designated 20 <sup>th</sup> December 2021
Local Rural Centre	Newport	Strategic	The Newport and Quendon & Rickling Neighbourhood Plan was made on 28 <sup>th</sup> Jun 2021. Under review.
Local Rural Centre	Takeley including Prior's Green	Strategic	NP Area Designated 29 <sup>th</sup> September 2021
Local Rural Centre	Thaxted	Strategic	NP Made 21 <sup>st</sup> February 2019

Tier	Settlement	Planning Policy status	Neighbourhood Plan Status
Larger Villages	Birchanger	Green Belt (inset)	N/A
Larger Villages	Clavering	N/A	N/A
Larger Villages	Debden	N/A	N/A
Larger Villages	Felsted	N/A	NP Made 25 <sup>th</sup> Feb 2020
Larger Villages	Hatfield Broad Oak	N/A	NP Area Designated 22 <sup>nd</sup> April 2022
Larger Villages	Henham	N/A	N/A
Larger Villages	Little Hallingbury	Green Belt (inset)	NP Area Designated 28 <sup>th</sup> Feb 2023
Larger Villages	Stebbing	N/A	NP Made 19 July 2022
Smaller Villages	Ashdon	N/A	Made 6 <sup>th</sup> December 2022
Smaller Villages	Broxted	N/A	Area Designated 4 <sup>th</sup> January 2022
Smaller Villages	Fritch Green	N/A	Area Designated 25 <sup>th</sup> January 2022
Smaller Villages	Great Easton	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 <sup>th</sup> Aug 2022
Smaller Villages	Lindsell	N/A	Area Designated 11 <sup>th</sup> January 2024
Smaller Villages	Little Dunmow	N/A	NP Area designated 18 <sup>th</sup> May 2021
Smaller Villages	Little Easton	N/A	NP Area designated 9 <sup>th</sup> July 2020
Smaller Villages	Manuden	N/A	N/A
Smaller Villages	Quendon & Rickling	N/A	The Newport and Quendon & Rickling Neighbourhood Plan was made on 28 <sup>th</sup> Jun 2021. Under review.
Smaller Villages	Radwinter	N/A	Area Designated 7 <sup>th</sup> November 2018
Open Countryside	Cherry Green	N/A	NP Area designated 4 Jan 2022
Open Countryside	Duton Hill	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 Aug 2022
Open Countryside	Little Chesterford	N/A	Made 2 <sup>nd</sup> February 2023
Open Countryside	Tilty	N/A	Great Easton, Duton Hill and Tilty NP Area Designated 30 Aug 2022

12. The NPPF states that housing requirement figures should reflect the strategy for the area. The strategy for Uttlesford, focuses development at the largest and most sustainable settlements, which help to maximise opportunities for supporting sustainable travel (walking cycling/ public transport), help to improve the vitality of our communities, businesses and retailers, focus new infrastructure where it supports as many of our existing communities as possible, rather than just new residents and provides affordable housing where the need arises (in our largest communities – i.e., where people live and have family connections). The proposed Strategic Allocations are therefore focused at the Key Settlements and Local Rural Centres.
13. As has been explained above, the Larger Villages are identified in the Local Plan as suitable locations for additional non-strategic development to deliver 600 homes in total (about 4% of the total housing supply in Core Policy 2 or 7.5% of the total including completions and commitments at the Larger Villages). This, much lower level of growth is important in our most

sustainable rural settlements to ensure we continue to support their vitality and viability. It helps to support local business/ retailers/ employers and services and facilities and help to improve the viability of public transport, but it is proportionate to the size of settlement. NPPF paragraph 83 states:

“To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of small settlements, development in one village may support services in a village nearby”.

14. However, to ensure the level of growth in these settlements, it is proposed that any settlements already subject to strategic scale development should not additionally be apportioned non-strategic development, and also that Larger Villages entirely in the Green Belt would not be appropriate locations for non-strategic development.
15. In terms of the settlements in **Table 1** this means that the parishes containing Larger Villages constrained by Green Belt will not be apportioned any non-strategic growth (Birchanger and Little Hallingbury).
16. The Local Rural Centre of Newport is also assigned a housing requirement figure to deliver through the review of the Newport, Quendon and Rickling Neighbourhood Plan.

## Methodology – Larger Villages

17. The total number of homes to be planned for via non-strategic development in Larger Villages over the plan period is calculated and then different scenarios are used to divide up the 600 homes residual figure across the Larger Villages (excluding Birchanger and Little Hallingbury), taking into account completions since 2021 and further commitments (i.e. planning permissions granted at 1<sup>st</sup> April 2024). This ensures that the existing level of commitments and completions are appropriately reflected in setting housing requirements over the plan period.
18. Total homes to be delivered in Larger Villages 2021-2041 were calculated as follows:

***Larger Village Completions 2021/22, 2022/2023 and 2023/24 = 159 dwellings***

***+***

***Larger Village Commitments at 1<sup>st</sup> April 2024 = 355 dwellings***

***+***

***Residual figure (600 in Core Policy 2) = 600 dwellings***

***=***

***Total housing to be delivered in Larger Villages 2021-2041 = 1,114 dwellings***

***Of which***

***600 dwellings are to be delivered via non-strategic allocations***

19. Three alternative distribution scenarios were then used for apportioning the proposed 600 dwelling allowance in the Larger Villages required by Core Policy 2:
  1. Even distribution (even split of the amount of housing planned across eligible settlements)

- a. Option A applies this evenly including the growth already planned at Larger Villages (completions and commitments); whilst
    - b. Option B only applies this to the additional 600 homes required by Core Policy 2.
  2. Population weighted distribution (based on existing population size in the 2021 Census).
  3. Settlement Hierarchy 'Weighted Service' score as taken from the Services and Facilities Study.
20. Average figures are then calculated for each Larger Village across all of the scenarios to arrive at the housing requirement figures to be met over the plan period 2021-2041. The housing requirement figures are the total housing for 2021-2041 for each settlement. Residual requirement figures are also provided which set the number to be delivered through additional non-strategic allocations.
21. For the figures to be deliverable over the plan period there needs to be sufficient capacity from sites at each settlement that are assessed as suitable, available and achievable in the Councils updated Housing Economic Land Availability Assessment (HELAA)<sup>1</sup>. A cross-reference has therefore been made to the latest HELAA capacity for each Larger Village. If any settlements cannot meet the identified housing requirement figures, then any unmet needs are reapportioned across those settlements where there is surplus HELAA capacity on a pro-rata basis (based on the averages provided, excluding those with no capacity).
22. It should be noted that only Debden (29 dwelling HELAA capacity) has a HELAA capacity below its average housing requirement across the four scenarios (92 dwellings). This has resulted in a total of 63 dwellings being redistributed across the other Larger Villages on a pro-rata basis.
23. The latest population data available from the 2021 Census<sup>2</sup> has been used. The Larger Village apportionment has been undertaken with the outputs from the latest available HELAA at the time and the latest monitoring data (consistent with the 5YHLS and AMR) with a 1<sup>st</sup> April 2024 base date.

## Methodology – Newport

24. Census table PP001<sup>3</sup> contains a breakdown of the number of households per Parish across the district at the time of the 2021 Census. Newport Parish has 3.3% of the households within the district, a total of 1,215 households out of 36,961 within Uttlesford.
25. If the Local Housing Need 2024 figure of 675 dwellings per annum were applied to the existing distribution of households in Uttlesford as per PP001 then the 'fair share' for Newport Parish would be 444 dwellings over the plan period.
26. At 1<sup>st</sup> April 2024 Newport had the following completions and commitments:

Parish	Completions 2021/22	Completions 2022/23	Completions 2023/24	Commitments at 1 <sup>st</sup> April 2024	Total

<sup>1</sup> <https://www.uttlesford.gov.uk/article/4924/Local-Plan-evidence-and-background-studies>

<sup>2</sup> Population data has been arrived at on a 'best fit' basis using either Parish boundaries or combining Lower Super Output Areas – see Appendix A.

<sup>3</sup> Available at: [https://www.nomisweb.co.uk/sources/census\\_2021\\_pp](https://www.nomisweb.co.uk/sources/census_2021_pp)

Newport	9	35	40	68	152
---------	---	----	----	----	-----

27. The 'fair share' of 444 dwellings minus the 152 completions and commitments already accounted for during the plan period equals 292 dwellings. It is therefore considered that it is reasonable for a residual figure of 300 dwellings to be apportioned to Newport to be delivered through the Neighbourhood Plan, on top of commitments and completions.

# Conclusions

28. The table overleaf presents the recommended housing requirement figures for each Parish for the period 2021-2041 (including existing commitments and completions) and also the residual requirement to be delivered through new non-strategic allocations to deliver the Spatial Strategy apportionment of 600 dwellings at the Larger Villages. Additionally Newport is assigned a residual housing requirement of 300 dwellings to be met on top of existing completions and commitments.
29. At Regulation 18 stage the Council asked the Parish Councils at the Larger Villages if they would be willing to take responsibility for any non-strategic (small site) allocations if they wish to. Following the consultation and subsequent engagement, all of the Parishes in question have expressed an intention to prepare Neighbourhood Plans to make sufficient allocations to deliver their housing requirement.
30. If these Parishes prepare a Neighbourhood Plan that plans for at least the residual to plan for figure identified in the following table, the Uttlesford Local Plan will not need to take any further action. Where Parishes do not wish to prepare neighbourhood plans, or to make any allocations, the District Council will address the lack of allocations in either a review of the Local Plan or a Development Plan Document.

Tier	Parish	Policy status	NP Status	Best-fit Population (2021 Census)	Total Completed / committed	Scenario 1A	Scenario 1B	Scenario 2	Scenario 3	2021-41 Housing Requirement Figure (average across scenarios)	Residual to be allocated as non-strategic allocations (before reallocation)	HELAA Capacity	Shortfall	Residual Housing Requirement to be allocated through non-strategic allocations (at 1 <sup>st</sup> April 2023, including redistribution)	Completions and commitments (at 1 <sup>st</sup> April 2023)	2021-41 Housing Requirement Figure (including redistribution)	Comment
Larger Village	Clavering	N/A	N/A	1343	77	182	177	184	201	186	109	637	0	122	77	199	
Larger Village	Henham	N/A	N/A	1,046	60	182	160	143	184	167	107	107	0	121	60	181	Excludes commitments and completions at Elsenham (but within Henham Parish)
Larger Village	Birchanger	Green Belt (inset)	N/A	957	3	3	3	3	3	3	0	N/A	N/A	0	3	3	No residual non-strategic requirement due to Green Belt
Larger Village	Little Hallingbury	Green Belt (inset)	NP Area Designated 28 Feb 2023	1,663	21	21	21	21	21	21	0	N/A	N/A	0	21	21	No residual non-strategic requirement due to Green Belt
Larger Village	Stebbing	N/A	NP Made 19 July 2022	1,061	57	182	162	146	146	159	97	97	0	109	62	171	Includes NP allocations H1, H2, H3 and H4 for 13 dwellings
Larger Village	Felsted	N/A	NP Made 25 Feb 2020	2,416	216	182	316	408	329	309	93	569	0	104	216	320	
Larger Village	Debden	N/A	N/A	788	49	182	149	112	123	141	92	29	-63	29	49	78	63 dwelling shortfall reallocated to other Larger Villages
Larger Village	Hatfield Broad Oak	N/A	NP Area Designated 22 April 2022	904	26	182	126	98	107	128	102	253	0	115	26	141	
<b>TOTAL</b>					<b>514</b>	<b>1,114</b>	<b>1,114</b>	<b>1,114</b>	<b>1,114</b>	<b>1,114</b>	<b>600</b>		<b>-63</b>	<b>600</b>	<b>514</b>	<b>1,114</b>	

# Appendix A – ‘Best Fit’ Census 2021 population boundaries

Some Parishes contain other settlements within the settlement hierarchy therefore to avoid showing higher population figures at particular settlements an exercise has been carried out to estimate the population using a ‘best fit’ combination of smaller-scale Output Areas as an alternative.

In order to undertake this Census 2021 population data has been used, using GIS to compare the Parish boundaries at the Larger Villages with the more granular Output Areas from the TS001-OA<sup>4</sup> “Number of usual residents in households and communal establishments” dataset.

The table below shows the source of the population data used.

Village	Best fit Parish / OA boundary	Population	Total population figure used
Clavering	Clavering Parish boundary	1,343	1,343
Henham	E00112103 Output Area	269	1,046
	E00112104 Output Area	305	
	E00112102 Output Area	472	
Stebbing	E00112232 Output Area	316	1,061
	E00112233 Output Area	318	
	E00112234 Output Area	427	
Felsted	E00169981 Output Area	241	2,416
	E00169987 Output Area	417	
	E00112109 Output Area	345	
	E00112112 Output Area	378	
	E00112108 Output Area	358	
	E00112106 Output Area	447	
	E00112113 Output Area	230	
Debden	Debden Parish boundary	788	788
Hatfield Broad Oak	E00112080 Output Area	273	904
	E00112081 Output Area	284	
	E00112082 Output Area	347	

<sup>4</sup> <https://www.ons.gov.uk/datasets/TS001/editions/2021/versions/3>

# Uttlesford Landscape Sensitivity Assessment Addendum

## Uttlesford District Council

**Final report**  
Prepared by LUC  
June 2024



Version	Status	Prepared	Checked	Approved	Date
1	Draft	A Knight	K Davies	K Davies	23.05.2024
2	Final	A Knight	A Knight	P Smith	19.06.2024



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Registered in England. Registered number 2549296. Registered office: 250 Waterloo Road, London SE1 8RD. Printed on 100% recycled paper

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# Chapter 1

## Introduction

**1.1** Uttlesford District Council (UDC) commissioned LUC in April 2024 to provide an addendum to the Uttlesford Landscape Sensitivity Assessment Phase 3: Smaller villages (2022, updated 2023). This addendum covers additional sites, which were submitted to UDC following the Regulation 18 consultation on the new Local Plan.

### Purpose of this study

**1.2** This study forms part of the evidence base for the new Local Plan, which will cover the period 2021-2041. UDC needs to consider whether the landscape within the District has the capacity to accommodate new development without causing significant adverse effects on its character.

**1.3** The purpose of the study is to provide a robust and up-to-date evidence base and assessment to inform the appropriate scale, form and location of future development to minimise harm to the landscape and setting of settlements. By assessing and mapping the relative sensitivity of different landscapes the study will provide a tool for informing positive landscape change.

**1.4** The outputs of the study will be used by UDC to:

- Identify land where development would be most appropriate to minimise impact on landscape i.e. areas of least sensitivity.
- Help in refining broad growth areas and inform the evaluation of potential development locations.
- Help establish individual site options for consideration through the Sustainability Appraisal process and for future consultation.

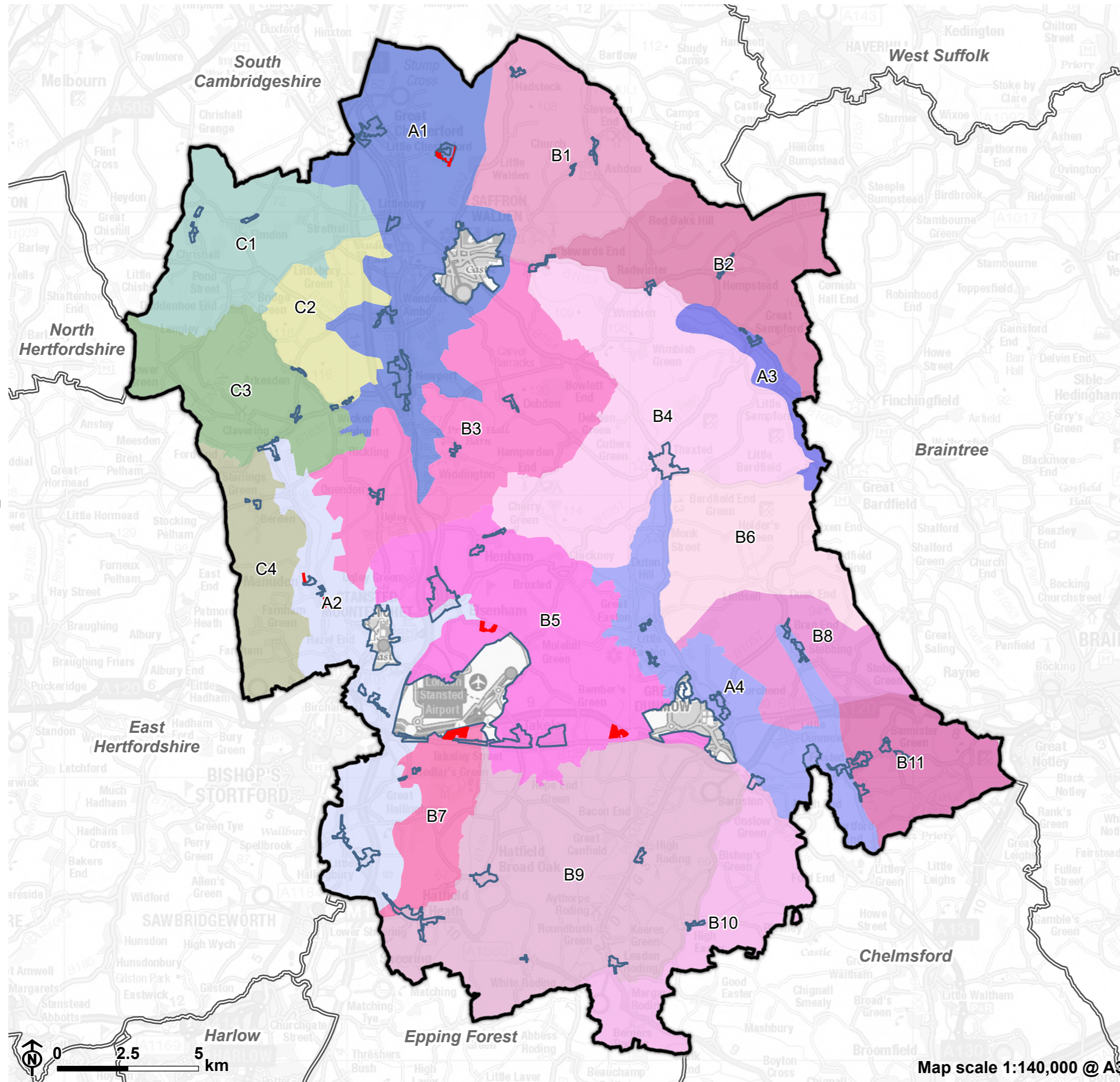
## Assessment scope

**1.5** The Uttlesford Landscape Sensitivity Study (Phase 3: Smaller villages), prepared by LUC in 2022 assessed the sensitivity of individual sites adjacent to smaller villages. These sites were identified in the Uttlesford Housing and Economic Land Availability Assessment (HELAA) and put forward in preparation for the new Local Plan. The study was updated in 2023 to take account of the new Uttlesford Landscape Character Assessment.

**1.6** Since the Phase 3 study was prepared, an additional nine sites have been put forward for consideration, for residential and employment development. One of these sites, to the south-east of Saffron Walden, was assessed as part of a wider parcel of land for its sensitivity to mixed use development in the Uttlesford Landscape Sensitivity Study (Phase 1: Towns and key villages) (2021, updated in 2023). It would not be proportionate to assess this standalone site solely for employment development, as a small change in land use within a larger mixed use scheme is unlikely to cause a significant difference in the landscape sensitivity identified in the Phase 1 study.

**1.7** The assessment of the remaining residential and employment sites is provided below and forms an addendum to the 2022 Uttlesford Landscape Sensitivity Study (Phase 3). **Figure 1.1** illustrates the additional sites, grouped by their associated Landscape Character Type and Landscape Character Area.

Figure 1.1: Landscape character context



- Uttlesford district boundary
  - Neighbouring local authority
  - Settlement
  - SHELAA site
- Landscape Character Area**
- A1: Cam River Valley
  - A2: Stort River Valley
  - A3: Pant River Valley
  - A4: Upper Chelmer River Valley
  - B1: Ashdon Farmland Plateau
  - B2: Hempstead Farmland Plateau
  - B3: Debden Farmland Plateau
  - B4: Thaxted Farmland Plateau
  - B5: Broxted Farmland Plateau
  - B6: Lindsell Farmland Plateau
  - B7: Hatfield Forest Farmland Plateau
  - B8: Stebbing Green Farmland Plateau
  - B9: Roding Farmland Plateau
  - B10: Barnston Farmland Plateau
  - B11: Felsted Farmland Plateau
  - C1: Elmdon Chalk Upland
  - C2: Arkesden Chalk Upland
  - C3: Langley Chalk Upland
  - C4: Berden Chalk upland

## Policy context and methodology

1.8 Details of the policy context and methodology for this study can be found within the Uttlesford Phase 3 Landscape Sensitivity Assessment (LUC, 2022 updated 2023).

1.9 The 2022 study assessed the sensitivity of the landscape to the principle of residential development and mixed-use development (residential and employment). However, five of the nine sites in this addendum assess the sensitivity of the landscape to the principle of employment development. This type of development consists of 2 to 3 storey commercial / industrial / employment development; with associated access roads, parking and open spaces. Examples include local business parks, light industrial units, office blocks and hotel complexes. An example of this type of development is shown in **Figure 1.2**, in neighbouring South Cambridgeshire.

**Figure 1.2: Recent employment development at Bourn Quarter, Cambourne © Savills**



## Chapter 2

# Landscape sensitivity assessment results

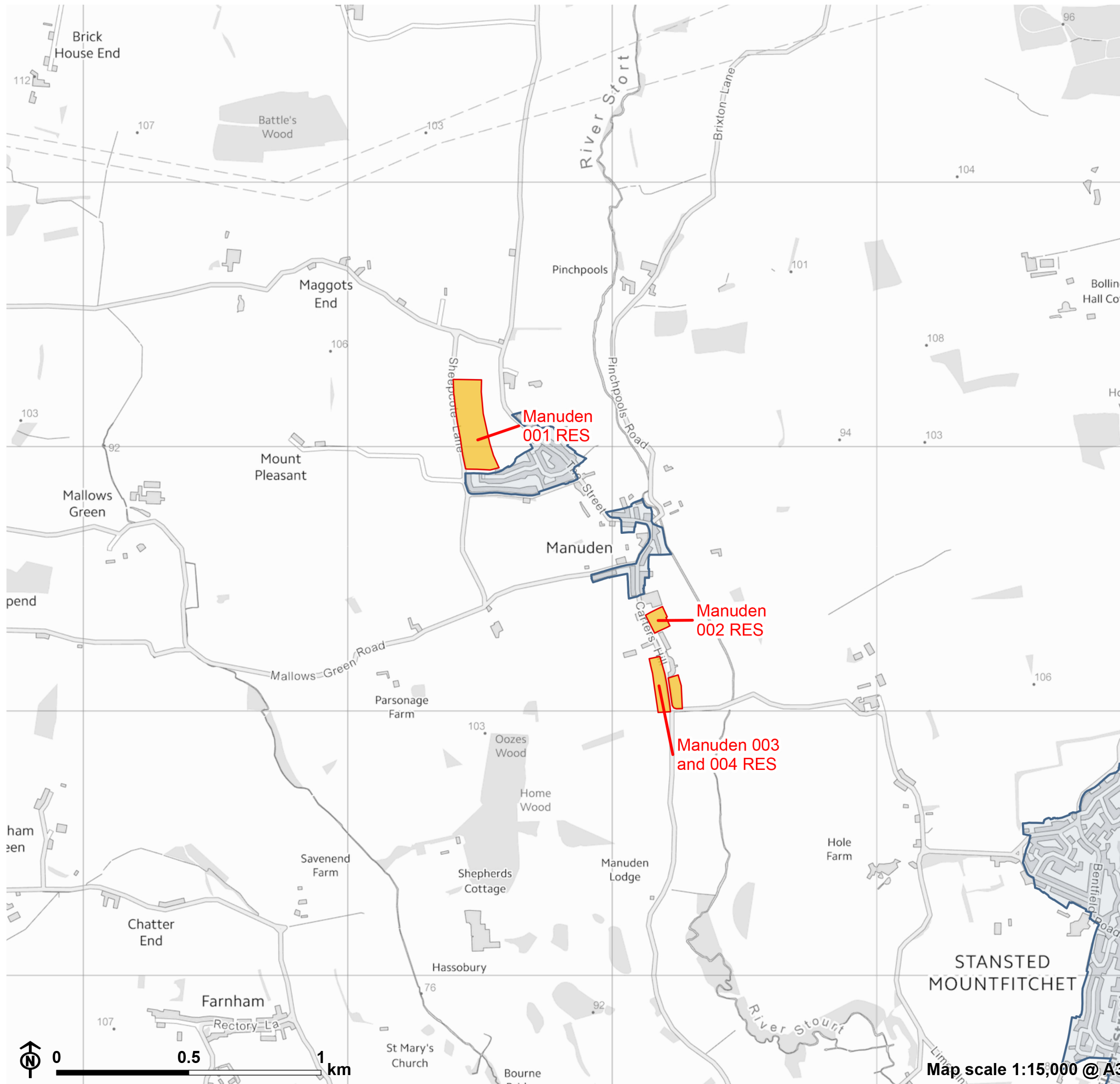
2.1 The overall results of the assessment are set out below in **Table 2.1**. These ratings are also mapped in **Figures 2.1a-2.1c**.

**Table 2.1: Landscape sensitivity to residential and commercial development**

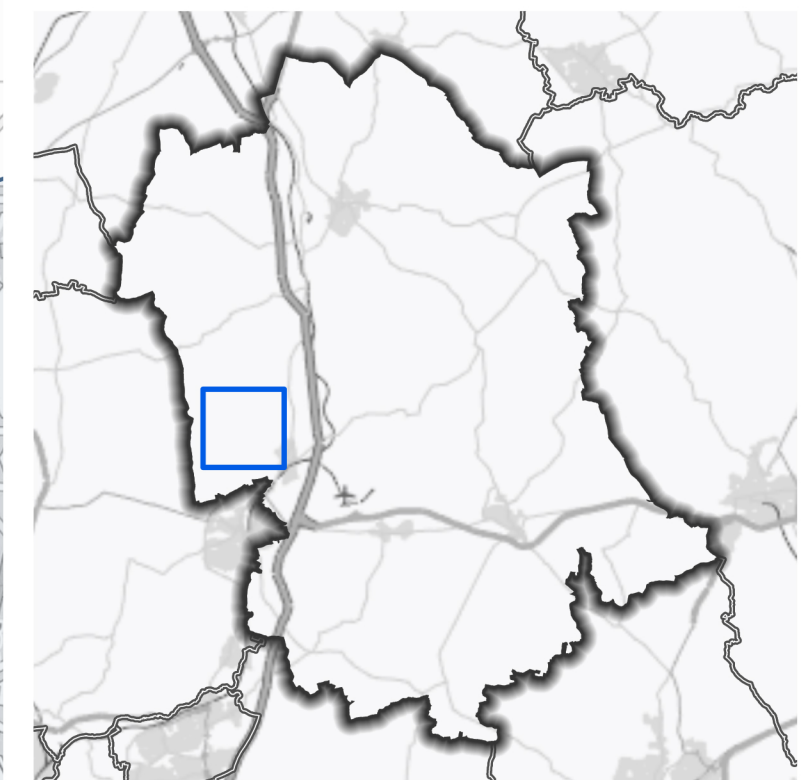
Settlement / Location	HELAA reference code	Development type	Sensitivity
Manuden	001	RES	Moderate
Manuden	002	RES	Moderate
Manuden	003	RES	Moderate
Manuden	004	RES	Moderate
Takeley Street	Land south of A120 and north of Stortford Road, Great Dunmow	EMP	Moderate
Takeley Street	North Takeley Street	EMP	Moderate
Elsenham	Gaunts End	EMP	Low-moderate
Chesterford Research Park	Chesterford Research Park	EMP	Low-moderate



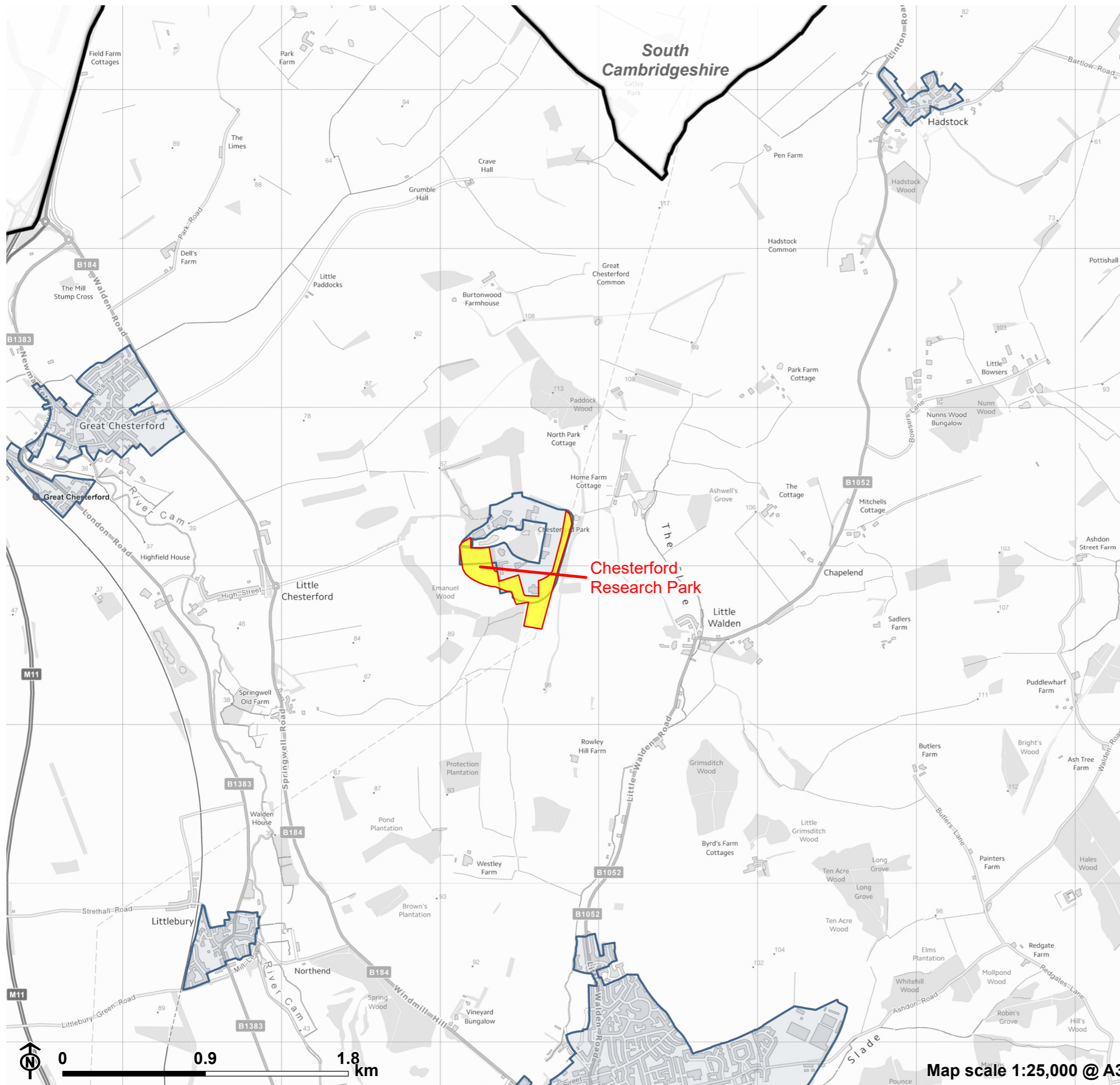
Figure 2.1a: Overall landscape sensitivity to residential development



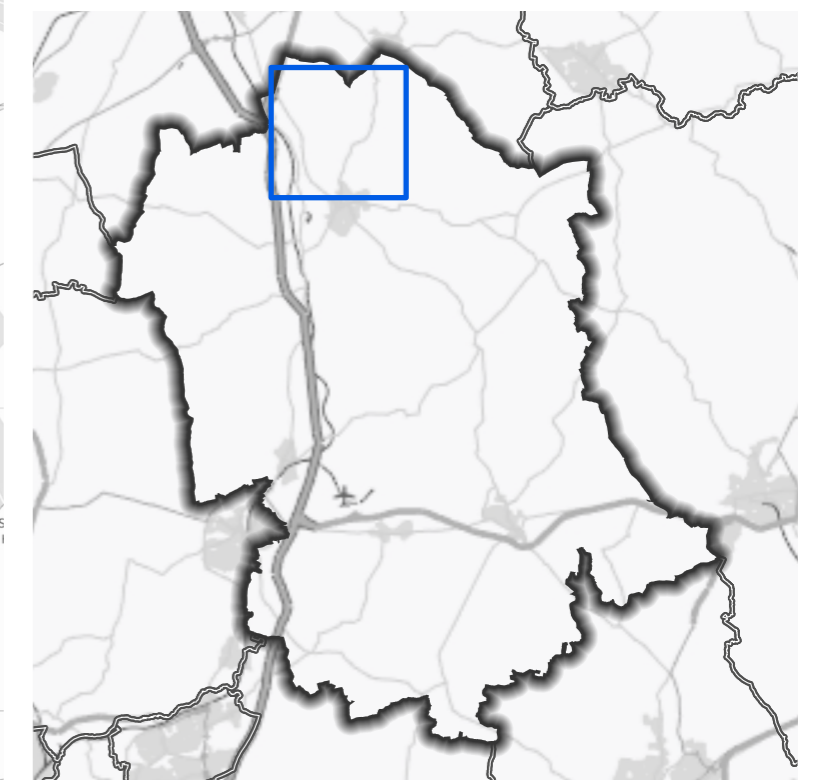
- Uttlesford district boundary
- Neighbouring local authority
- Settlement
- SHELAA site
- SHELAA site rating**
- High
- Moderate high
- Moderate
- Low moderate
- Low



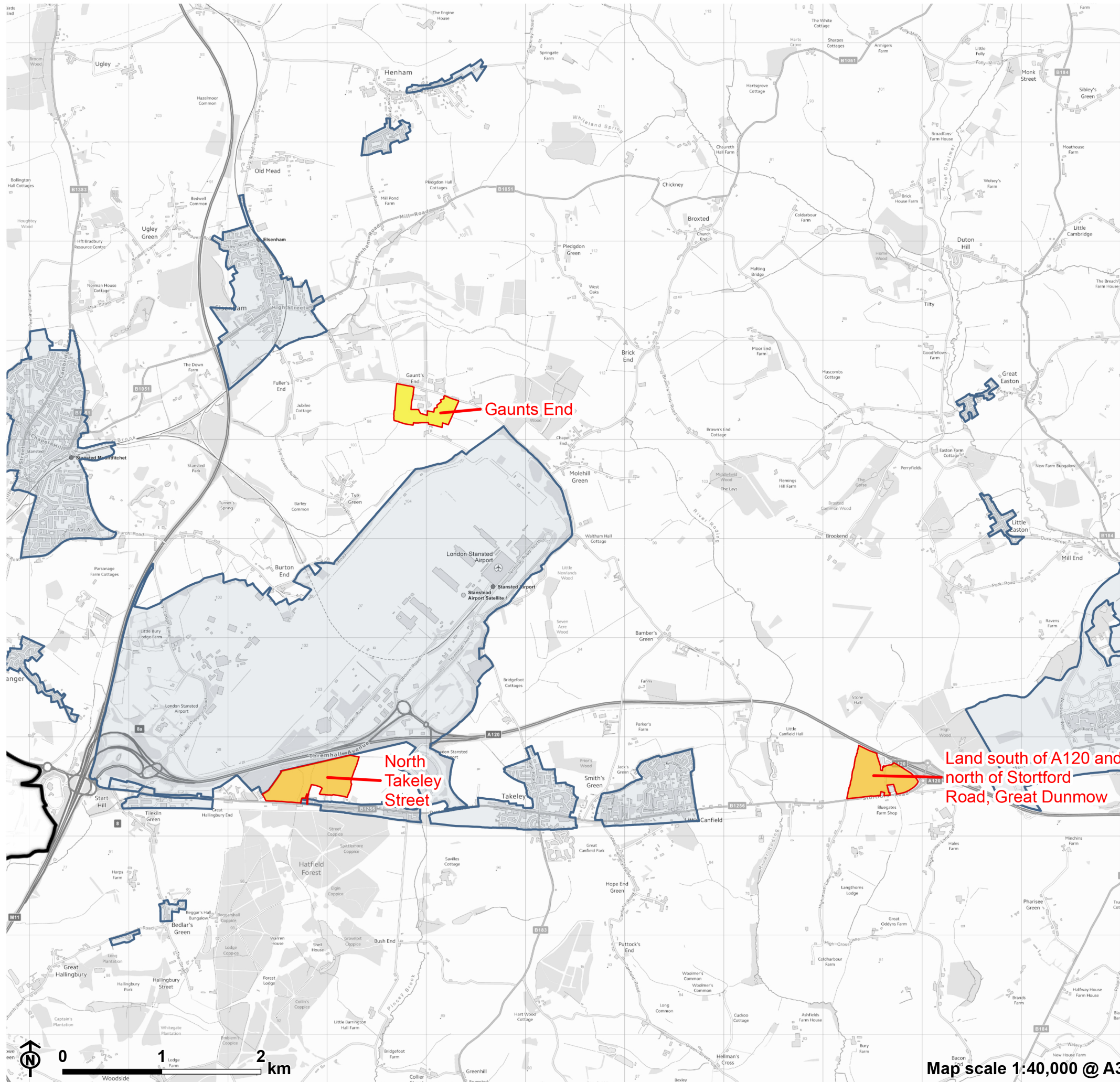
**Figure 2.1b: Overall landscape sensitivity to employment development**



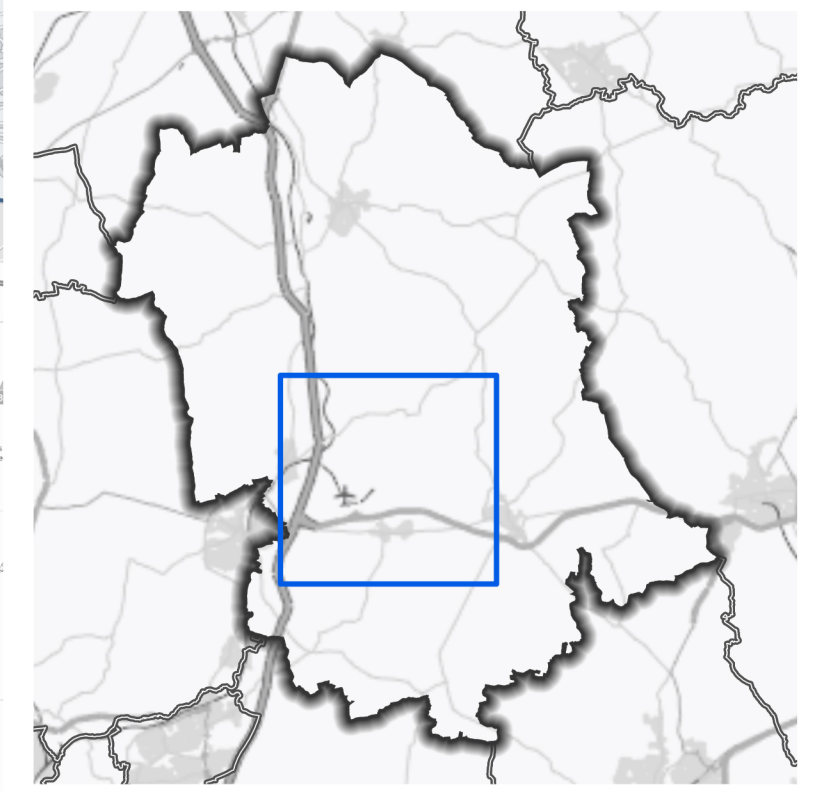
- Uttlesford district boundary
- Neighbouring local authority
- Settlement
- SHELAA site
- SHELAA site rating**
- High
- Moderate high
- Moderate
- Low moderate
- Low



**Figure 2.1c: Overall landscape sensitivity to employment development**



- Uttlesford district boundary
- Neighbouring local authority
- Settlement
- SHELAA site
- SHELAA site rating**
- High
- Moderate high
- Moderate
- Low moderate
- Low



Map scale 1:40,000 @ A3

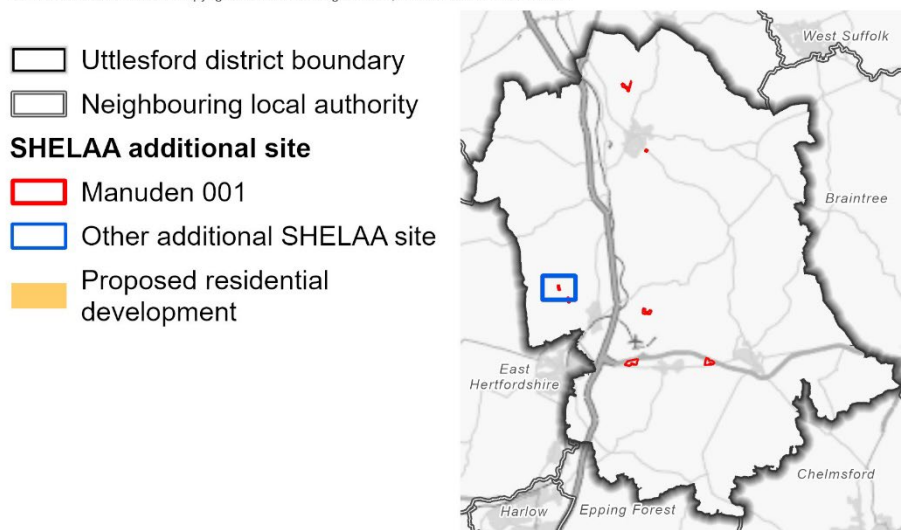
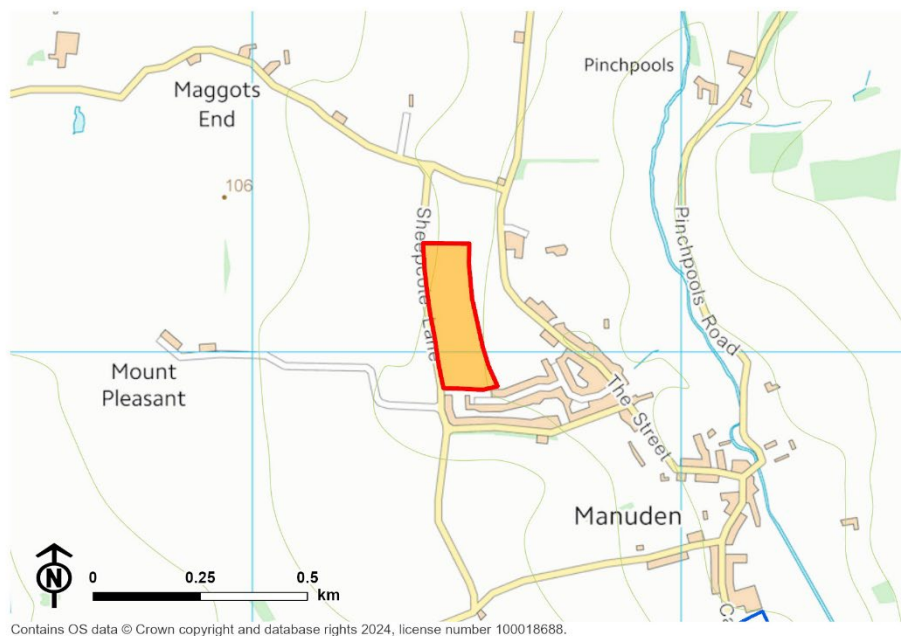
# Appendix A

## Landscape sensitivity proformas

## Manuden (Site ID: Manuden 001 RES)

Landscape Character Area: A2 Stort River Valley

Figure A.1: Manuden 001 RES



### Landscape character analysis

#### Physical and natural character

**A.1** A gently sloping landscape, falling from 90 metres above ordnance datum (AOD) in the west to 80 metres AOD in the east. The site is part of a larger field in arable use, which falls to The Street, Manuden. Hedgerows and mature hedgerow trees line Sheepcote Lane on the western boundary, although there are gaps in the hedgerow. The northern and eastern boundaries of the site are not marked by any field boundaries. There are no recorded priority habitats.

- Moderate

#### Historic landscape character

**A.2** The site is part of an irregular-shaped field, with boundary loss resulting from modern amalgamation. Sheepcote Lane along the western boundary is designated as a Protected Lane, in part for its historic character. Manuden Conservation Area lies 230 metres to the south-east of the site, along The Street. There are no recorded historic features within the site.

- Low-moderate

#### Settlement character

**A.3** The historic core of Manuden extends linearly north-west to south-east along The Street. 20<sup>th</sup> Century development extending north, and west along Stewarts Way/Butts Lane disrupts this historic form and linear pattern. The site, located west of The Street, does not currently adjoin the existing settlement edge here. However, the agricultural land between the site and the existing settlement edge has planning permission for residential development, which will extend the settlement edge westwards to adjoin the site. Development of this site will increase development on the valley slopes.

## Appendix A Landscape sensitivity proformas

**A.4** As a sloping arable field, the site makes a limited contribution to the character of Manuden.

- Moderate

### Visual character

**A.5** The south-west of the site is partially enclosed by hedgerows and hedgerow trees on Sheepcote Lane. Elsewhere the site has an open character. Gaps in the hedgerow further north on Sheepcote Lane allow views east across the Stort Valley and to Manuden. Views from The Street are limited by vegetation and will be blocked by the planned development to the east of the site. A public right of way along the south of the site allows open views. The site, located on the undeveloped valley sides, is visible from the eastern slopes of the Stort River Valley.

- Moderate-high

### Perceptual and scenic qualities

**A.6** The site retains a rural character, due to its association with the wider farmed landscape. However, it is influenced by proximity to modern development in Manuden to the south and east, and a visually prominent electricity pylon route to the north.

- Moderate-high

## Overall landscape sensitivity to residential development

The site is assessed as having moderate sensitivity to residential development. It will be adjacent to future development and has limited natural and cultural heritage features. Sensitive features include the valley

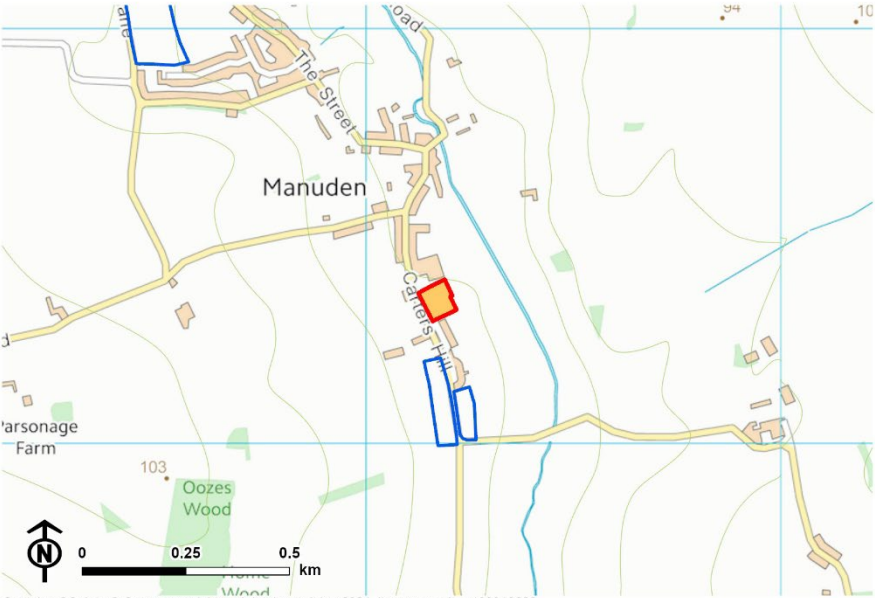
## Appendix A Landscape sensitivity proformas

slope location, intervisibility across the Stort River Valley, and rural character.

# Manuden (Site ID: Manuden 002 RES)

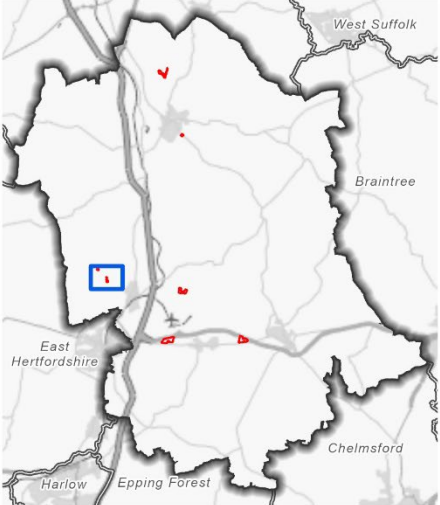
Landscape Character Area: A2 Stort River Valley

Figure A.2: Manuden 002 RES



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- Uttlesford district boundary
- Neighbouring local authority
- SHELAA additional site**
- Manuden 002
- Other additional SHELAA site
- Proposed residential development



### Landscape character analysis

#### Physical and natural character

**A.7** A flat grass field, in use for sheep grazing, which lies around 75 metres AOD. Hedgerows have been lost and replaced by post and rail fencing, although mature trees lie to the west of the site along Carters Hill. There is one mature tree in the north-west of the site. There are no recorded priority habitats. The north-east of the site lies within Flood Zone 2, due to proximity to the River Stort.

- Low-moderate

#### Historic landscape character

**A.8** The site lies on the south-eastern edge of the Manuden Conservation Area. It provides a rural setting to the Conservation Area, as well as separation between the historic core of the village and 20<sup>th</sup> Century housing on Carters Hill. The site is part of an irregular-shaped field which has suffered boundary loss due to modern field amalgamation. Hill House, a Grade II listed building, lies on the opposite side of Carters Hill. There is limited intervisibility due to hedges and trees on the property boundary, and trees along Carters Hill. A cluster of Grade II listed buildings lie to the south-west, within 45 metres of the site.

- Moderate

#### Settlement character

**A.9** The historic core of Manuden extends along Carters Hill. The site forms a gap between the edge of the Conservation Area and a small row of 20<sup>th</sup> century houses to the south. Development already extends further south on Carters Hill, and therefore linear development in this location would have a good relationship with the existing settlement.

**Appendix A Landscape sensitivity proformas**

- Low-moderate

**Visual character**

**A.10** The site is enclosed to the west by mature trees along Carters Hill. There are open views into the site from a public right of way which runs along the River Stort to the east. Views across the site towards the River Stort Valley are identified in the Manuden Conservation Area Appraisal are identified as important.

- Moderate-high

**Perceptual and scenic qualities**

**A.11** The site has a rural character, with a good experience of dark night skies and tranquillity. Proximity to development in Manuden to the north and south, and the influence of traffic along Carters Hill has a limited influence on the rural character.

- Moderate-high

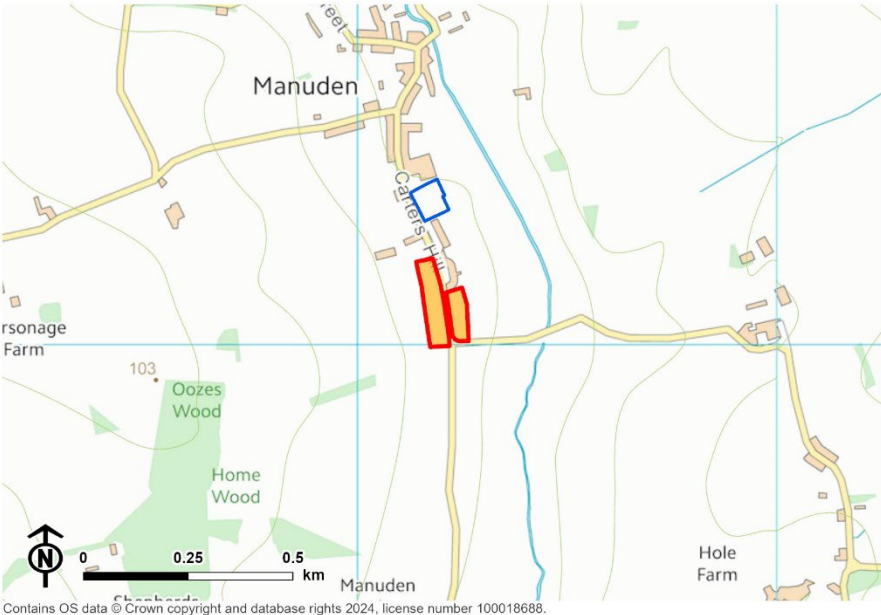
**Overall landscape sensitivity to residential development**






The site is assessed as having moderate sensitivity to residential development due to the potential for a good relationship with existing settlement form and limited natural and cultural heritage features. Sensitive features include the rural setting it provides to the Manuden Conservation Area, intervisibility with the public right of way along the River Stort to the east, and the rural character.

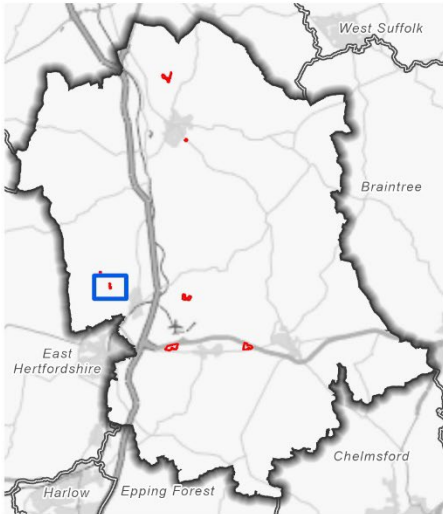
# Manuden (Site IDs: Manuden 003 RES, 004 RES)

Landscape Character Area: A2 Stort River Valley

Figure A.3: Manuden 003 RES, 004 RES



-  Uttlesford district boundary
-  Neighbouring local authority
- SHELAA additional site**
-  Manuden 003 and 004
-  Other additional SHELAA site
-  Proposed residential development



### Landscape character analysis

#### Physical and natural character

**A.12** The sites, located either side of Carters Hill are both flat, lying at 80 metres AOD and in arable use. Hedgerows have largely been lost for both sites, although there are some partial remnants along Carters Hill, and on the road to the south of site 004. There are no recorded priority habitats on either site.

- Low-moderate

#### Historic landscape character

**A.13** The irregular-shaped fields have had their boundaries amended due to 20<sup>th</sup> Century farming practices. Site 003 lies 30 metres south of the Manuden Conservation Area and cluster of Grade II listed buildings, with limited intervisibility. There are no recorded historic features within either site.

- Low-moderate

#### Settlement character

**A.14** Manuden is a largely linear settlement, which extends along Carters Hill. The sites lie either side of Carters Hill and would be seen as a continuation of modern ribbon development along the road. Development on these sites would extend the village to the junction with the unnamed road. Both sites contribute to the rural approach to Manuden from the south.

- Low-moderate

### Visual character

**A.15** Both sites have an open character, with views possible from Carters Hill. There are oblique views into site 003 from public rights of way in the immediate vicinity to the north-west. There are open views to both sites from a public right of way along the River Stort to the east, and from the unnamed road as it climbs the valley slope to the east.

- Moderate-high

### Perceptual and scenic qualities

**A.16** Both sites retain a rural character due to their land use and proximity to wider agricultural land uses. Proximity to development in Manuden to the north and east (of site 003), and influence of traffic on Carters Hill have a limited impact on the rural character

- Moderate-high

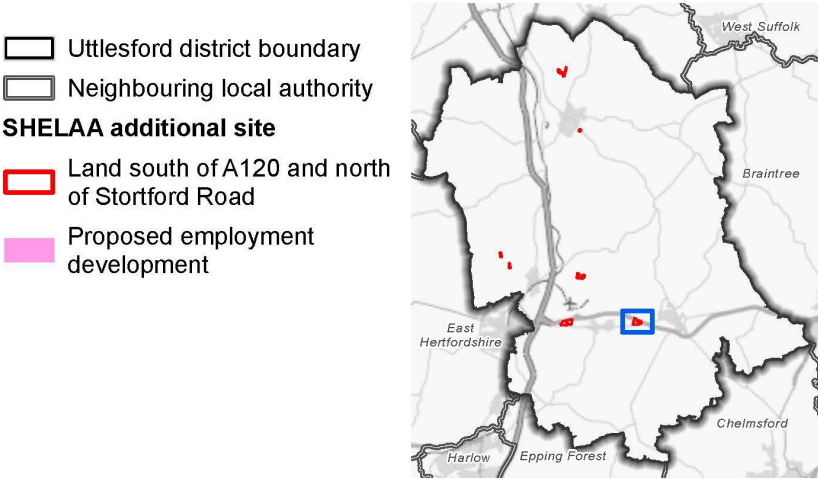
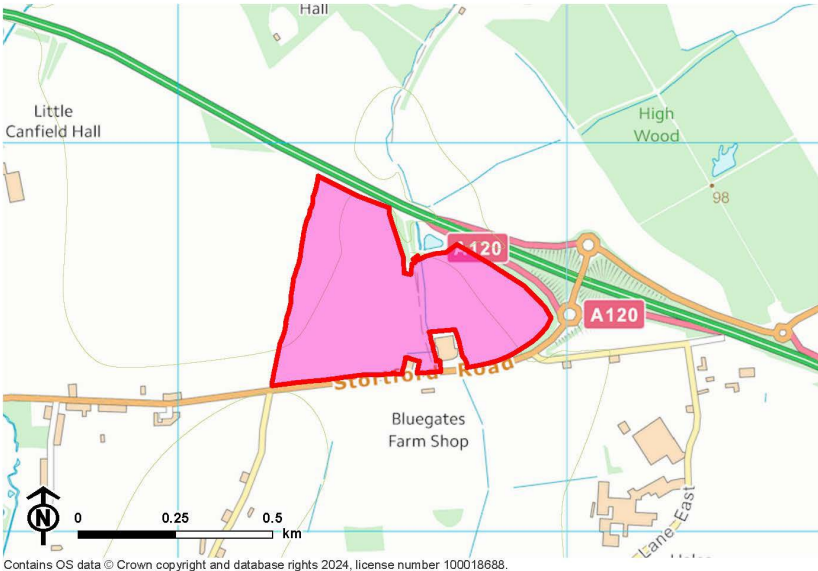
### Overall landscape sensitivity to residential development

Sites Manuden 003 and 004 are both assessed as having moderate sensitivity to residential development due to their limited natural and cultural heritage features and potential for a good relationship with existing settlement form. Sensitive features include views from public rights of way to the east and north-west and the rural southern approach the sites provide to the character of Manuden.

# Land south of A120 and north of Stortford Road, Great Dunmow (EMP)

Landscape Character Area: B5 Broxted Farmland Plateau

Figure A.4: Land south of A120 and north of Stortford Road, Great Dunmow (EMP)



### Landscape character analysis

#### Physical and natural character

**A.17** A flat landscape, lying around 90 metres AOD. The site is formed of grass fields, with largely intact hedgerow boundaries, and mature hedgerow trees. The hedgerow is partially lost on the south-east boundary along the B1256 Stortford Road. Mature trees and vegetation bound the A120 to the north and east. No priority habitats are recorded within the site, although a historic orchard is noted at Strood Hall, adjacent to the site.

- Moderate

#### Historic landscape character

**A.18** The fields are irregular-shaped, however there has been considerable 20<sup>th</sup> Century boundary reorganisation, partly due to the construction of the A120 to the north and its junction with the B1256 Stortford Road to the east. The site excludes Strood Hall, but provides a rural setting to the Grade II listed building.

- Low-moderate

#### Settlement character

**A.19** The site is not close to any settlements. The landscape forms part of a generous gap between Takeley and Great Dunmow. As a result of the intervening distance and tree cover, development of the site would not reduce the sense of separation. There is commercial development south of the site, however this is a much smaller scale of development than the site. Development on this site would be seen as encroachment into the countryside, as there is no current large-scale employment development in the vicinity.

- Moderate

### Visual character

**A.20** Hedgerows along the B1256 Stortford Road and mature trees and vegetation along the A120 provide some enclosure to the site. However, this is relatively low, and 2-3 storey height development will be visible above existing vegetation. A public right of way runs through the centre of the site, with clear views across the site. It also crosses the A120 on a bridge, affording extensive views across the site. Although the promoted pedestrian and cycle route The Flich Way lies 150 metres south of the site, there are very limited views as the route is in a former railway cutting.

- Moderate

### Perceptual and scenic qualities

**A.21** Despite light pollution and noise from the busy A120 to the north and proximity to Takeley and Great Dunmow, the site retains some sense of a rural character. There are few views of the road network, and no views of modern development.

- Moderate

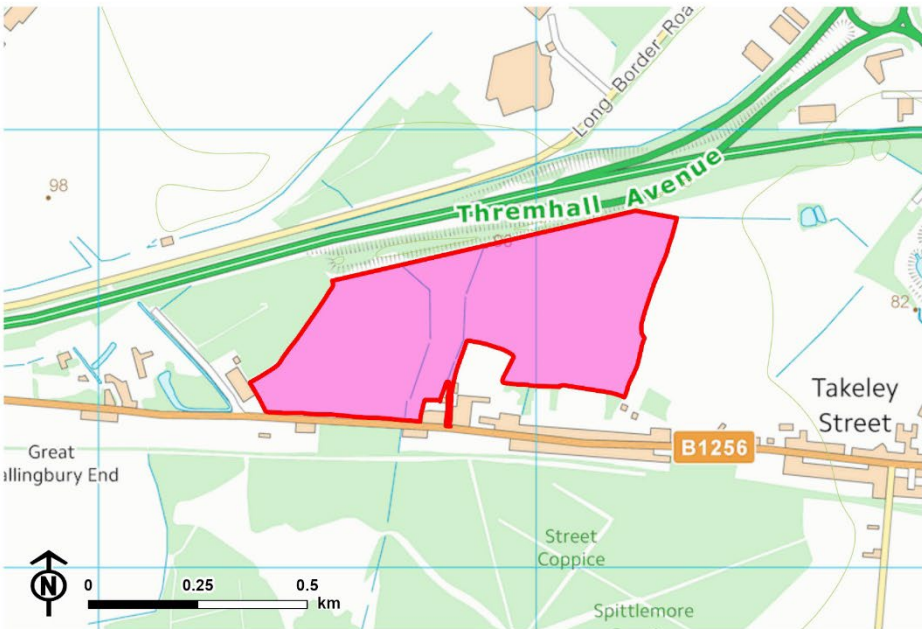
### Overall landscape sensitivity to employment development

The site is assessed as having moderate sensitivity to employment development, due to its limited natural and cultural heritage features and proximity to the A120. Sensitive features include its relatively rural character, limited visual screening and views into the site from the surrounding roads and a public right of way.

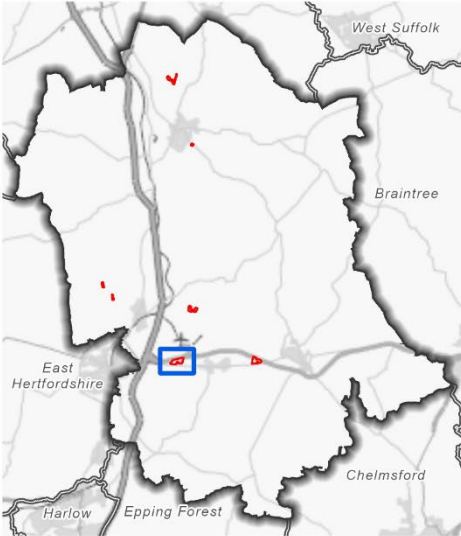
# North Takeley Street (EMP)

Landscape Character Area: B7 Hatfield Forest Farmland

Figure A.5: North Takeley Street (EMP)



- Uttlesford district boundary
- Neighbouring local authority
- SHELAA additional site**
- North Takeley Street
- Proposed employment development



### Landscape character analysis

#### Physical and natural character

**A.22** The site is relatively flat, lying around 95 metres AOD. An earth bund runs along the northern boundary, which is an unnatural feature in the landscape. It consists of three fields in arable use. Hedgerow boundaries are largely retained and in good condition, with some gaps. There is significant tree planting along the northern boundary associated with the A120. Priory Wood, adjacent to the western boundary, is an area of ancient woodland, designated locally as an Important Woodland and Local Wildlife Site. Hatfield Forest, a nationally important Ancient Woodland designated as a Site of Specific Scientific Interest (SSSI) and National Nature Reserve (NNR), lies 100 metres to the south, however there is no intervisibility due to intervening housing.

- Moderate

#### Historic landscape character

**A.23** The fields are irregular-shaped; however, their boundaries have been altered by 20<sup>th</sup> Century farming practices and the construction of the A120 to the north. Four Grade II listed buildings lie to the south of the site, and the site provides a rural backdrop to these. Listed buildings at Thremhall Priory lie to the west but are screened from view by Priory Wood.

- Low-moderate

#### Settlement character

**A.24** The site lies north and west of Takeley Street, a linear settlement which has developed along The Street. Taylors Farm lies to the east and south of the site and has some large agricultural sheds. Employment development on this site would be out of character with the existing linear residential settlement

## Appendix A Landscape sensitivity proformas

pattern. It would also extend development from The Street (B1256) up to the A120 and would reduce the gap between Takeley Street and Stansted Airport.

- Moderate-high

### Visual character

**A.25** The site is enclosed to the north by vegetation and embankments along the A120. It is partially enclosed to the south by hedgerows and vegetation along property boundaries and the B1256; however, 2-3 storey development would be seen through and above this vegetation. Hedgerows and vegetation along The Street provide partial enclosure to the west of the site, while existing residential development in Takeley Street provides enclosure to the east of the site. Embankments and vegetation along the A120 also provide enclosure to the site. There are clear views available from public footpaths, including one that crosses the site and runs along the northern boundary, and another along the south-eastern boundary.

- Moderate

### Perceptual and scenic qualities

**A.26** Although there are no views to the A120 and Stansted Airport due to woodland and embankments, there is considerable road and aircraft noise, and aeroplanes taking off are frequent features. Traffic noise is also audible from the B1256 to the south. Within the site there is some sense of rural character due to the agricultural nature of the site, good condition of the hedgerows and proximity to Priory Wood and Hatfield Forest.

- Low-moderate

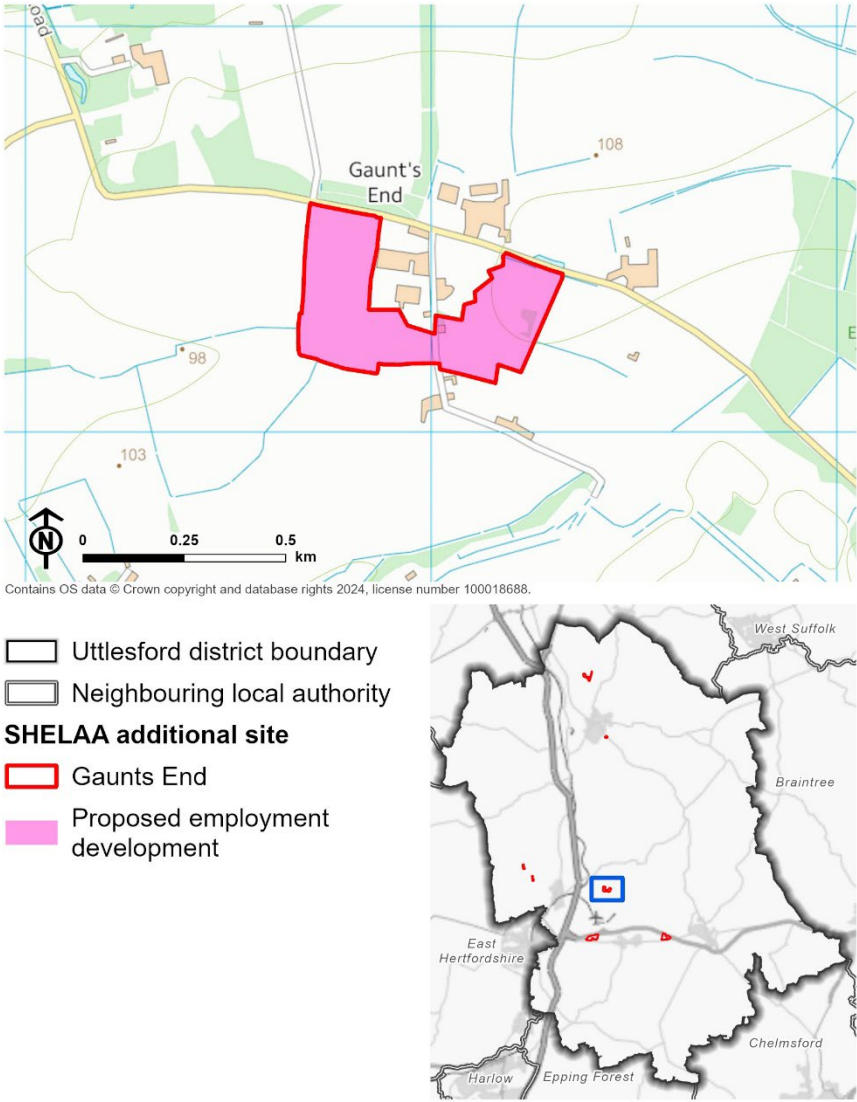
## Overall landscape sensitivity to employment development

The site is assessed as having moderate sensitivity to employment development. Sensitive features include the ancient woodland at Priory Wood and Hatfield Forest surrounding the site, views of the site from public rights of way, and its lack of relationship with the linear settlement pattern of Takeley Street.

# Gaunts End (EMP)

Landscape Character Area: B5 Broxted Farmland Plateau

Figure A.6: Gaunts End (EMP)



### Landscape character analysis

#### Physical and natural character

**A.27** The site is generally flat, with a very slight incline to the north-east, from 105 metres to 110 metres AOD. Earth embankments to the west and south are unnatural features in the landscape. The site is comprised of open land on the edges of an existing employment development site and is not in agricultural use. Natural heritage features are limited to a hedgerow in good condition on the western boundary and scrubby grassland.

- Low

#### Historic landscape character

**A.28** The site is formed of irregularly shaped fields; however, the boundaries have been considerably altered by 20<sup>th</sup> Century farming practices. There are a number of Grade II listed historic buildings close to the site. Most of these have no relationship to the site; however, the site forms part of the remaining undeveloped setting to the isolated Grade II listed cottages Brewer Cottage and Sumach Cottage, which lie south of the existing Gaunt's End business park.

- Low-moderate

#### Settlement character

**A.29** The site is not close to any settlements. Development of this site would be seen as encroachment into the countryside. However, due to its location to the east, west and south of an existing employment site development of the site would therefore relate well to the existing form and pattern of development. Development on this site would also provide an opportunity to enhance the harsh edge of the development and integrate it into the wider countryside.

- Low

### Visual character

**A.30** Development of the site would be visible in the wider landscape, due to the flat and open character. The hedgerow on the western boundary and earthworks provides some screening, although 2-3 storey development would be visible above this. Green Street, a public right of way, runs through the centre of the site, and continues to the south. There would be clear views from Green Street into the site. Vegetation and tree belts along Green Street restrict most views from the public rights of way to the south. Trees lining Hall Lane provide some enclosure for views from the north.

- Moderate

### Perceptual and scenic qualities

**A.31** Proximity to Stansted Airport reduces the sense of tranquillity and remoteness. Although the airport is largely hidden from view, views of and noise from aeroplanes taking off has a significant impact. Existing employment development at Gaunt's End and on Hall Lane also reduces the rural character of the site.

- Low-moderate

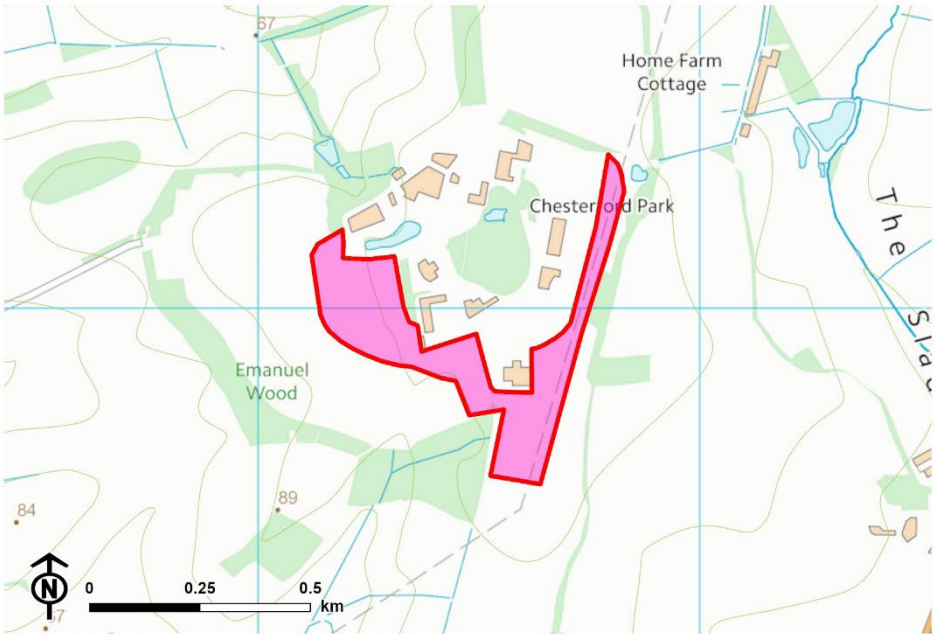
## Overall landscape sensitivity to employment development

The site is assessed as having low-moderate sensitivity to employment development. The sensitive features of the site include its visibility within the wider countryside to the south and west.

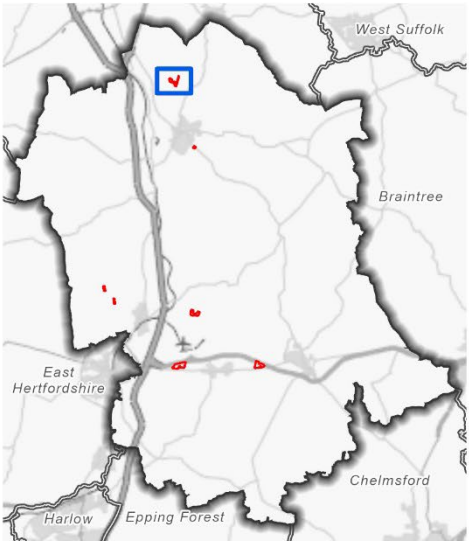
# Chesterford Research Park (EMP)

Landscape Character Area: A1 Cam River Valley

Figure A.7: Chesterford Research Park (EMP)



- Uttlesford district boundary
- Neighbouring local authority
- SHELAA additional site**
- Chesterford Research Park
- Proposed employment development



### Landscape character analysis

#### Physical and natural character

**A.32** Sloping landform, rising to the north, from 95 metres AOD to 110 metres AOD. The site consists arable fields, surrounding the existing Chesterford Research Park. No priority habitats are recorded within the site, although there is a row of parkland avenue trees and a small woodland in the north. Emanuel Wood to the south and west is recorded as Ancient Woodland and designated as a Local Wildlife Site. Priority habitat deciduous woodland also lies north of the site.

- Low-moderate

#### Historic landscape character

**A.33** Chesterford Park was a stately home and parkland. Reduction in the size of woodlands, and development of the business park has reduced the quality of the historic landscape. However, the parkland character of the site, particularly in the north-west is still evident, including an avenue of trees along the entrance road, individual specimen trees and grasslands.

- Moderate

#### Settlement character

**A.34** The site is not close to any settlements. It is located adjacent to the Chesterford Research Park, and additional employment development would therefore be in keeping with the existing development form and pattern.

- Low

### Visual character

**A.35** The site is situated on the rolling valley sides of the River Cam. There are wide cross-valley views from the west of the site; however, many of these views are blocked by woodlands and copses. Views from the east of the site are blocked by vegetation and scrub. Views from Little Chesterford to the west, Springwell Road to the south-west and Little Walden to the east are all restricted by the rolling topography and woodlands.

- Low-moderate

### Perceptual and scenic qualities

**A.36** The rurality of the site is impacted by proximity to the Chesterford Research Park and an electricity pylon route which runs through the east of the site. There are views from the east of the site of the continuing pylon route, as well as views from the west of the site to the M11 and electricity pylon routes across the Cam Valley. Despite this, the site retains a relatively rural character, with a good level of tranquillity due to the limited road access.

- Moderate

### Overall landscape sensitivity to employment development

The site is assessed as having low-moderate sensitivity to employment development. The sensitive features are the non-priority habitat woodland and the parkland character, particularly in the north-west of the site.

Report produced by LUC

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# UTTLESFORD LCWIP

PROJECT REPORT

04 JULY 2024



Uttlesford District Council

Version Control and Approval

Version	Date	Main Contributors	Issued by	Approved by
1.0	22/05/24	IMT + EC + DB + RJ	RJ	BC
2.0	04/07/24	DB	RJ	BC

Prepared for  
Uttlesford District Council

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# 1 INTRODUCTION

# INTRODUCTION

## OVERVIEW

This report summarises the findings from Uttlesford's Local Cycling and Walking Infrastructure Plan (LCWIP) study. LCWIPs identify and prioritise investment in new infrastructure to support a greater number of people making journeys on foot or by cycle. LCWIPs should identify infrastructure interventions over a short, medium, and long-term horizon that meet the transport and movement objectives of Uttlesford. It should be noted that LCWIPs are not intended to be a comprehensive audit of all walking and cycling routes within the District.

The development of an LCWIP for Uttlesford is a key step in increasing active travel in the district. Not only will this serve to improve the health of its residents through building in exercise as part of daily activity, it also helps to reduce car use, improve air quality and reduce social exclusion. Thus, the development of an LCWIP is an important step in realising these benefits and ensuring that Uttlesford delivers on its commitment to achieving net-zero carbon status by 2030.

The development of the LCWIP was led by Uttlesford District Council (UDC) with the support of Essex County Council (ECC), as well as local stakeholders. These groups were represented in the LCWIP working group which met at regular intervals throughout the LCWIP.

From a countywide perspective, active travel is currently being planned primarily through Local Cycling and Walking Infrastructure Plans (LCWIPs). At present, LCWIPs have been approved in Essex (Harlow, Basildon, Braintree,

Chelmsford and Colchester) with more at different stages of development (Castle Point, Epping Forest). In addition to this, ECC are currently developing a county-wide LCWIP which will focus on strategic connections within the county. It has been ensured that the proposals outlined in this LCWIP complement these neighbouring LCWIPs.

## PROJECT SCOPE

The scope of the LCWIP is shown on the plan opposite (Figure 1.2). In summary this project has looked at the following workstreams:

- Traditional LCWIPs in Saffron Walden and Great Dunmow
- Strategic Cycle Routes connecting key destinations within and neighbouring the district, including the A120 corridor
- "Rural Connections", linking a selection of key villages to neighbouring villages or towns

Given the multifaceted nature of the brief, it was decided, through the working group, that a baseline analysis of the entire district would be undertaken, following the guidance contained within the LCWIP guidance. This would establish the scope of the project and provide a data-led review of demand for walking and cycling in the district. The outputs of this exercise would then be used to identify LCWIP networks in Saffron Walden and Great Dunmow, as well as justify and confirm the strategic cycle route connections.

The "Rural Connections" workstream was progressed as a separate but complementary workstream to the LCWIP and the Strategic Cycle Routes. The findings from the rural connections work have therefore been included as a

standalone Appendix (Appendix D), rather than in the main body of this report.

The following diagram (Figure 1.1) shows the overall approach to the project, with further detail provided on the following pages.



Figure 1.1. Project Diagram

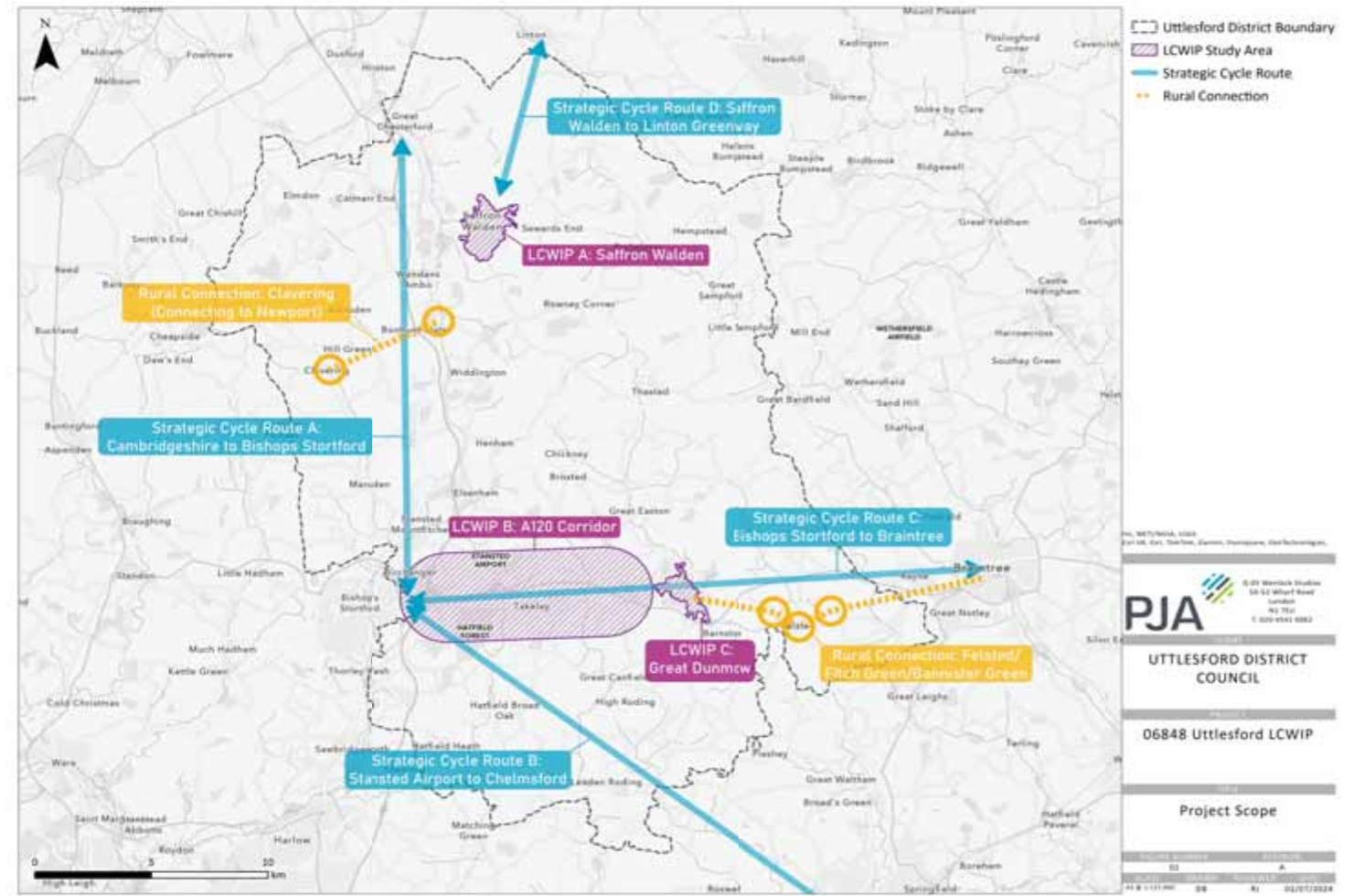


Figure 1.2. Initial Project Scope

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**UTTLESFORD DISTRICT COUNCIL**

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**06848 Uttlesford LCWIP**

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**Project Scope**

## LCWIP METHODOLOGY

### Overview

This page provides an overview of the LCWIP process and how it has been applied in Uttlesford (Figure 1.3). The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure and the process is based on the six stages listed below.

LCWIPs should be evidence-led, and comprehensive. An LCWIP should identify a pipeline of investment, ideally over a ten year period, so that a complete network is delivered at an appropriate geography (see LCWIP Stages 1 and 2). It is important that walking, wheeled and cycle improvements are delivered coherently, in particular within core walking zones (see Stage 4 – Planning for Walking). The goal of an LCWIP should be to increase the use of cycling and walking, which means looking at routes and areas where more people could choose these modes in preference to other means of travel. Therefore, an LCWIP should consider travel demand regardless of mode, rather than looking just at existing walking and cycling trips.

The geographic scope for the cycling element and walking elements need not be the same, but there can be efficiencies where cycling infrastructure also considers walking and vice-versa, and planning them together can avoid one mode compromising the other. Given the compact scale of the LCWIP study areas in Saffron Walden and Great Dunmow and their respective walkability as towns, the LCWIP routes for these study areas have been considered from both a walking and cycling perspective.

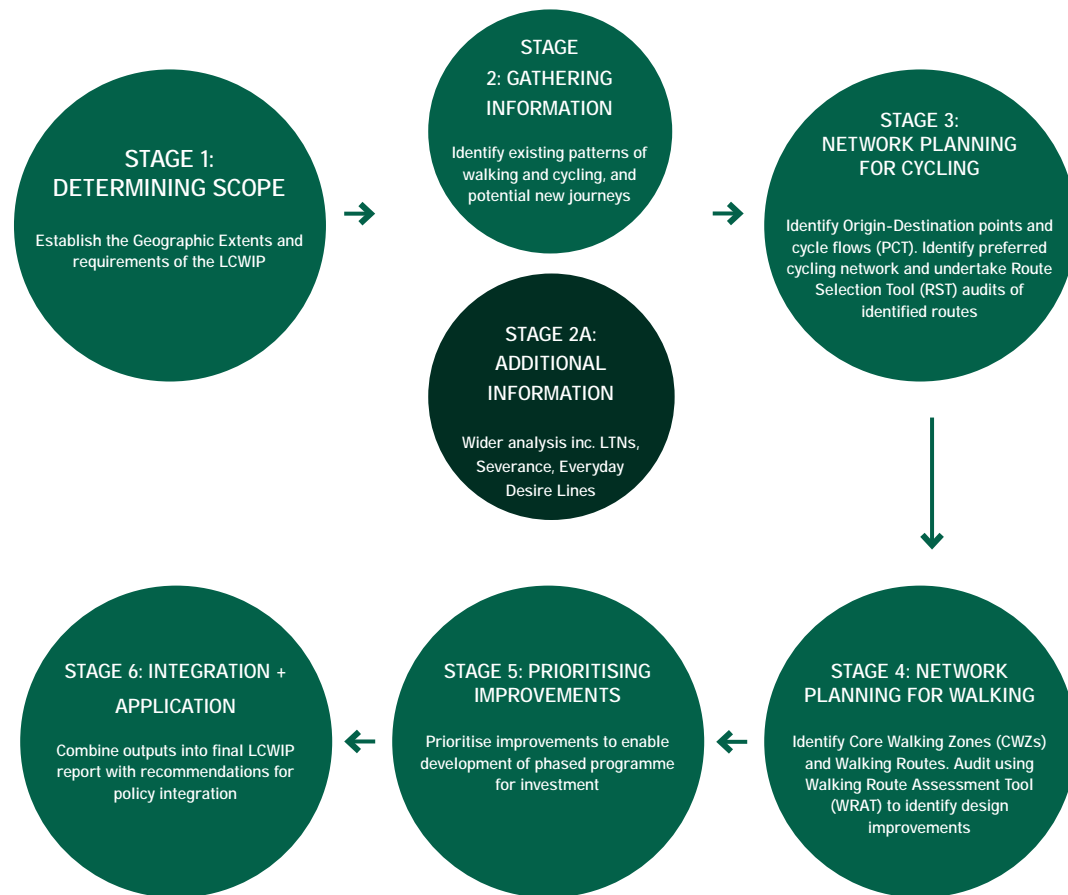


Figure 1.3. LCWIP Methodology



Figure 1.4. Great Dunmow High Street

# STRATEGIC CYCLE ROUTE & RURAL CONNECTIONS METHODOLOGY

## Overview

The primary aim of the SCR workstream was to develop design recommendations for four inter-urban cycling routes that connect up key destinations and settlements, within and beyond Uttlesford.

The primary aim of the Rural Connections workstream was to identify connections between selected villages and neighbouring towns and public transport options, to help improve connectivity in the more rural areas of the district.

The methodology for this stage of work is shown in Figure 1.5. The first stage of this workstream consisted of a district-wide baseline analysis, which was undertaken concurrently with the town-wide LCWIPs in Saffron Walden and Great Dunmow. The aim of the baseline analysis was to test the suggested SCR and Rural Connection routes and justify these in terms of forecast demand and feasibility. Following this, on the ground alignments were identified for each SCR and Rural Connection and agreed with the project working group. These routes were then audited using the RST tool to identify existing barriers, as well as opportunities for design interventions. Again, this stage was undertaken concurrently with the town-wide LCWIPs.

Following this, high level design recommendations were identified along each potential alignment and summarised in design summary plans for each route. Within this report, a design commentary has been provided for each route alongside best practice examples from across the UK.

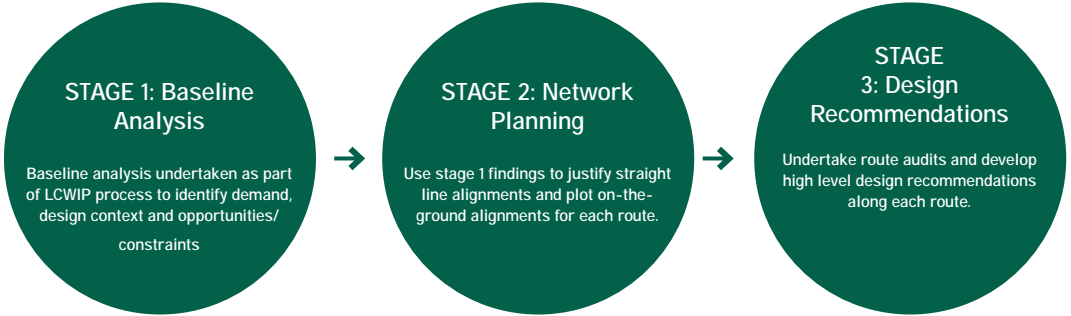


Figure 1.5. Strategic Cycle Route Methodology



Figure 1.6. The Filch Way

## 2 POLICY REVIEW

## NATIONAL POLICY REVIEW

This chapter summarises the national policy context for this study.

### GEAR CHANGE AND LTN 1/20

The Cycling and Walking Plan for England, 'Gear Change: A bold vision for cycling and walking', was published in July 2020. The plan sets out the government's shift in transport policy; to prioritise active travel. The plan set out the following vision:

"Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030."

These new documents both fully endorse the Local Cycling and Walking Infrastructure Plan (LCWIP) and Low Traffic Neighbourhood (LTN) approaches as means to help improve conditions for walking and cycling. It will be ensured that all emerging design recommendations from this LCWIP will comply with LTN 1/20.



Figure 2.1 Gear Change: A bold vision for cycling and walking front page. Source: DfT, 2020.

### CYCLING AND WALKING INVESTMENT STRATEGY

Since the introduction of the first Cycling and Walking Investment Strategy (CWIS1) in 2017, cycling rates have significantly increased and active travel has continued to receive great attention in the government agenda. The second Cycling and Walking Investment Strategy (CSW12), released in July 2022, reflects on the changes in travel patterns brought by the coronavirus (COVID-19) pandemic and sets objectives for the period between 2021 and 2025. Following the impacts of the pandemic, walking activity decreased by 16% from 2019, whereas cycling activity has increased - from 1.0 billion to 1.2 billion stages between 2019 and 2020 (See figures 2.2 and 2.3). Informed by the CSW11 and the vision set out at Gear Change (2020), the CSW12 have set the following objectives:

- To increase short journeys by bike and on foot to 46%
- To double cycling from 0.8 billion stages in 2013 to 1.6 billion stages
- To increase walking activity to 300 stages per person per year
- To increase the percentage of children walking to school to 55%.

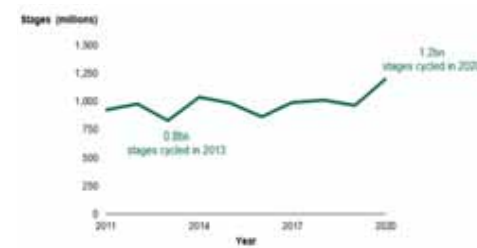


Figure 2.2 Cycling activity between 2011 - 200 in England. Source: DfT, 2022.

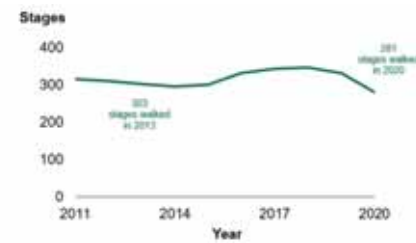


Figure 2.3 Cycling activity between 2011 - 200 in England. Source: DfT, 2022.

### LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

A Local Cycling and Walking Infrastructure Plan (LCWIP) is designed to identify potential new walking and cycling routes and associated infrastructure to support a greater number of people to make journeys on foot or by cycle. The LCWIP should identify infrastructure interventions over a short, medium, and long-term timescale that meet the transport objectives of the local authority for which it is developed.

The process for undertaking an LCWIP is set out in the Department for Transport's (DfT) process guidance, issued in 2017 as part of the Cycling & Walking Investment Strategy (CWIS). A fundamental aim of an LCWIP should be to help meet the government's aspiration of doubling the number of journeys undertaken by walking or cycling, and as such planning infrastructure around existing or forecast travel patterns is a core principle of an LCWIP. A key consideration in the development of an LCWIP is understanding existing conditions for active travel, and how these facilities can be incorporated into the LCWIP networks. The key outputs of an LCWIP are as follows:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development
- A prioritised programme of infrastructure improvements for

future investment

- A report which sets out the underlying analysis completed to support the LCWIP's development and recommended LCWIP network



Figure 2.4 LCWIP Guidance Source: DfT, 2017.

LCWIPs are produced with a ten-year timeframe for delivery, however the DfT's intention is that the documents are flexible and therefore should be considered as 'live' documents. This provides local authorities with the flexibility to update their network plans to reflect local changes, including new development sites, funding opportunities and additional routes. On this basis, whilst the plan has recommended routes in the town, future work streams should consider expanding and evolving these initial proposals to ensure that a consistent high quality of walking and cycling infrastructure is provided across Uttlesford.

The Department for Transport are currently reviewing the LCWIP guidance and are intending to 'refresh' the guidance. The changes are not intended to be significant and instead will be focussed on refreshing specific elements of the methodology to provide more information and to expand on some technical aspects.

### NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF has been revised to implement policy changes in response to the Building Better Building Beautiful Commission "Living with Beauty" report and incorporates the increased focus on design. The NPPF sets out the Government's planning policies for England and how these should be applied. It must be considered in preparing local development plans and is a material consideration in planning decisions. At the heart of the framework, is a 'presumption in favour of sustainable development'.

Within Chapter 9 'Promoting Sustainable Transport', Paragraph 110 is of particular relevance, requiring the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code. Paragraph 106 makes specific reference to LCWIPs as a means for providing attractive and well-designed walking and cycling networks.

Chapter 8 'Promoting healthy and safe communities' also recommends promoting social interaction with 'street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages'.

### National Model Design Code (2021)

Building on the 2019 National Design Guide, the National Model Design Code is intended to inform local design guides and codes or, in the absence of local guidance, act in their stead. It places local communities at the heart of plans to make sure that new developments reflect the history and unique character of their areas and are beautiful and well-designed. The code places great weight on Manual for Streets and Manual for Streets 2, which continue to represent good practice on street design. Paragraph 58 outlines that 'a connected network of streets, good public transport and the promotion of walking and cycling as key principles'.



Figure 2.5 Cyclist on Thaxted Road, Saffron Walden

# LOCAL AND REGIONAL POLICY REVIEW

This chapter summarises the local and regional policy context for this study.

## Essex Transport Strategy – the Local Transport Plan for Essex (2011)

The Local Transport Plan sets out the approach for transport in Essex, and summarises the County's aspirations for improving travel and achieving long-term economic growth. The Essex Transport Strategy seeks to achieve five road outcomes:

- Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote a safe travelling environment
- Service and maintain all transport assets to an appropriate standard and ensure that the network is available for use
- Provide sustainable access and travel choice for Essex residents to help create sustainable communities

The LCWIP will support the Essex Transport Strategy by setting out a series of design recommendations based on a prioritised list of routes which will improve conditions for walking and cycling, thereby improving connectivity between communities, reducing reliance on car trips and improving safety for pedestrians and cyclists along these routes.

## Draft Essex Cycling Strategy (2024)

Essex County Council recently published the draft Cycling Strategy for the county, which is currently undergoing public consultation at the time of writing. The Cycling Strategy sets out ECC's vision, outcomes, and actions for cycling in the county for the next few years and will be a valuable tool to secure funding to improve and maintain cycling facilities and infrastructure across the county.

The Strategy outlines six key outcomes to help achieve the strategy. For each of these outcomes, the strategy identifies specific activities:

1. Changing perceptions: Cycling is a natural and attractive option for people and businesses in Essex
2. The cycle network: The current and future cycle network in Essex is safe, convenient and accessible for all types of trips
3. Communities, health and equality: Cycling helps to create more inclusive and connected communities, as well as improving health and reducing inequalities
4. The economy: Cycling contributes to the economy, and brings jobs and employment to local communities
5. The environment: Cycling improves the environment in Essex by reducing emissions, noise, congestion and enhancing the quality of life
6. Leisure cycling: Essex is a popular destination for leisure cycling and tourism

The Uttlesford LCWIP will help ECC to achieve each of the six outcomes outlined above, by identifying a prioritised list of cycle routes, as well as acting as a tool to secure funding for the delivery of these routes.

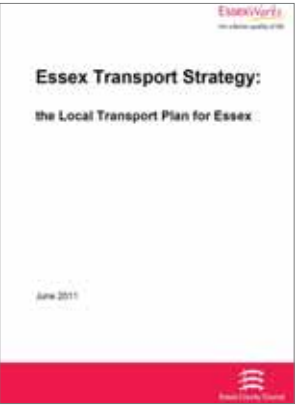


Figure 2.6 Essex Transport Strategy (Essex County Council, 2011)



Figure 2.7 Draft Essex Cycling Strategy (Essex County Council, 2024)

## Uttlesford District Cycling Action Plan (2018)

The Uttlesford District Cycling Action Plan was prepared by Essex Highways as part of a commitment to create a Cycling Action Plan for every Borough/District. The Action Plan sets out a long term plan to achieve a significant and sustained increase in cycling in Essex, establishing it as the 'normal or regular' mode of travel, especially for short trips. In order to achieve this, ECC is committed to establishing a coherent, comprehensive and advantageous cycling network in every major urban area.

The strategy sets out a series of key recommendations to address barriers to cycling in the District and with consideration of commuter flows and location of committed development. Specific recommendations to the three LCWIP areas include:

- Increase provision of useful cycle routes to town centres and railway stations in Saffron Walden, Great Dunmow and Stansted Airport, in particular
- Consider an area-wide review of town centre one-way working in Saffron Walden, to identify opportunities for cycle contraflow to be implemented and thereby increase cycling permeability of and through the town centre
- Review on-street car parking in and close to town centres, to identify opportunities to provide space for high quality cycle facilities

This document has been reviewed in full as part of the LCWIP and it will be ensured that the LCWIP takes account of the key recommendations and builds on these.

## Uttlesford Climate Crisis Strategy (2021 – 2030)

The Climate Crisis Strategy outlines UDC's commitments to achieving net-zero carbon status by 2030 and protecting and enhancing bio-diversity by developing and delivering a new strategy and action plan. The strategy notes that 'Uttlesford has the lowest population density of any district or borough in Essex with high levels of car ownership and a restricted extent of public transport, especially in the more rural areas All these are challenges to achieving sustainable development.'

In 2019, UDC declared a climate and ecological emergency. As part of this, UDC resolved to:

1. To declare a Climate and Ecological Emergency, acting now to prevent a climate and ecological catastrophe that will greatly impact our children, grandchildren and future generations
2. To commit to achieving net-zero carbon status by 2030 and protecting an enhancing biodiversity

As part of UDC's Climate Crisis Strategy, the following priorities for transport are outlined:

1. Prioritise walking and cycling
2. Improve air quality
3. Increased cycle network and separated cycle lanes
4. Grow electric vehicle charging network and infrastructure
5. Promote accessible rights of way
6. Improve digital connectivity to reduce work travel demand

The LCWIP will help UDC meet priorities 1, 2, 3 and 5 and increase the number of people walking and cycling within Uttlesford, which is a key component of achieving net zero status by 2030.

## Emerging Uttlesford Local Plan (Expected 2026)

Uttlesford District Council are currently in the process of developing a new Local Plan. The new Local Plan for Uttlesford will bring together all major planning policy for the District into a single document.

A public consultation was held in 2023, inviting comments on the draft Local Plan (Regulation 18). It is anticipated that the Local Plan will be adopted in Spring of 2026.

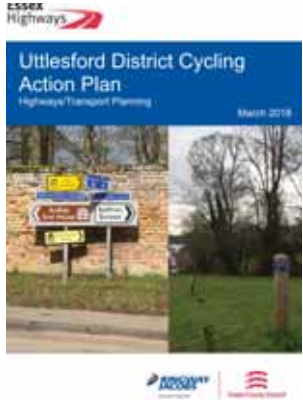


Figure 2.8 Uttlesford Cycling Action Plan, Essex County Council (2018)

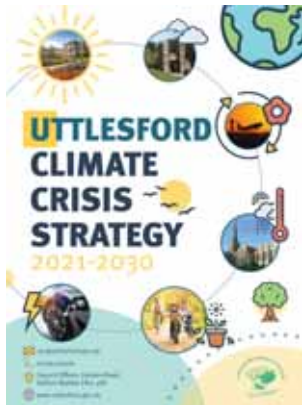


Figure 2.9 Uttlesford Climate Crisis Strategy (2021 - 2030)

# 3 DETERMINING SCOPE

## DETERMINING SCOPE

The purpose of Stage 1 is to establish the Geographic Scope of the LCWIP which forms the subsequent basis of the LCWIP Data Analysis and Site Auditing. The DfT guidance recommends that LCWIPs are concentrated on more urban settlements, with a focus of typical trip lengths of up to 10km for cycling and 2km for walking.

Our approach to determining the scope includes a high-level review of the below datasets which we have found to be highly influential on the extents of LCWIPs:

- **Walking + Cycling Catchment Areas:** Walking and cycling isochrones help to provide a sense of scale and to better understand the extent to which trips could be walked and cycled. Comparing the isochrones also helps to understand the relationship between future walking and cycling routes in the LCWIP.
- **Key Developments:** New developments, particularly major housing and employment sites, have significant impacts upon trip generation and also trip distribution. Plotting future development sites therefore is essential for understanding the impacts of developments and how these relate to existing settlements
- **Population Density:** Data on population density helps to identify areas of Uttlesford where the delivery of walking and cycling improvements would offer the most benefits to the greatest number of people.



Figure 3.1. LCWIP Stage 1 Diagram



Figure 3.2. Wenden Road, Saffron Walden

## LOCAL CONTEXT

The opposite plan summarises the distribution of key destinations within the study area, including schools, future development sites, leisure and retail facilities, cycle routes, Public Rights Of Way (PRoW), open spaces, and key employment sites. The plan shows a cluster of destinations around Saffron Walden, Great Dunmow and Stansted Mountfitchet, including hospitals, doctors, dentists and schools.

Key employment sites in the district include Stansted Airport, which is the district's largest employer. The plan also shows the road hierarchy within the study area. The M11 runs from north-south through the district and is a major arterial route connecting London to Cambridge.

The plan also highlights the relatively rural character of the district away from the main settlements. This is particularly evident in the north-east and eastern areas of the district.

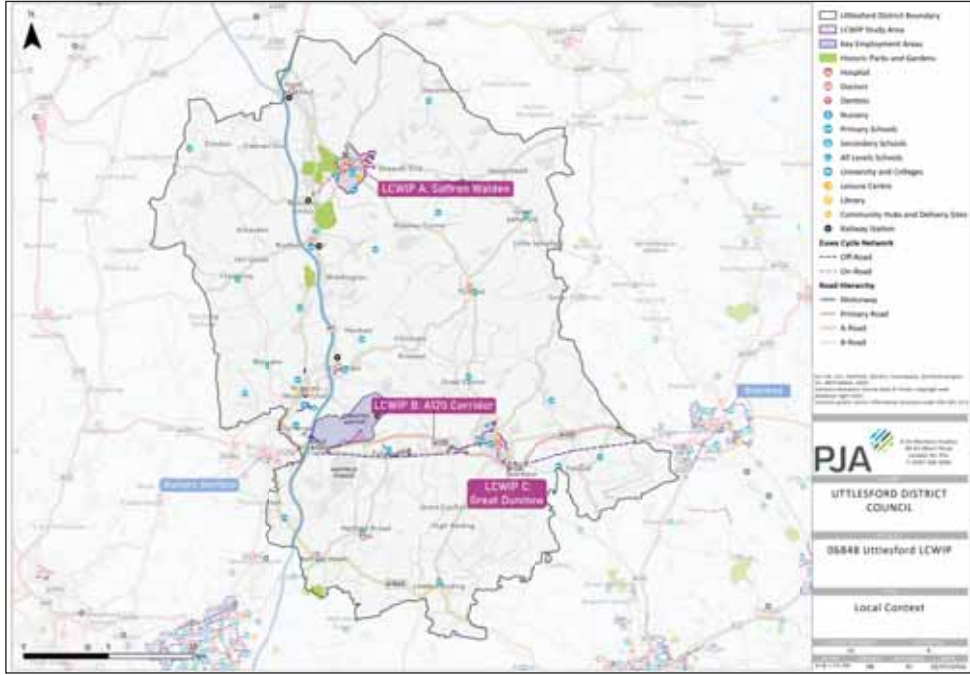


Figure 3.3. Local Context

## POPULATION DENSITY

The plan opposite uses data from the 2021 Census to calculate the population density across the study area at a Lower Super Output Area (LSOA) level. Again, the plan highlights the rural nature of the district, with most LSOAs showing a population density of fewer than 150 residents per square kilometre.

The most densely populated areas of the district are Saffron Walden, Great Dunmow, Stansted Mountfitchet and Takeley, where there are areas with a population density of more than 4,000 residents per square kilometre.

Overall, the population density of Uttlesford is almost 50% lower than the national average, with just 142 residents per square kilometre compared to 281 residents per square kilometre nationwide.

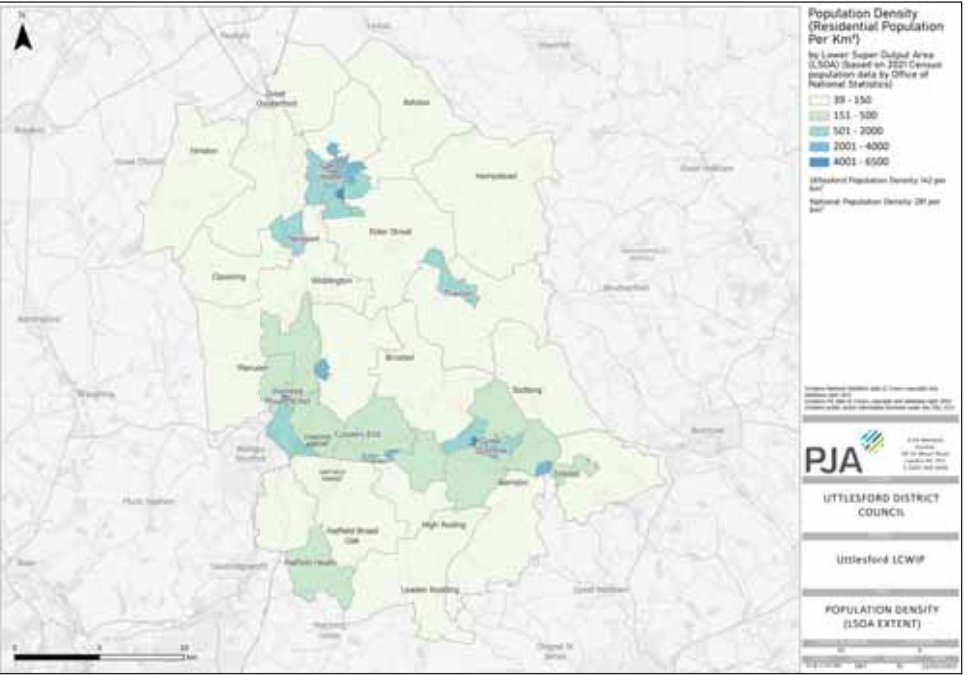


Figure 3.4. Population Density by LSOA

# CYCLING CATCHMENT AREAS

The purpose of Stage 1 is to establish the Geographic Scope of the LCWIP. To inform this, cycling catchment areas were generated in ArcGIS, showing a 10km buffer from the two main towns within the district, as well as two important neighbouring towns - Bishop's Stortford and Braintree.

The catchment areas shown are measured "as the crow flies" and therefore provide a high level indication of the distance that could be cycled from each centre, as well as giving a sense of scale to the study area.

The plan emphasises the isolated nature of the key settlements within and neighbouring to the study area, which are all greater than 10km from one another.

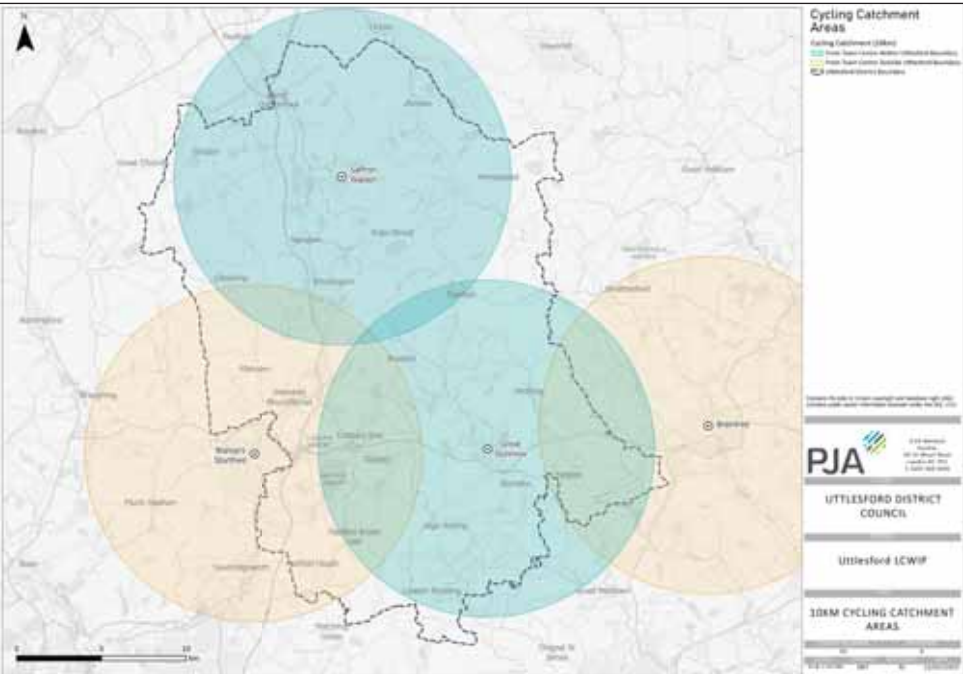


Figure 3.5. Cycling Catchment Areas

# CYCLING ISOCHRONES

To complement the catchment areas shown in Figure 3.3, cycling isochrones have also been generated from each of the previously mentioned town centres.

The isochrones were generated using GIS software and are based on a measurement along the road network. This provides a slightly more accurate representation of a 10km cycling distance from the towns, however does not take into account the existing level of service for cycling along these roads and therefore whether these roads are suitable for or would be used regularly by cyclists.

Again, the plan demonstrates limited overlap between the settlements, with large villages such as Thaxted and Clavering more than 10km cycling distance away from their nearest larger settlements.

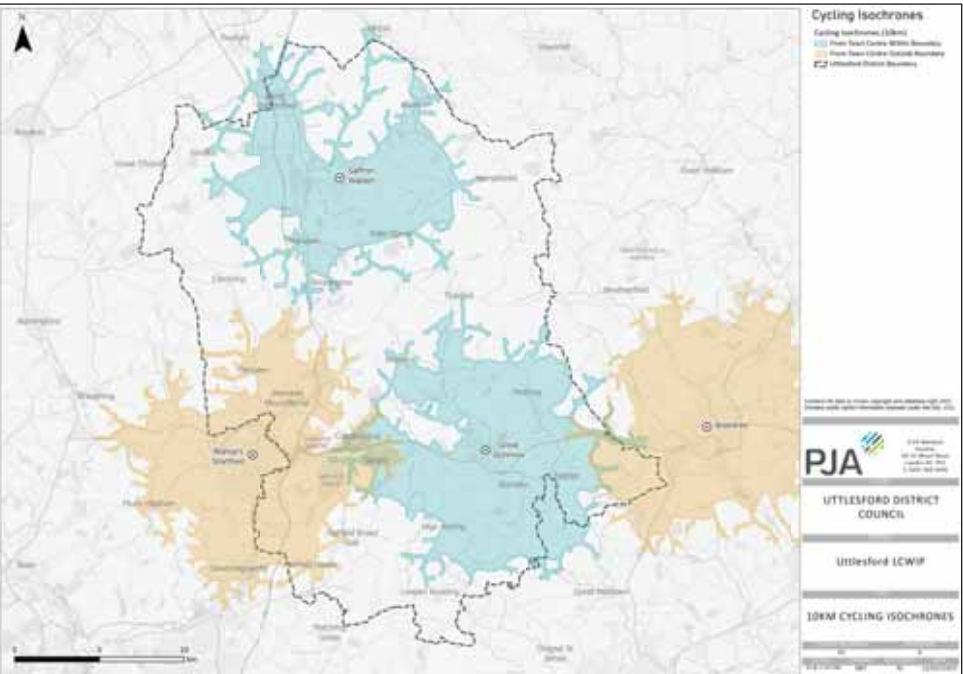


Figure 3.6. Cycling Isochrones

# 4 DATA COLLECTION

## DATA COLLECTION

The focus of Data Collection (LCWIP Stage 2) is to understand the local context to inform the development of the LCWIP walking and cycling networks. DfT guidance recommends that a broad range of information should be gathered to inform the preparation of the LCWIP, including:

- Local context
- Key future developments
- Location of significant trip generators
- Transport network
- Travel patterns
- Existing barriers to cycling and walking

Our LCWIP methodology analyses various datasets, which are summarised on the flow chart opposite. While the LCWIP guidance champions a data-led approach to network planning, also key to the process is building in stakeholder engagement into the development of the LCWIP, and this is represented by the middle box on the diagram.

For the Uttlesford LCWIP, the PJA team attended the Uttlesford Climate Change Working Group meeting in March 2023 to present the emerging results of the Stage 1+2 analysis and begin to gather feedback from key stakeholders, such as local officers and councillors.

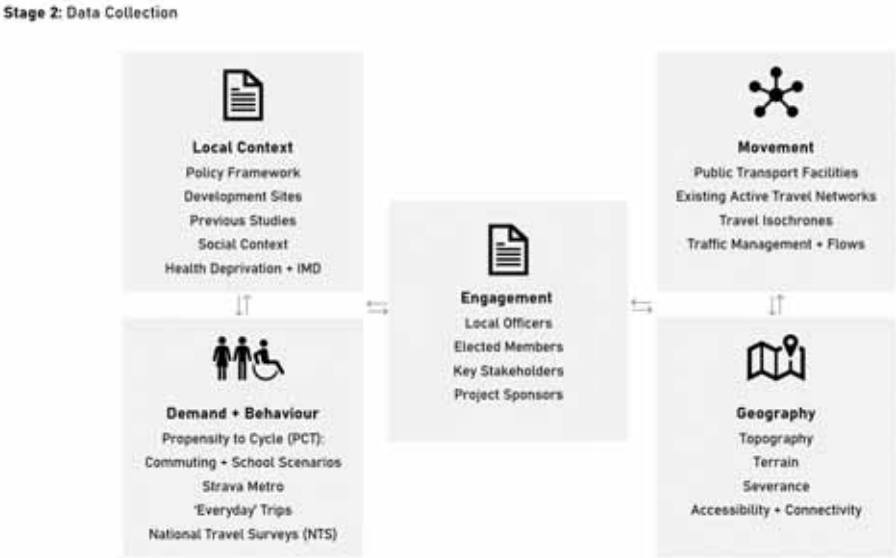


Figure 4.1. LCWIP Stage 2: Data Collection Methodology

## CAR OWNERSHIP

This plan summarises the proportion of Uttlesford households that do not own a car, using data from the 2021 Census.

This provides useful context for targeting interventions in areas of the district where car ownership is lower, hence there may be a greater propensity to walk and cycle.

The plan shows that the settlements with the highest proportions of car-free households are within Saffron Walden, Stansted Mountfitchet and Newport, with more than 17% of households being car-free in particular areas within these settlements.

In contrast, many rural areas of the district, particularly in the north-east and north-west have a very low proportion of car-free households, generally in the region of less than 5%.

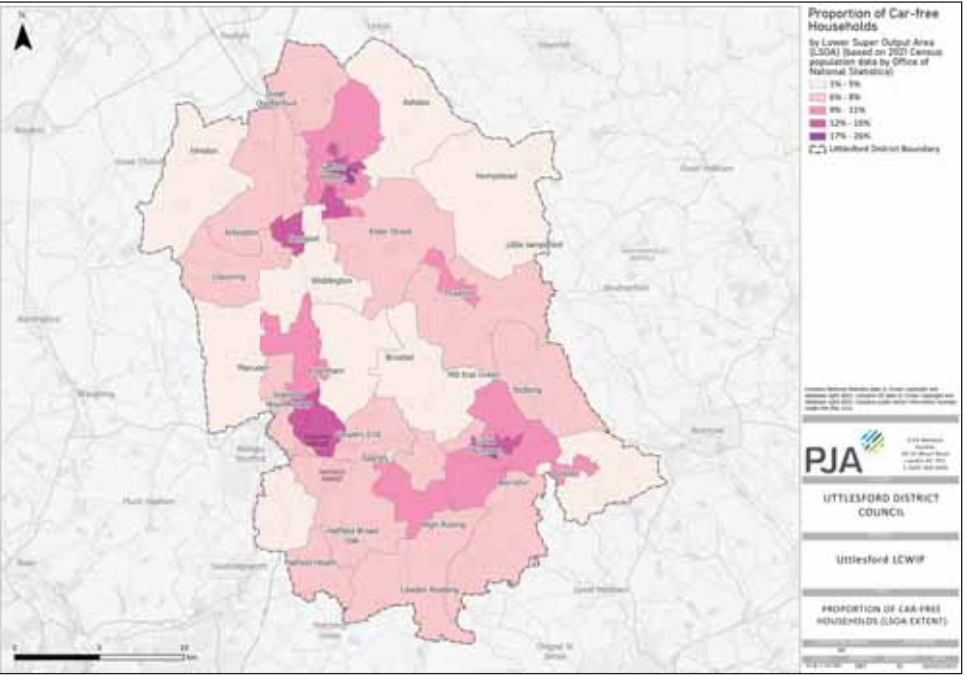


Figure 4.2. Car Ownership

## METHOD OF TRAVEL TO WORK - ACTIVE TRAVEL

This plan summarises the proportion of Uttlesford residents which walk or cycling as their main mode of travel to work using 2021 Census outputs.

It is important to note that the 2021 Census was undertaken during the Covid-19 pandemic when working patterns had been significantly impacted and therefore the results shown should be treated with a degree of caution.

Notwithstanding the above, the data demonstrates that the highest levels of walking and cycling to work are within Saffron Walden, with 15-20% of residents travelling to work by active modes in some areas of the town. Walking and cycling to work in Great Dunmow is generally lower, however higher than the surrounding rural areas.

The majority of the district, which is rural in nature, shows that approximately 0-5% of residents walk or cycle to work.

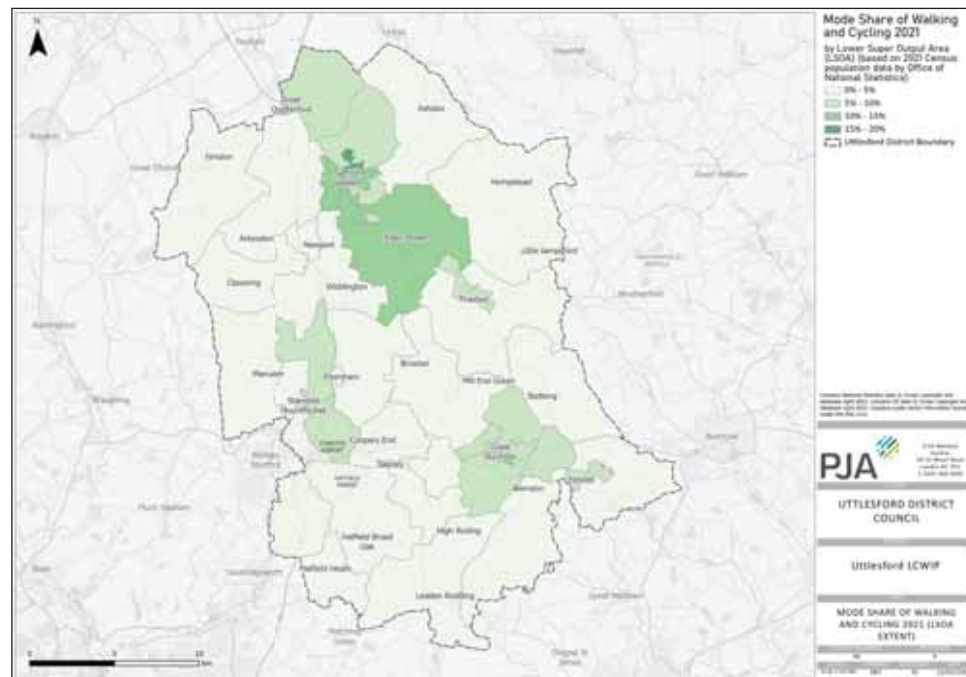


Figure 4.3. Method of Travel to Work (Walking or Cycling)

## METHOD OF TRAVEL TO WORK - PUBLIC TRANSPORT

This plan summarises the proportion of Uttlesford residents which use public transport as their main mode of travel to work using 2021 Census outputs.

This is an important consideration for the LCWIP, as it may highlight opportunities where improving access to key public transport hubs might further increase the percentage of residents travelling to work sustainably.

The data shows that for the vast majority of the district, less than 5% of residents travel to work by public transport. This increases to 5-10% in some settlements with railway stations - particularly Newport, Elsenham and Stansted Mountfitchet.

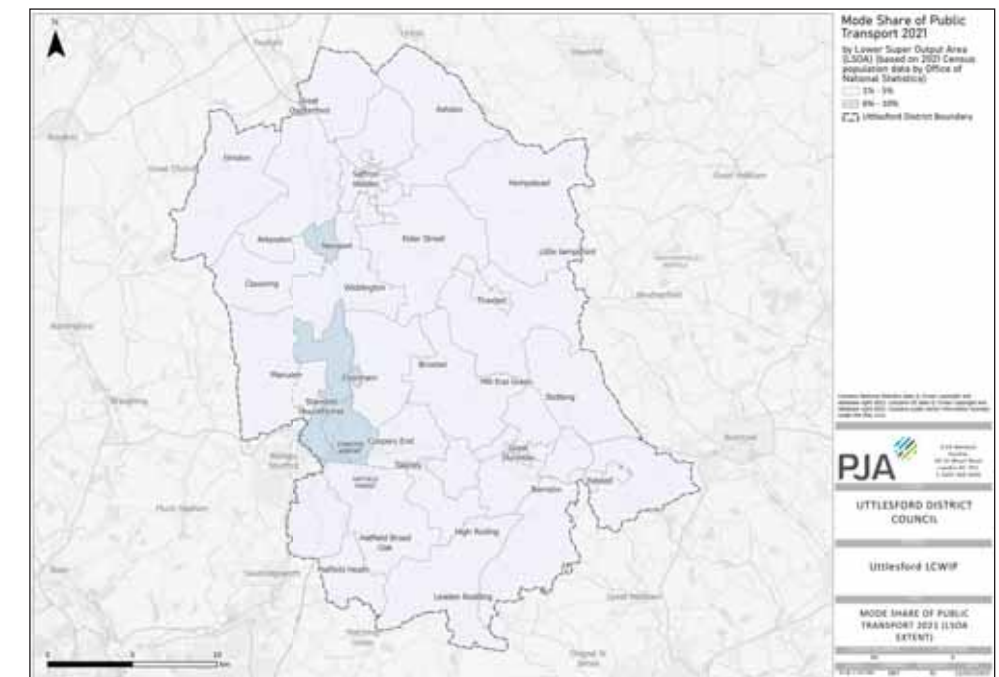


Figure 4.4. Method of Travel to Work (Public Transport)

# DEPRIVATION

The Indices of Multiple Deprivation (IMD) is a mathematical dataset calculated using seven 'domains of deprivation' and ranks all LSOAs in England. Each domain is individually weighted in the final IMD calculation: Income (22.5%), Employment (22.5%), Education (13.5%), Health (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%), and Living Environment (9.3%).

Figure 4.5 summarises the 2019 results for Uttlesford based on 10% intervals and provides insight into levels of deprivation across the district. The data shows that the great majority of LSOAs in Uttlesford are the least deprived, falling within the 7th, 8th, 9th and 10th deciles. Only areas around Broxton, Stansted Airport and Leaden Rodding are classed under the 5th decile category.

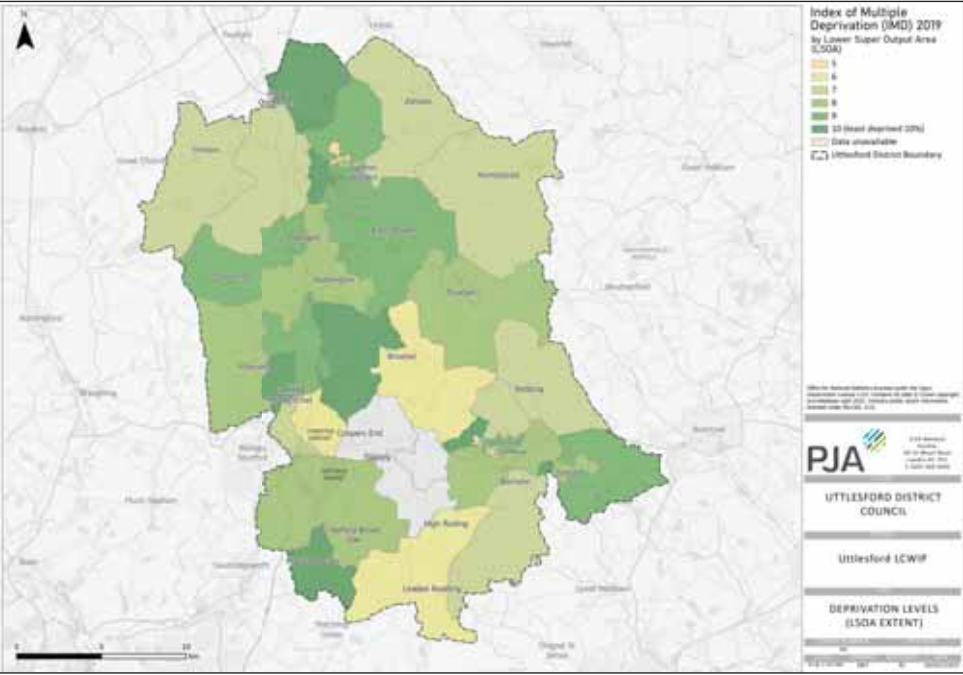


Figure 4.5. Deprivation by LSOA

# DAILY TRAFFIC FLOWS (DFT)

This plan shows average daily traffic flows (2021) from the DfT. It highlights the dominant vehicular corridors through the study area.

The plan opposite shows the Annual Average Daily Traffic (AADT) flow at all DfT count points within the LCWIP study area. The DfT data used on the plan provides street-level data for every junction-to-junction link on the motorway and 'A' road network, as well as some minor roads in the UK.

The data consists of a combination of manually counted or estimated daily traffic flows at each count point. The data has been obtained for the most recently available year, 2021.

This plan highlights the roads within the study area where traffic flows are highest, and therefore provides an early indication of which roads might be a severance feature for walking or cycling, or which roads would require segregated facilities to enable cycling.

The plan is also useful as an overview to the strategic movement of traffic through the district and how this interacts with the key towns and villages in the study area.

As demonstrated by the plan, the highest motor traffic volumes are along the M11, A120 and A1060.

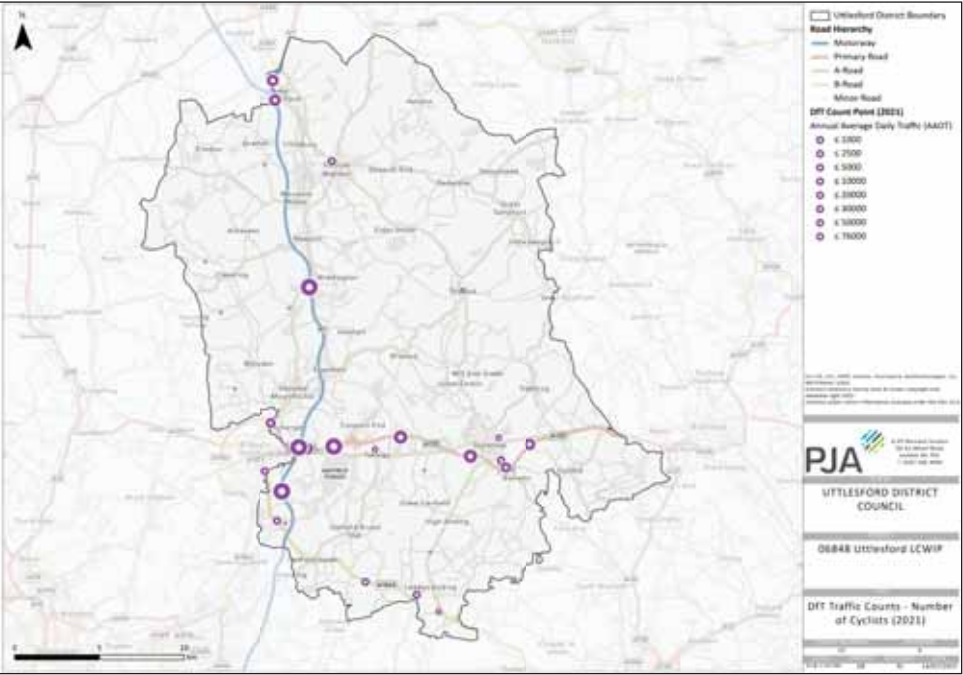


Figure 4.6. DfT Traffic Counts

## DAILY CYCLING FLOWS (DFT)

This plan utilises the same DFT data as the previous plan and shows the number of cyclists counted per day at each count point within the study area.

As expected, cycle flows are very low or non-existent on the main roads that traverse the study area, including the M11 and A120.

In contrast, the DFT counts show that 60-80 cyclists per day were recorded on roads such as the B184 in Saffron Walden, Chelmsford Road in Great Dunmow (which forms part of NCN 16) and the A1250 in Bishops Stortford.

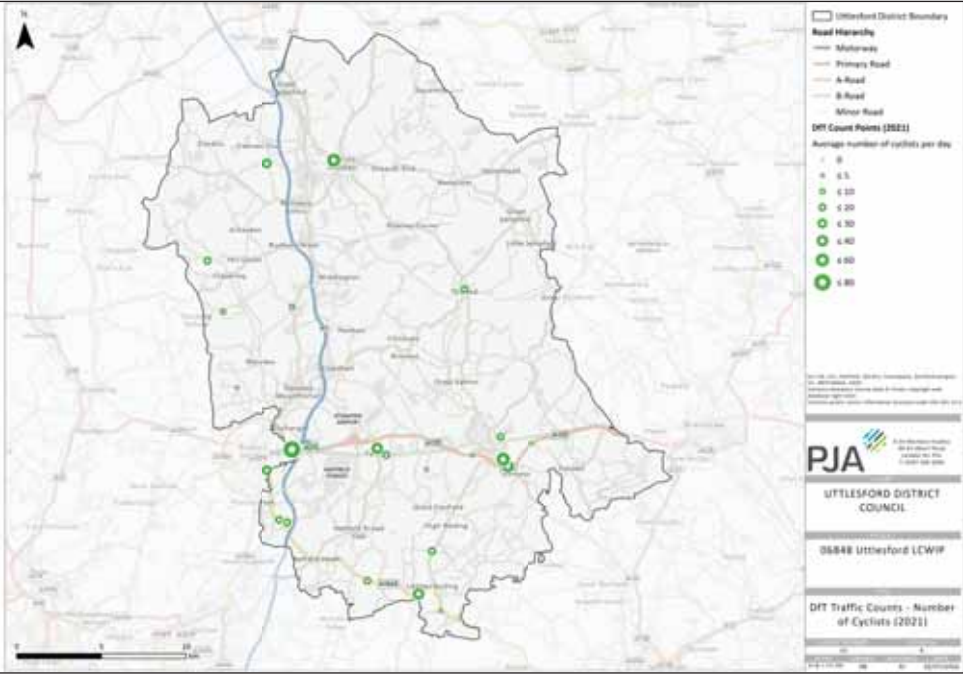


Figure 4.7. DFT Traffic Counts (Cyclists)

## AIR QUALITY (NO2)

The figure below summarises Annual NO2 Concentrations across Uttlesford. NO2 is a gas that is mainly produced during the combustion of fossil fuels along with nitrogen oxide (NO). The plan demonstrates that NO2 levels throughout Uttlesford are generally lower than the WHO guideline limit of 10 µg/m3, except from the area south of Stansted Mountfitchet, which shows values of up to 15.14 µg/m3.

Particulate matter (PM) are a mixture of solid particles and liquid droplets which present a great risk to health. Around half of UK concentrations of PM originate from wood burning and tyre and brake wear from vehicles. With regards to those particulates of 2.5 micrometres and smaller (PM2.5), the largest part of Uttlesford presents concentrations surpassing the WHO guideline limit of 5 µg/m3 and, they stay under the UK legal limit. Areas surrounding Great Chesterford, Saffron Walden, Stansted Mountfitchet, Coopers End and Dunmow present some of the highest values across the district, mostly influenced by the presence of the M11 and A120.

As for particulates of 10 micrometres and smaller (PM10), Uttlesford generally presents areas with concentrations below the WHO guideline limit of 15 µg/m3. Only areas in Newport, Stansted Mountfitchet and south of Great Chesterford present higher values.

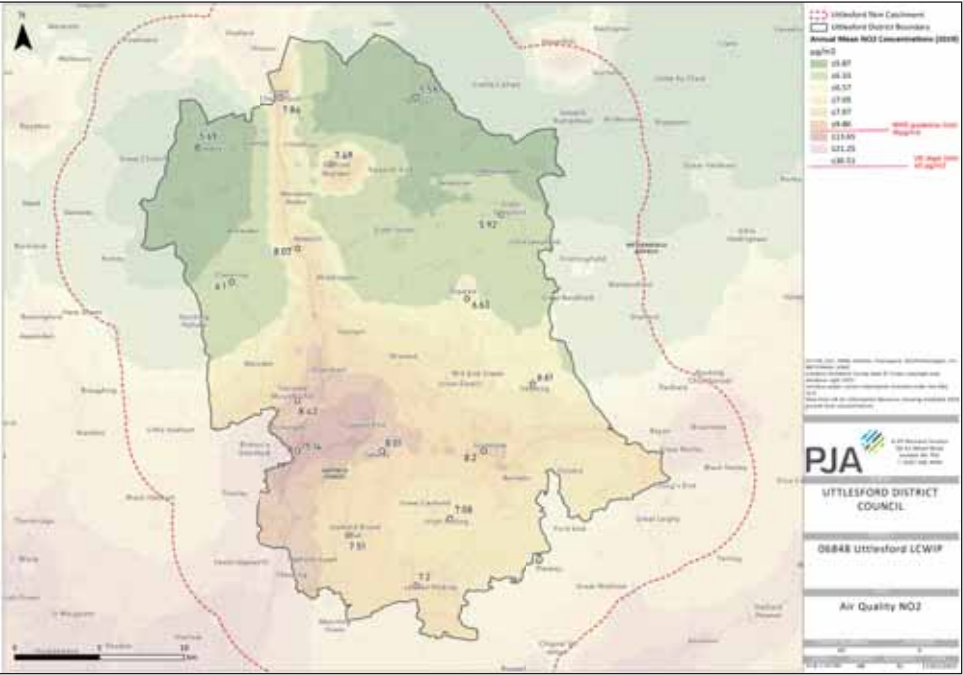


Figure 4.8. Air Quality

## TERRAIN

This plan shows the terrain across the District in terms of gradient. The plan highlights that the north-west of the district in particular has the highest concentration of steep inclines and high elevation, particularly in the areas of the district bordering Hertfordshire.

In contrast, the south of the district is relatively low-lying, with limited changes in elevation. This is particularly evident south of the A120, where Uttlesford borders areas of Epping Forest district and Chelmsford district.

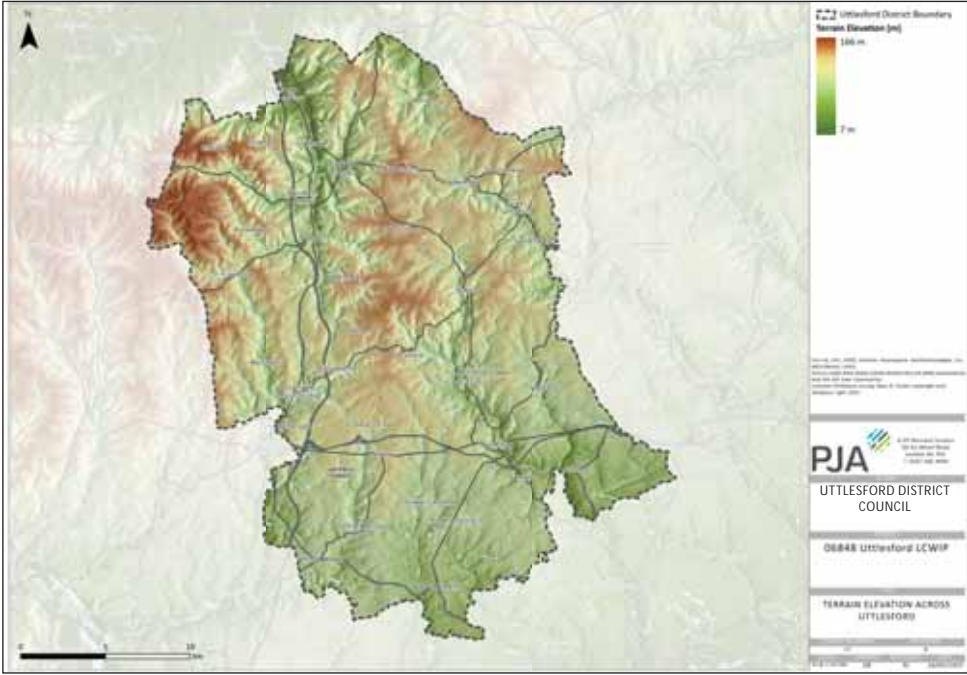


Figure 4.9. Terrain

## SEVERANCE

This plan was developed to highlight the key 'Severance' features in the district: 'Severance' typically refers to barriers to movement, and features include road and rail infrastructure and geographic landmarks.

Understanding the impact of severance is critical for contextualising how pedestrians and cyclists currently move through Uttlesford, particularly in relation to major severance features such as the M11 and A120 corridors.

The plan demonstrates that the M11 is the main severance feature in the district, however there are roads which cross it at various points. Similarly, the A120 is a major severance feature in the south of the district which might restrict route choice to key destinations such as Stansted Airport, Bishops Stortford and Great Dunmow.

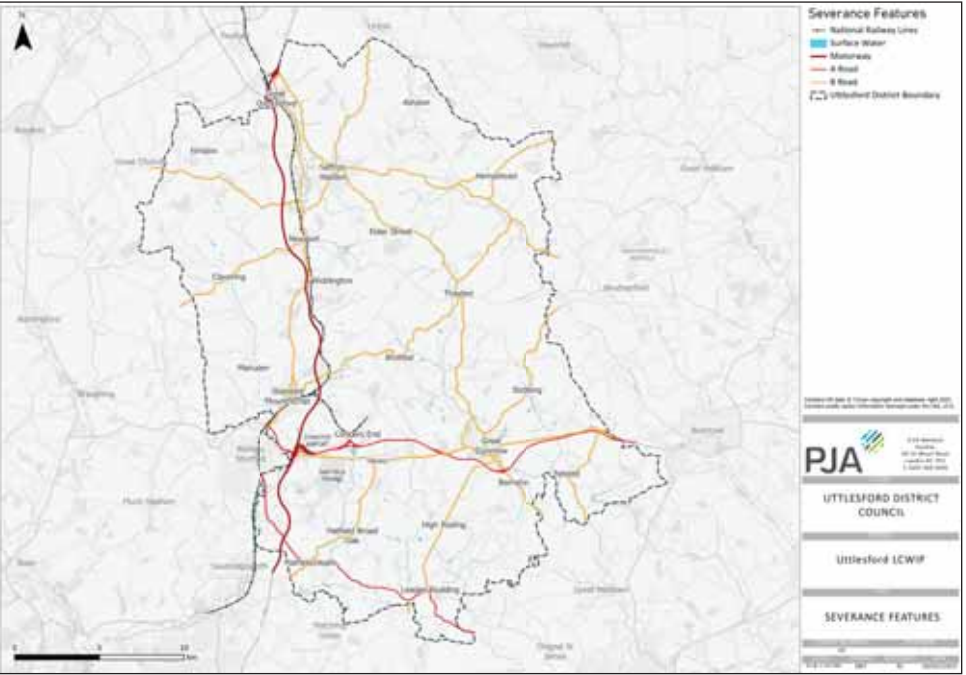


Figure 4.10. Severance

# UTTLESFORD ACTIVE TRAVEL SURVEY

In 2022, Uttlesford District Council conducted a three-month survey to gather residents' comments relating to active travel in the district using the Commonplace online feedback forum. This information provides useful context for the LCWIP and can be used to identify particular barriers or opportunities for improving conditions for walking and cycling in the district.

The plan opposite shows the locations of comments received, categorised by the sentiment of the response, ranging from "negative" to "positive".

The plan highlights that the majority of resident responses were negative:

- 62% of responses received were negative in sentiment
- 25% of responses were mostly negative in sentiment
- Just 13% of responses were positive in sentiment, with a further 3% mostly positive
- The remaining 7% of responses were neutral

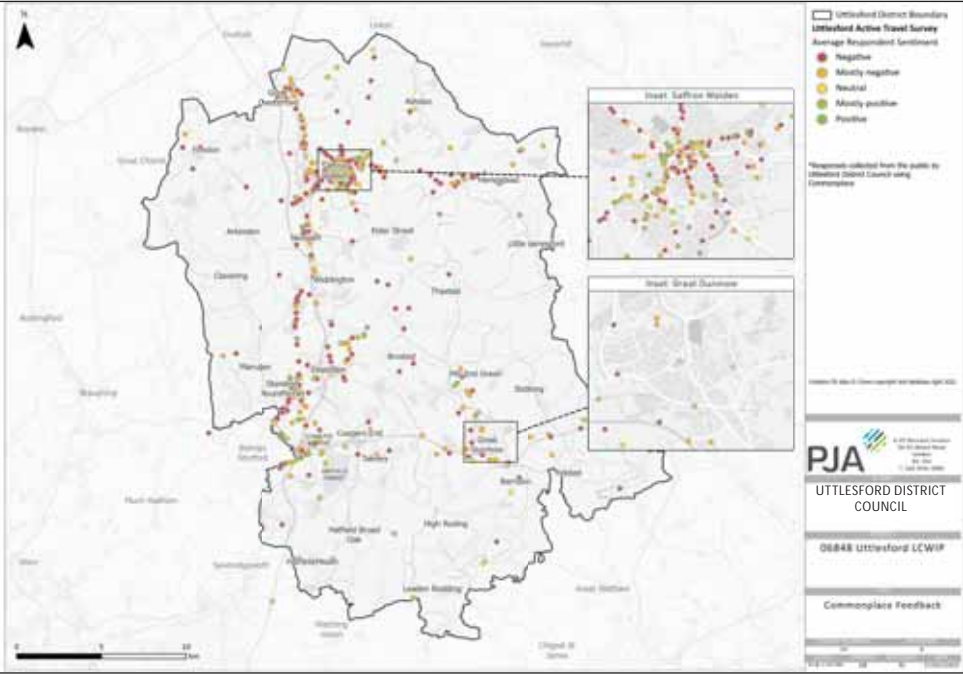


Figure 4.11. Active Travel Survey

# ACTIVE TRAVEL SURVEY HEATMAP

The opposite plan displays the survey responses in a heatmap, focusing only on negative responses. The purpose of this plan is to analyse the negative responses to highlight hotspots, or areas where there may be particular barriers or safety concerns relating to walking and cycling.

The plan shows that the densest clusters are within Saffron Walden, particularly in the south-west of the town (B1052) as well as in the town centre. There are also clusters of negative responses within Stansted Mountfitchet and near Stansted Airport and M11 Junction 8.

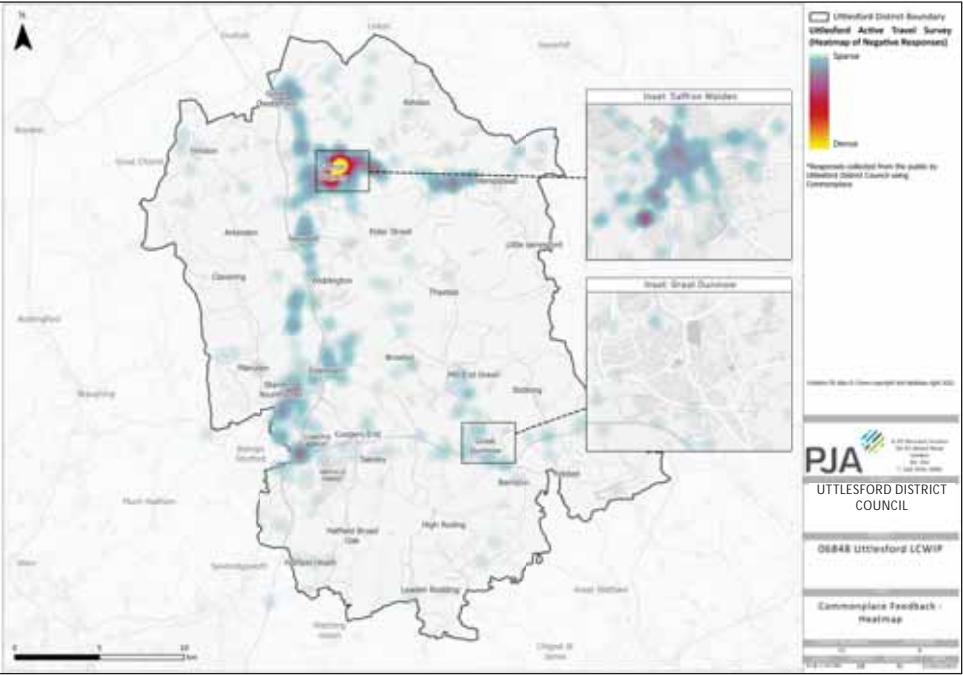


Figure 4.12. Active Travel Survey Heatmap

# TRAVEL PATTERNS

## OVERVIEW

Understanding existing and potential future travel patterns is an important step in developing the LCWIP network to ensure it reflects local demand. The analysis of travel patterns has combined analysis of commuter patterns (Propensity to Cycle Tool) and non-commuter travel patterns (School Trips, Everyday Trips and Strava analysis).

## PROPENSITY TO CYCLE TOOL (PCT)

The Propensity to Cycle Tool ([www.pct.bike](http://www.pct.bike)) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses Census travel to work data and school travel data and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. It is important to note that a limitation of the PCT is that it uses the 2011 Census and therefore is not based on recent data.

The PCT provides seven scenarios for forecasting future levels of cycling which range in ambition from the 'Government Target' (assumes 6% of commuting trips by bicycle) up to the 'E-Bike' scenario (assumes 22% of commuting trips by bicycle and improved access to e-bikes). The PCT provides two sets of mapping outputs:

- Straight-Line Networks – these plans show direct paths between LSOA Origin-Destination points which gives an overview of the key desire lines for cycling flows
- Applied Networks – applies the straight desire line to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network

The PCT tool was used to identify the greatest latent demand for cycle and school commuting. The PCT analysis used the 'E-Bike' scenario, which models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes. Using the 'E-Bike' scenario

provides a more ambitious and longer-term outlook for cycling flows which is advantageous in network planning as it ensures that the LCWIP cycle network will provide for assumed future advances in the town's cycle network. To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site.

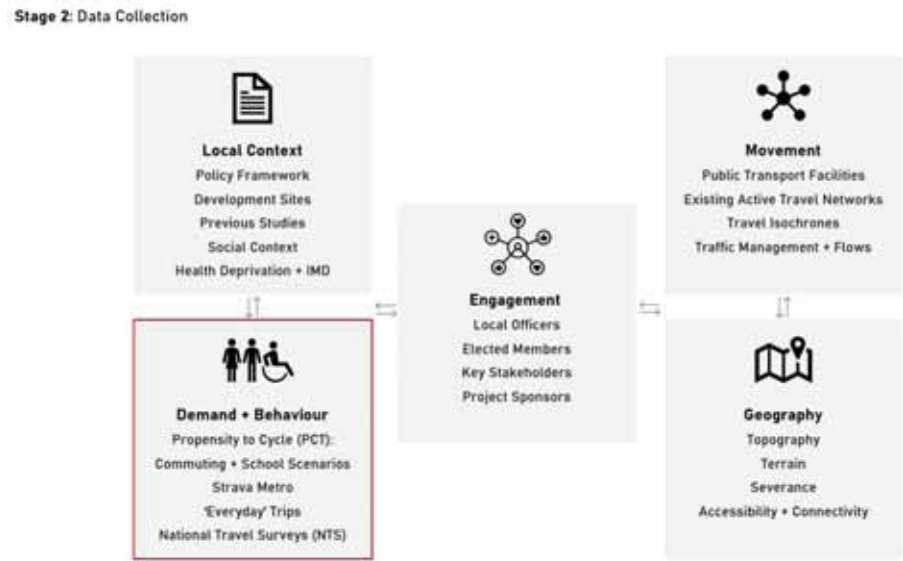


Figure 4.13. Data Collection Methodology

# PCT STRAIGHT LINES

The plan in Figure 4.14 shows the top 50 straight desire lines across the study area.

The results demonstrate that commuting demand is mostly contained within Saffron Walden and between Takeley and parts of Bishop's Stortford. The desire lines originating in or terminating in Takeley are most likely related to demand generated by Stansted Airport, given that the airport and Takeley are located within the same LSOA.

From Saffron Walden there are some longer-distance desire lines extending to towns further out, notably to Newport. Other desire lines with lower levels of demand are found between Takeley and Stansted Mountfitchet and Dunmow and between Dunmow and Takeley.

The plan demonstrates that there is commuting cycling demand in each of the three LCWIP study areas.

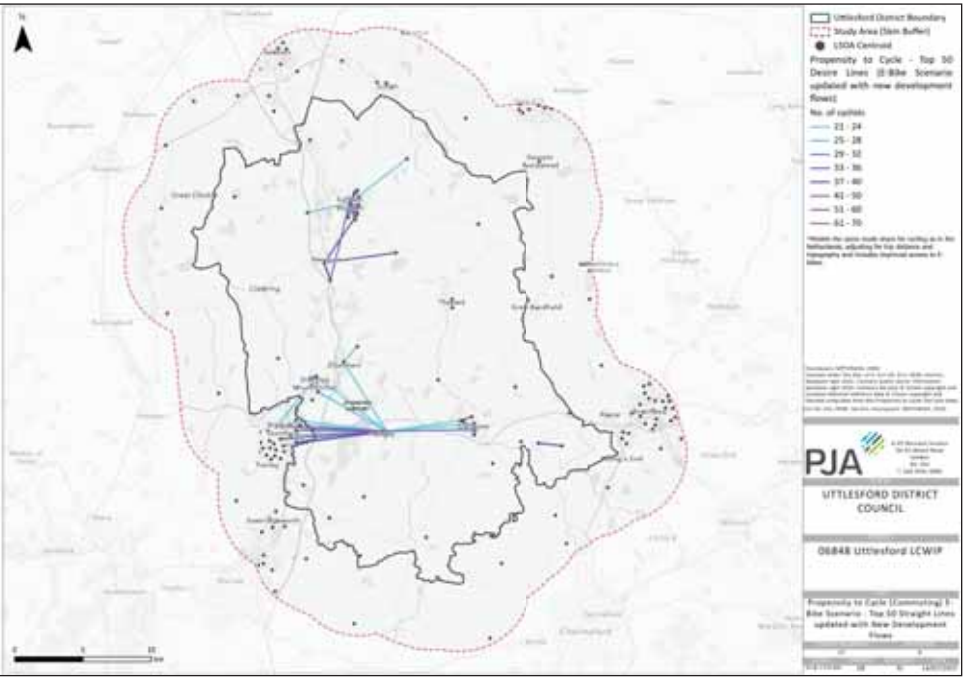


Figure 4.14. PCT Top 50 Straight Lines

## PCT APPLIED NETWORK

The PCT tool also provides an 'applied network' scenario which snaps the straight-line desire lines to closest applicable road alignment to provide an indication of more applied demand. This is shown in Figure 4.15.

This plan shows that the strongest demand is concentrated along the B1256 corridor, between Takeley and Bishop's Stortford. There is also high demand around Saffron Walden, Bishop's Stortford and Stansted Mountfitchet. Whilst the applied network outputs are useful, it should be noted that the tool does not consider non-highway routes and does not factor for the level of service for cycling on each route. It therefore tends to favour the most direct roads which are often A-roads and B-roads.

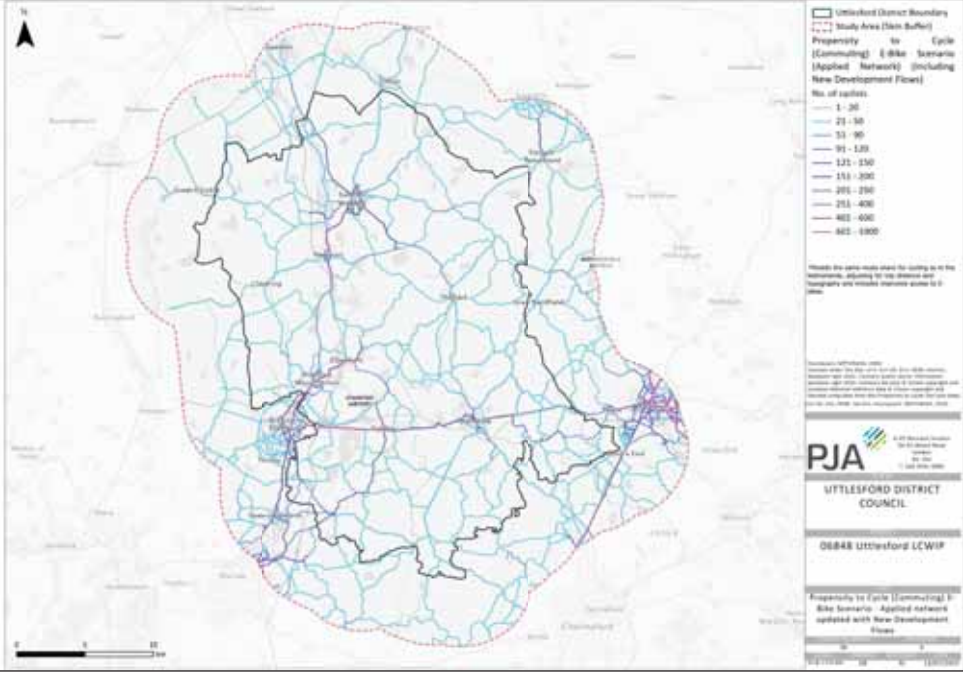


Figure 4.15. PCT Applied Network

## PCT SCHOOL TRAVEL

The PCT tool also provides a school travel scenario using the travel to school results from the 2011 Census. Figure 4-16 presents the school travel results for the 'Go Dutch' scenario (the plan also includes school locations in the district). This scenario assumes that there is the same mode share for cycling trips to school as the Netherlands, which is 41%. The plan highlights the location of several clusters of routes which are anticipated to have significant increases in the number of cycling trips to school, including:

- Audley End Road in Saffron Walden
- B1008 Beaumont Hill in Great Dunmow

It is evident from the data that Helena Romanes School and Sixth Form Centre, in Great Dunmow, and Saffron Walden County High School, in Saffron Walden, have a strong influence on the demand for school travel in the town.

A limitation of the PCT is its focus on commuting and school trips which tends to produce outputs focussed on key employment and education sites. For the purpose of the LCWIP, the PCT results were used alongside an analysis of non-commuting and leisure trips to enable the development of a network that covers a wide range of trip purposes.

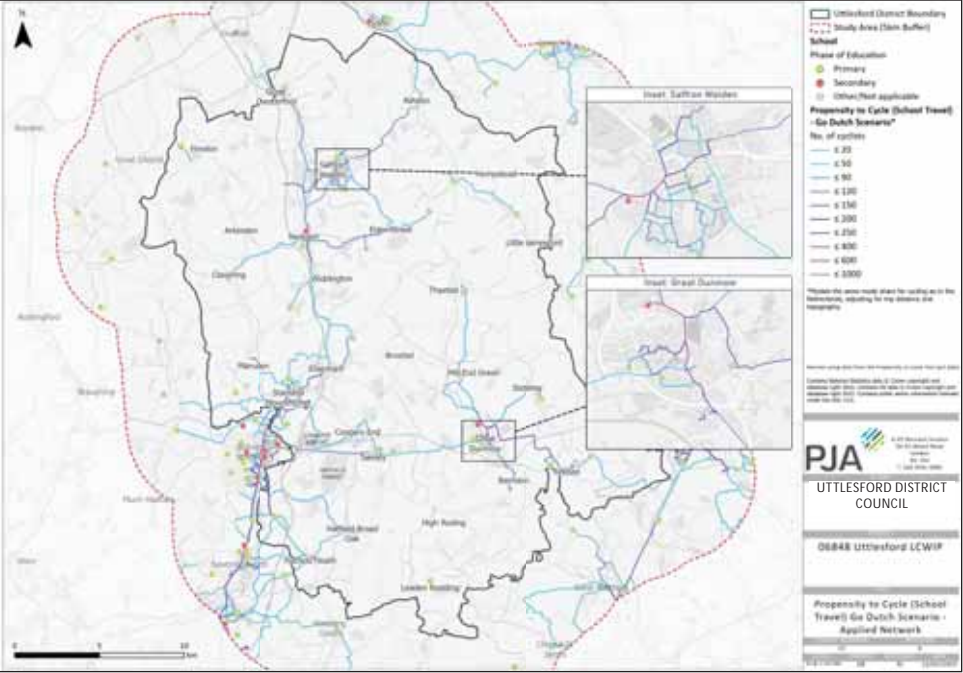


Figure 4.16. PCT School Applied Network

## STRAVA (CYCLING)

To help supplement the PCT results, Strava data was used to provide additional information on trips 'on foot' (including walking, running, hiking etc.) and trips 'on bike'. The Strava data was extracted from the Strava Metro website and is gathered from Strava users recording walking, running or cycling trips on their Strava app.

Strava data is available in batches of three consecutive months, data was therefore obtained for June – August 2022, which represented the three months of data with the highest levels of activity from the previous year. Strava data consists predominantly of leisure and recreational trips, however it also includes commuter trips which generally account for c.5-10% of entries.

The June – August 2022 results highlight several alignments where daily cycle trip volumes were higher comparatively to the rest of the district. The distribution of cycle routes is predominantly focused on on-carriageway routes. There are many segments of roads with more than 30 trips per day around Saffron Walden and Great Chesterford to the north; and High Roding, Great Dunmow and Felsted to the south. Some of the routes with the highest daily cycling flows are as follows:

- B1383 and Audley End Rd, between Great Chesterford and Saffron Walden
- Quickset Road, to the south from Great Chesterford
- Wenden Road, from Saffron Walden to Audley End Station
- B1039, to the west from Audley End Station
- B184 /Dunmow Road, to the south from High Roding
- Green Street, to the west from High Roding
- A1060, to the west from Leaden Rodding
- The St, between Clatterford End and Stagden Cross, near Leaden Rodding
- B1417/Braintree Road, to the east from Felsted

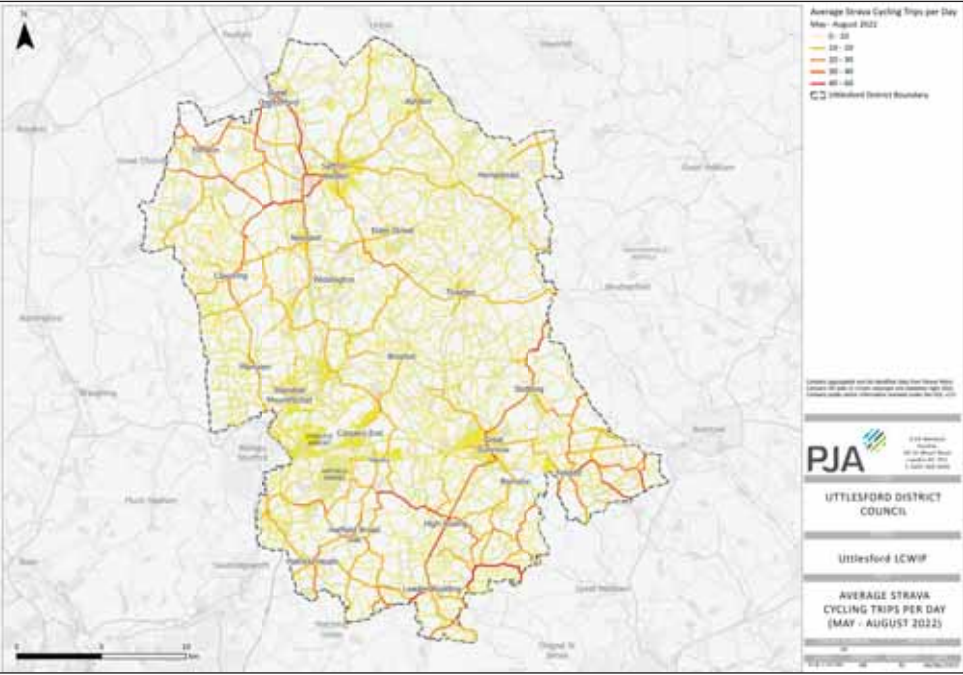


Figure 4.17. Strava (Cycling)

## STRAVA (WALKING)

The Strava data also includes trips recorded 'on foot'. These are commuting or leisure trips classified as a walk, hike or run in Strava.

The plan in Figure 4.18 demonstrates that fewer 'on foot' trips were recorded across the study area, compared to the cycling trips shown on the previous page. The areas with the highest numbers of trips on foot are primarily located within the urban areas of the district (Saffron Walden, Great Dunmow), as well as some higher numbers along more rural routes, primarily along the Flitch Way and near Elder Street.

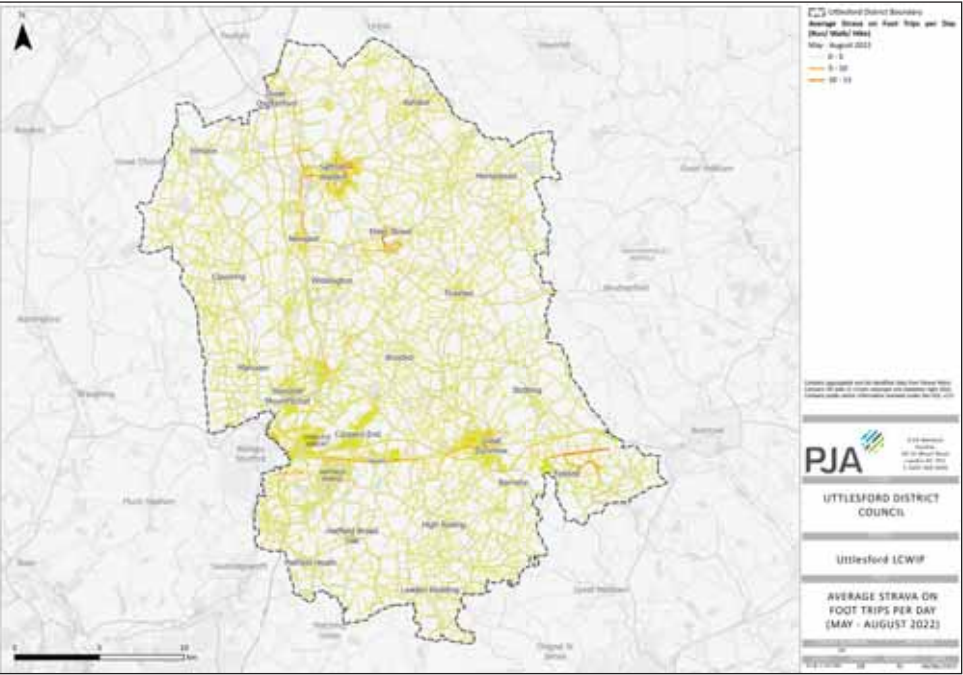


Figure 4.18. Strava (On-Foot)

## EVERYDAY TRIPS - ORIGINS

The PCT outputs provided indicative cycling networks based on commuting and school trips, whilst the Strava data is generally focussed on trips for recreation and/or exercise. The purpose of the Desire Line Clustering therefore was to provide an additional layer of analysis that focussed on 'Everyday' cycling trips which would include: leisure and recreation, trips to local centres and amenity trips. Combining the 'Everyday' trips, Strava and PCT outputs provided a comprehensive demand model for developing the LCWIP network. It should be noted that desire lines that were longer than 10km were removed from the analysis for consistency with the LCWIP approach.

Developing the Desire Lines required the identification of all Origins and Destinations within a 5km catchment of Uttlesford district. The catchment area was divided into a hexagon grid using 0.1km<sup>2</sup> hexagons.

For the purposes of the analysis, all hexagons which currently contain a LSOA population weighted centroid and/or are anticipated to include >100 residential dwellings in the future were identified as Origins.

Figure 4.19 shows the identified origin clusters. The plan shows that the key origins are primarily located within the main settlements of the district, such as Saffron Walden, Great Dunmow and Stansted Mountfitchet. The plan also identifies several new origins created through planned residential development, particularly in Takeley, Saffron Walden, Great Dunmow, Newport and Great Chesterford.

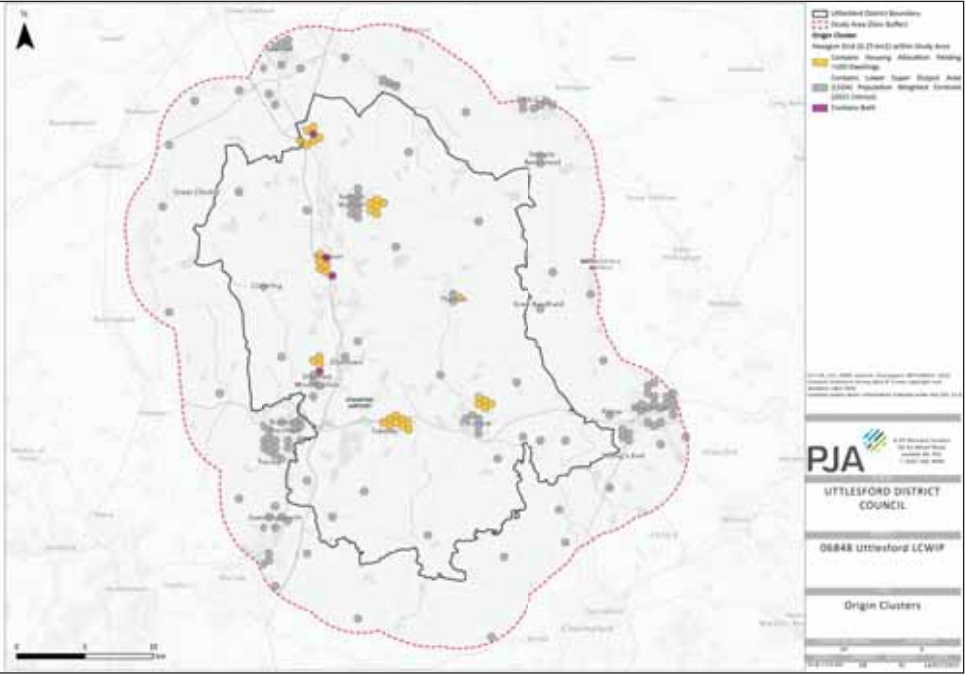


Figure 4.19. Origin Clusters

## EVERYDAY TRIPS - DESTINATIONS

Having identified the Origins, Destinations were identified based on data provided by Uttlesford District Council and Essex County Council. All destinations were categorised as below:

- Class 1: Town, Village and Local Centres; Key Employment Sites, Railway Stations.
- Class 2: Bus Stops, Schools, Healthcare Facilities, Supermarkets, Leisure Centres, Post Offices, Libraries, County Parks and Community Hubs.

The combined Origin and Destination datasets were used to develop the walking and cycling networks in Stages 3 and 4. The origin-destination analysis provides an important non-commuting dataset which was compared against the Propensity to Cycle Tool (PCT) outputs to provide a comprehensive review of desire lines both within Uttlesford and to surrounding areas.

Figure 4.20 shows the destinations identified for the everyday trip analysis. The Class 1 destinations are identified as points, and mainly comprise any significant town or local centres in the district which are located in towns and larger villages. The class 2 destinations are shown as a heatmap in blue, with areas of darker blue highlighting areas where there are denser clusters of destinations. The plan identifies that the main clusters are located in Bishop's Stortford, Braintree, Stansted Airport and Saffron Walden.

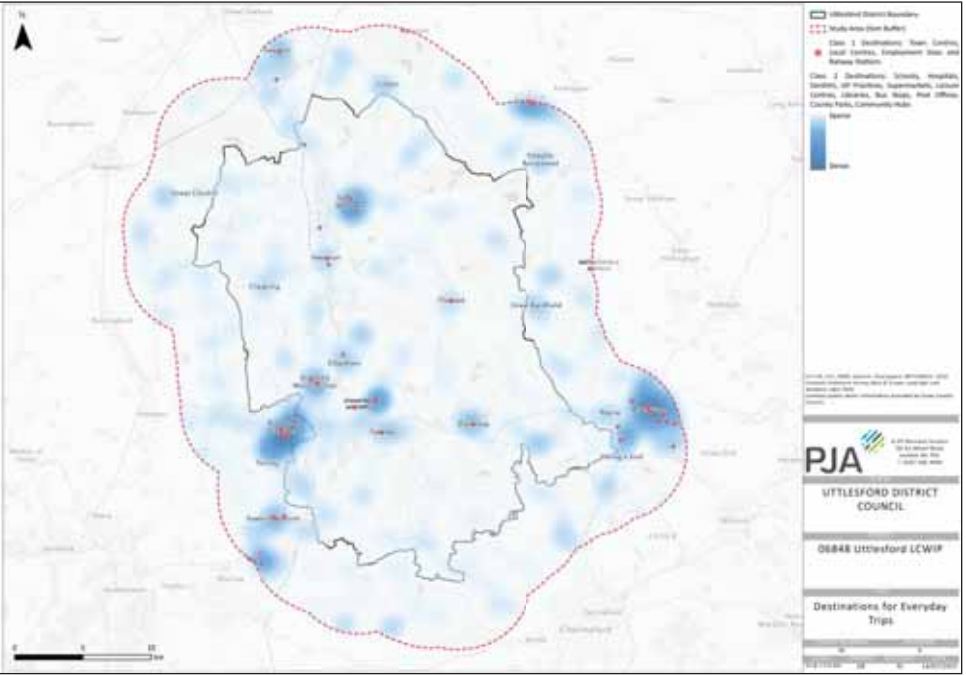


Figure 4.20. Destination Clusters

## EVERYDAY DESIRE LINES (LONG LIST)

To determine the key desire lines for Uttlesford's LCWIP, the spatial relationship between Origin and Destinations was analysed. 'Everyday' Origin-Destination desire lines were created from each origin centroid to its nearest Class 2 destination, and then also to all Class 1 destinations in the Study Area (all desire lines >10km were excluded from the analysis). This was based on the assumption that the Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips. Figure 4.21 provides an indication of the volume of desire lines that were considered in the development of the LCWIP network.

The plan highlights that densest clusters of desire lines are within the key settlements in the district, with fewer desire lines connecting settlements, which are generally quite isolated and therefore often not within cycling distance of one another. Notwithstanding this, there is a clear dense cluster of desire lines along the A120 corridor, connecting Great Dunmow, Takeley, Stansted Airport and Bishops Stortford/Stansted Mountfitchet. This indicates that this corridor is likely to be an area of high demand for everyday cycling trips.

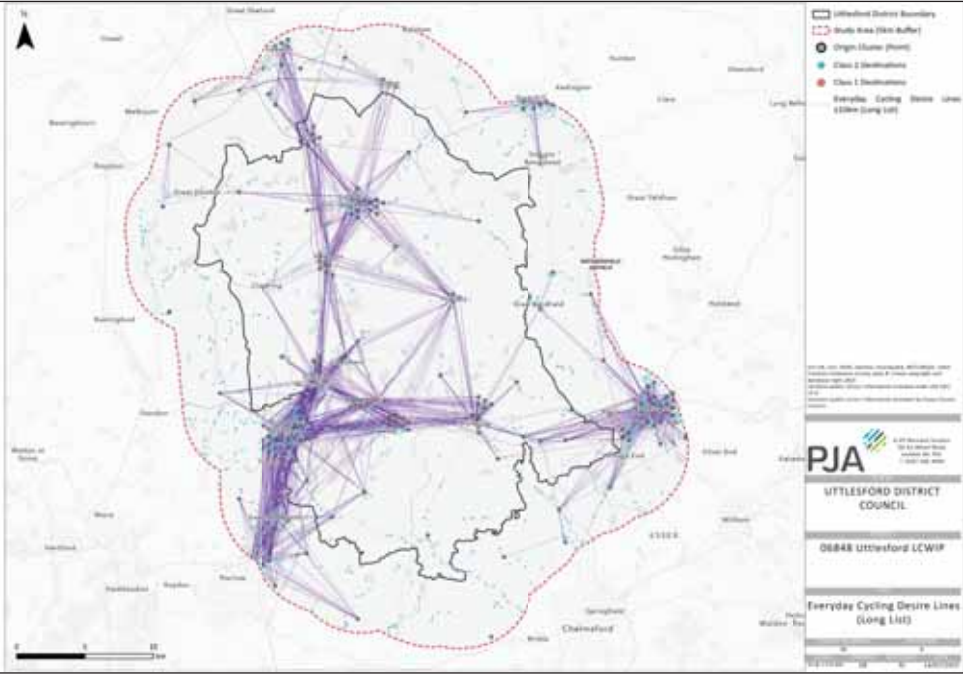


Figure 4.21. Everyday Cycling Desire Lines

## CLUSTERED EVERYDAY DESIRE LINES

Having identified all available desire lines, a "Density Based" clustering analysis was used to cluster the above desire lines into a more refined plan which identified the top 100 desire line clusters. First, all desire lines were converted to centroids. Clusters of desire lines were identified using the Density Based Clustering tool in ArcGIS, which identifies clusters of point features within surrounding noise based on their spatial distribution. Once each cluster had been identified, the clusters of points were matched with the corresponding groups of desire lines and the linear directional mean of each group was identified. The cluster groups were then ranked based on the number of desire lines in each cluster. The top 100 lines on the plan below therefore represent the general alignments which are most likely to generate the highest number of everyday trips.

As can be seen in Figure 4.22, the top 100 everyday desire lines are mostly all located within the district boundary, clustered primarily between Stansted Mountfitchet, Bishop's Stortford, Stansted Airport and Takeley. There are clear corridors of everyday demand shown along the A120 corridor, as well as a north to south band of desire lines connecting Great Chesterford, Saffron Walden, Newport, Stansted Mountfitchet and Bishops Stortford.

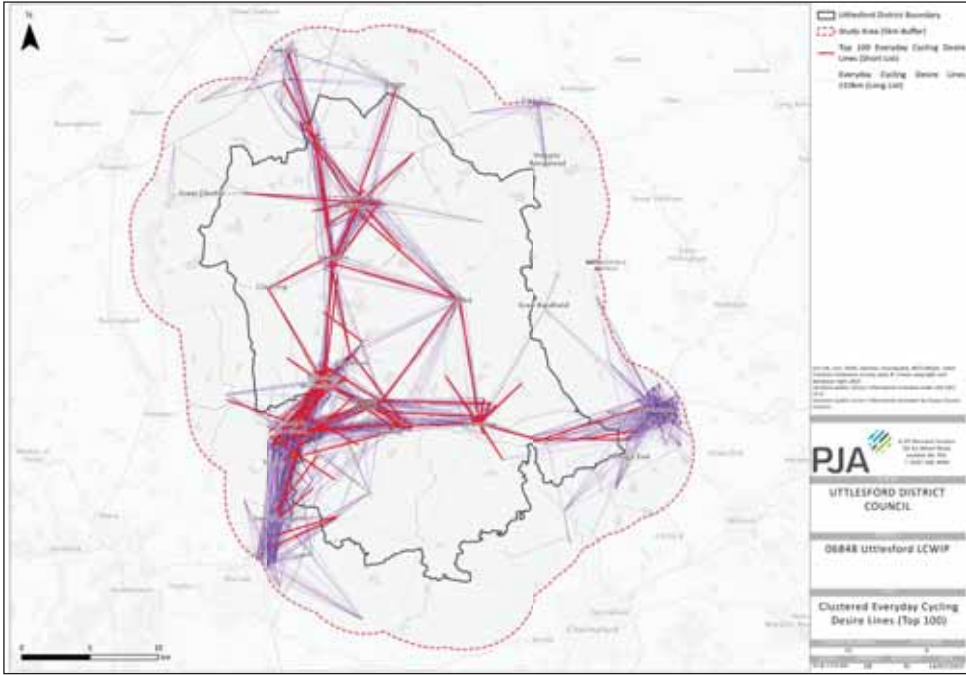


Figure 4.22. Top 100 Clustered Everyday Desire Lines

# COMBINED DEMAND ANALYSIS

To help compare the results from the PCT, Strava and Everyday Trip analyses, Figure 4.23 was prepared which highlights where the results overlapped. The study area was first split into a grid of hexagons, which were assigned a colour if they contained a certain type of desire line. Hexagons containing a Strava link with high demand were coloured yellow, a top 50 PCT desire line blue, and a top 100 everyday cycling desire line green. The hexagons outlined in black are key areas where demand from more than one dataset was identified. The key areas of demand identified on the plan are described in further detail below.

The plan demonstrates that the highest levels of overlap between the three datasets are in some parts of Saffron Walden, Newport and Great Dunmow, with some hexagons containing all three types of desire line. This is unsurprising, given that the three towns are home to dense clusters of commercial, employment and also residential land uses. Desire lines are evident near Audley End, west from Saffron Walden and in Saffron Walden's town centre.

The outputs from this plan were used to inform the development of a walking and cycling network for auditing.

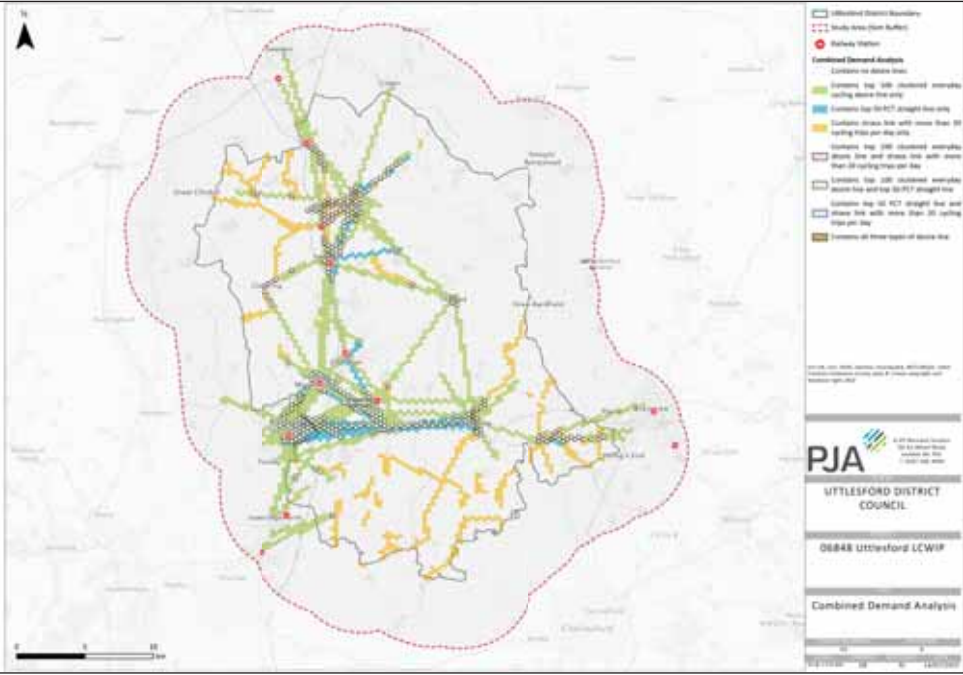


Figure 4.23. Combined Demand Analysis

The plan in Figure 4.24 overlays the project scope with the combined demand analysis. The purpose of this plan is to sense check the results of the demand analysis against the original scope to determine the suitability of the initial workstreams identified.

The results show that:

- The three LCWIP study areas all show high levels of demand for active travel
- Strategic cycle routes A, C and D all contain at least one type of demand. The SCR with the greatest level of demand is SCR C, which connects Bishops Stortford and Braintree.
- SCR B which connects to Chelmsford in comparison only shows limited levels of leisure demand.

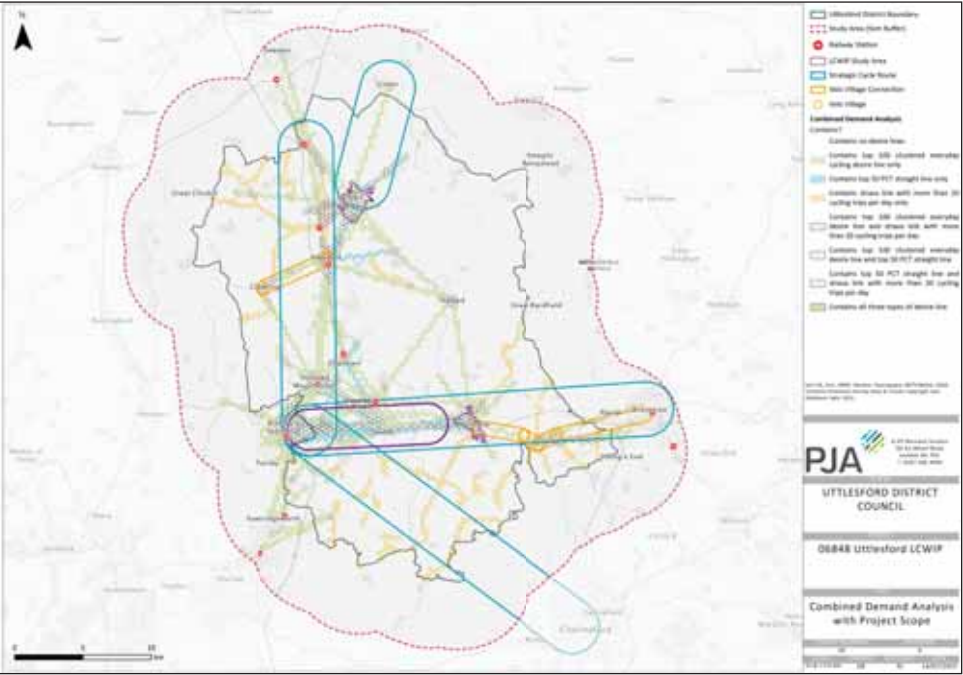


Figure 4.24. Combined Demand Analysis + Scope

5  
SAFFRON  
WALDEN LCWIP

## FIRST IMPRESSIONS OF SAFFRON WALDEN

This section briefly summarises the project team's first impressions of Saffron Walden from our inception site visit. The purpose of the site visit was to better understand the local context, and to review conditions for walking and cycling. This section summarises the findings into the following groups.

### HISTORIC STREETSAPES

The centre of Saffron Walden is characterised by its historic streetscapes, with narrow winding streets and charming historic properties (Figure 5.1). King Street is a particular example where the combination of historic buildings, a low traffic environment and high concentration of retail makes for a pleasant environment. On Tuesdays and Saturdays the town centre is closed to motor traffic for market days.

At points in the town, the historic street layouts can impede on the walkability of the town, particularly in locations where there is limited carriageway width resulting in narrow and "disappearing" footways. The network of one-way streets in the town centre also acts as a severance feature for cycling at present, with no contra-flow facilities in place.

### WALKABILITY

Saffron Walden benefits from its fairly compact size, which means that much of the town is located within a 20 minute walk or 5-10 minute cycle. Within the town centre, the street network is porous with several footpaths and cut-throughs that make walking the most direct mode of transport (Figure 5.2).

One limitation of the walking network in the town was often the width and quality of footways, which were usually below 2m in width and often narrowed to less than 1m.

### SEVERANCE AND CONNECTIVITY

Saffron Walden is bisected by several B-roads. As there is no

bypass for motor traffic, these roads can be busy and were noted to be congested during peak times. There were some instances of junctions with missing crossing points, which can introduce severance for walking trips across the town. At some junctions in the town, hostile street design such as guard railing and barriers were present, which made navigating these junctions challenging when on foot.

### CYCLING

Cycling infrastructure in the town was limited, with cyclists having to mix with vehicular traffic most of the time. There were some limited examples of dedicated cycling infrastructure (Figure 5.3), which primarily comprised of shared-use facilities that joined up the town with edge of town destinations (such as Knight Retail Park). This is likely in part due to the lack of design scope on many of the roads within the town, which are narrow with on-street parking on either side of the carriageway.

### OUT OF TOWN DESTINATIONS

Saffron Walden is served by Audley End railway station which is located approximately 2.5km from the edge of the town (Figure 5.3). This is a key destination for walking and cycling and the current route is inaccessible on foot. The conditions for cycling are reasonable, however further improvements could be made to make this an attractive route and increase the number of cycle-rail trips.

Another key destination located just outside the town is Audley End House and Gardens. This is a major tourist destination and is within both walking and cycling distance of the town. At present, cyclists are required to cycle on-carriageway and while there is footway provision for pedestrians, it is narrow and poorly surfaced at points.



Figure 5.1 Example of historic streetscape and building types in town centre; narrow footways in town centre leading to pedestrians walking in carriageway; town centre closed to traffic for market day; high quality public realm on Market Place



Figure 5.2 Footpaths and cut-throughs create a porous pedestrian network in the town (left); footway widths commonly are less than 2m; pedestrian waiting to cross a busy road at a controlled crossing; example of zebra crossing to address severance (right)



Figure 5.3 Audley End House and the railway station are key destinations from the town (left); cycling parking at Audley End station; example of traffic calming along Wenden Road to improve conditions for cyclists; example of existing shared use route (right)

# NETWORK PLANNING FOR WALKING AND CYCLING

## OVERVIEW

Stage 3 used the outputs from Stage 2 to develop a preferred walking and cycling network for site auditing. Given the compact scale of Saffron Walden, the routes identified were treated as both walking and cycling routes.

Much of the town is within a 20-minute walk of the town centre. As such, the entirety of Saffron Walden has been considered as being within a "Core Walking Zone", as defined by the LCWIP guidance.

The site audit results were then informed to develop a programme of infrastructure improvements, benefitting both walking and cycling.

## NETWORK DEVELOPMENT

The combined demand analysis (Figure 5.4) was interrogated to develop a network of walking and cycling routes within the town. For the purposes of the network development, the LCWIP methodology recommends developing 'routes' which form the basis of the auditing in Stages 3 and 4.

The combined demand analysis in Figure 5.4 highlights strong demand for walking and cycling in the town centre and the areas north of this, also extending west towards Audley End House. In addition to this, there is strong demand identified towards Wendens Ambo (Audley End Station), as well as demand in the south of the town around the Pleasant Valley residential estate.

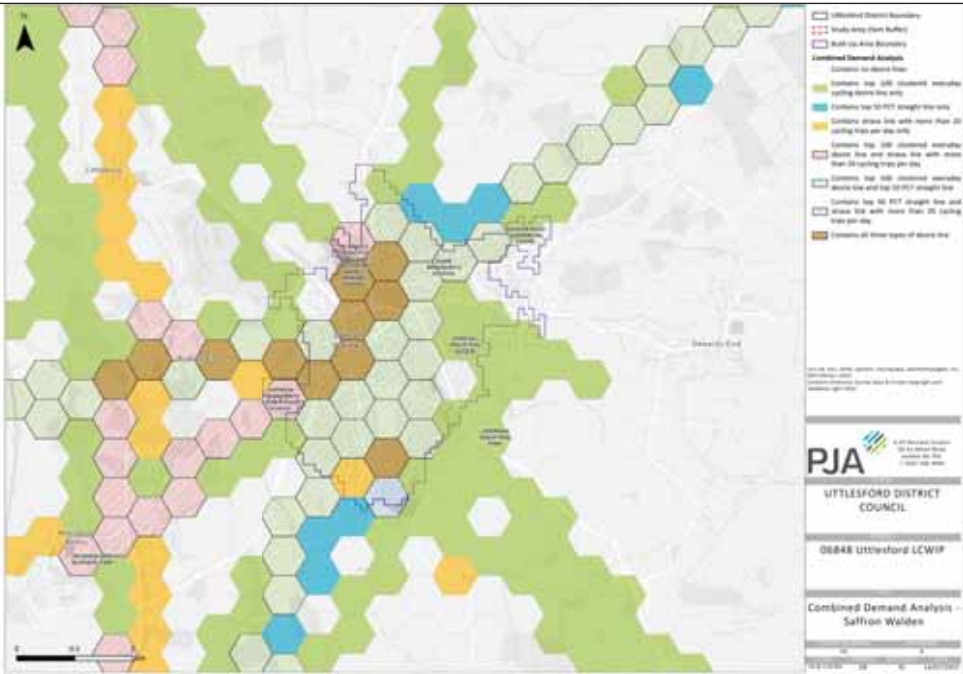


Figure 5.4. Combined Demand Analysis - Saffron Walden

## WALKING AND CYCLING NETWORK

The network represents indicative routes which might be followed for walking and cycling, however they are not intended to be routes that will necessarily be followed from beginning to end. A mixture of route types was selected, ranging from main routes into the town centre, routes through residential areas, and routes that provided onward connectivity to the development sites on the edge of the town. A workshop was held with the LCWIP working group at this stage to gather feedback on the routes proposed. Following this workshop, a number of adjustments were made to the routes to reflect the local knowledge of working group members:

- Additional route added connecting the High School to Pleasant Valley
- Additional link provided to Shire Hill Industrial Estate utilising Shire Hill Lane.
- Additional route added to connect to Great Chesterford Retail Park
- Short spur added to utilise bridleway east of Thaxted Road

Following this exercise, the following routes were identified for auditing:

- Route 1: Windmill Hill to Audley End Railway Station via B184 High Street
- Route 2: Swan Meadow to Ashdon Road via The Common and King Street
- Route 3: Audley End House to Knight Park via Mount Pleasant Road
- Route 4: High Street to Radwinter Road via Hill Street
- Route 5: Church Street and Ashdon Road
- Route 6: Audley Road to Cromwell Road Local Centre via Debden Road
- Route 7: B1052 Little Walden Road to Mount Pleasant Road via Common Hill
- Route 8: Elizabeth Way
- Route 9: Wenden Road to Debden Road via Beeches Close and Summerhill Road
- Route 10: Chaters Hill to Shire Hill Lane via Thaxted Road
- Route 11: Saffron Walden - Great Chesterford Retail Park (cycle only)
- Route 12: Thaxted Road to Developments east of Shire Hill Lane

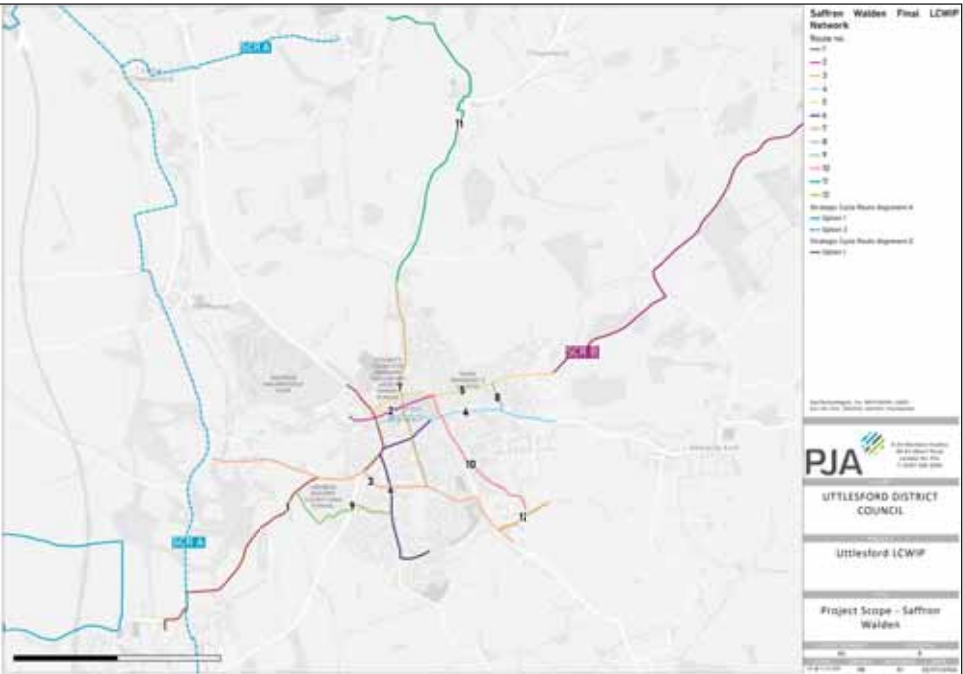


Figure 5.5. Proposed LCWIP Network - Saffron Walden

The routes shown in Figure 5.5 also provide connections to the routes identified as part of the Strategic Cycle Routes workstream, which are described further in Chapter 7.

Route 10 connects to SCR A (Option 2) at Chesterford Research Park and Route 1 connects to SCR A (Option 2) where it crosses the B1383 in Wendens Ambo. The LCWIP network therefore facilitates a strategic north-south connection via Saffron Walden.

## AUDITING TOOLS

### ROUTE SELECTION TOOL (RST)

The cycling conditions along each route were audited using the "Route Selection Tool" as set out in the LCWIP guidance. The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight line corridor, referencing against existing conditions and the shortest available route. It considers the six important criteria that determine the quality of a cycling route which are described below. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- **Directness:** Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle are scored positively for Directness. Higher scores can be achieved through the introduction of modal filters or routing cyclists through parks/open spaces to provide a more direct connection
- **Gradient:** Identifies the steepest section of a given cycle route where the section shares similar characteristics (max 1km in length). Routes are scored down where the gradient exceeds 5% for at least 50m.
- **Safety:** Considers vehicle flows and speeds to better understand the exposure of cyclists to vehicular traffic. Routes with either protected cycle facilities or low traffic environments score highest
- **Connectivity:** Records the number of individual cycle connections into a section of route – routes should aim to have >4 connections per km.
- **Comfort:** Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).
- **Critical Junctions:** Provides a number of critical junction design issues including: vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries

### WALKING ROUTE AUDIT TOOL (WRAT)

Having confirmed the LCWIP network, each route was then audited on site using the Walking Route Audit Tool (WRAT) methodology set out in the DfT LCWIP process guidance. Walking audits were undertaken on site over a two-day period in August 2023 by PJA.

The Walking Route Audit Tool (WRAT) is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution and fear of crime upon the attractiveness of a route
- **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings
- **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route
- **Safety:** Focuses on the impact of vehicle volumes and speeds and interaction with pedestrians
- **Coherence:** Focuses on the provision of dropped kerb and tactile information for pedestrians

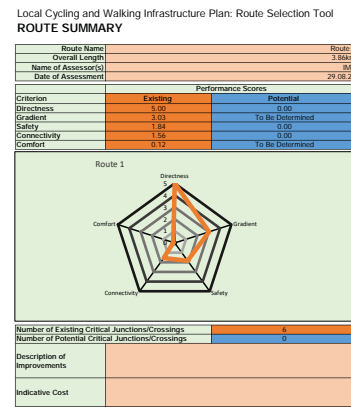


Figure 5.6. WRAT and RST Tools

## AUDITING RESULTS

### RST RESULTS

The RST results across the ten routes ranged from 46% (Route 8) to 76% (Route 7), as shown in Figure 5.8. There was a high level of variance between the scores, indicating that cycling level of service in Saffron Walden is mixed. Unsurprisingly, the LCWIP routes following the main vehicular routes through the town (Routes 1, 2, 3 and 10) were the lowest scoring routes. The highest scoring routes (Routes 6, 7 and 10) generally followed alignments through quieter residential areas.

The Route Selection Tool consists of five scoring criteria (Directness, Gradient, Comfort, Connectivity, Safety) and the Critical Junctions assessment. The average overall RST score across the LCWIP routes was 65%, and the average scores for each of the five criteria are presented below in Figure 5.7.

Criteria	Highest Score (%)	Lowest Score (%)	Average Score (%)
Directness	100%	100%	100%
Gradient	86%	25%	68%
Safety	69%	41%	41%
Connectivity	100%	19%	58%
Comfort	69%	0%	30%

Figure 5.7. RST Average Results - Saffron Walden

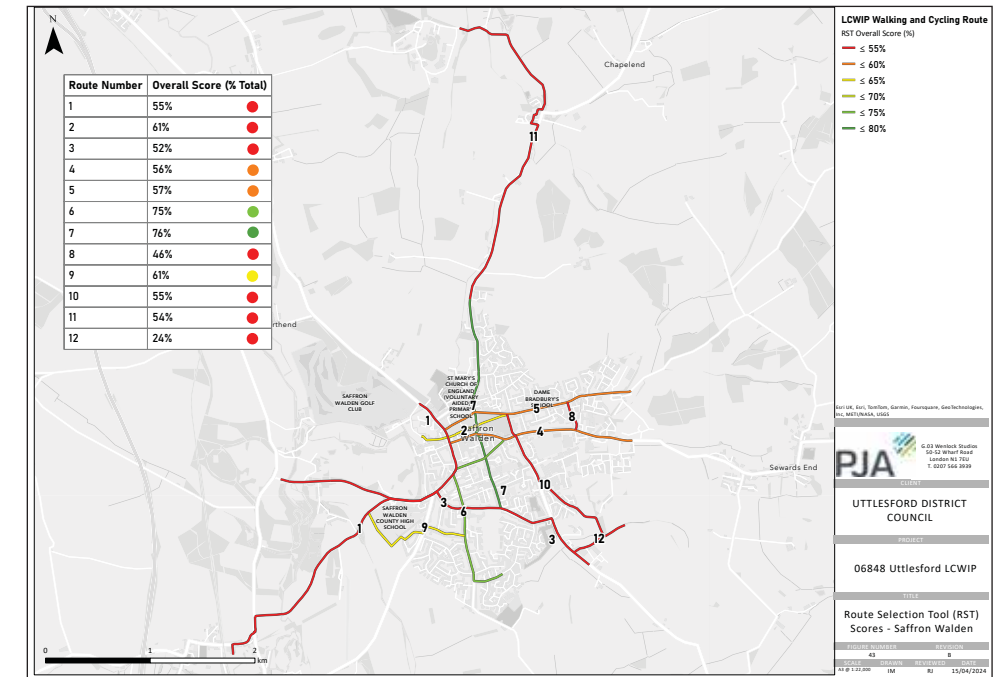


Figure 5.8. RST Results - Saffron Walden

## RST RESULTS (CONTINUED)

The average criteria score for Directness (100%) was the highest amongst the RST's scoring criteria. This shows that the proposed LCWIP routes follow direct alignments compared to equivalent motor vehicle routes. Only routes 2 and 9 present shorter distances of travel compared to vehicle routes. The score for Gradient was 68%, however there was a large variance in scores against this criterion, as scores ranged between 25% and 86% across Saffron Walden. This indicates that while some routes present a very low gradient, the high gradient along other routes may negatively impact cyclists' comfort.

that cyclists are often required to mix with high volumes of motor traffic, the lower than average score for safety reflects the fact that there are many streets in Saffron Walden where reducing the speed limit from 30mph would improve conditions for cyclists. Moreover, some sections within the town lack passive surveillance, which reduces users' perception of safety, particularly outside of daylight hours/in winter months. Outside the town, some route sections are isolated and unlit, also diminishing people's perception of safety.

The average score for Comfort was 30%, however scores ranged between 0% and 69% across Saffron Walden which suggests that there was a large variance in scores against this criterion. The low average score of 30% indicates that the lack of protected cycling infrastructure along routes with high levels of motor traffic in Saffron Walden is contributing to low Comfort results. This results in cyclists often having to mix with general traffic flows of >2500 vehicles per day which automatically scores a zero score in the Comfort criteria.

The Critical Junctions factor assessed all junctions against nine different criteria, including vehicle speeds and volumes, junction geometries and visibility. The assessment records the number of junctions along a route which satisfy at least one of the criteria.

The results from the Critical Junction element of the RST were closely related to the volume and speeds of vehicular traffic at junctions, which corresponds with the results of the RST audits. The critical junctions identified were primarily along the main vehicular routes through the town, including Thaxted Road, Radwinter Road and London Road.

The two most common issues identified at critical junctions were junctions where cyclists are in potential conflict with heavy motor traffic flows and junctions where cyclists cross very wide or flared side road junctions.



Figure 5.11. Example of wide side road junction with multiple entry lanes (top) and signalised junction where cyclists mix with heavy motor traffic (bottom)



Figure 5.9 Example of contraflow access for cyclists on one-way street improves directness (Wenden Road)

The average criteria score for Connectivity (58%) was one of the highest amongst the RST's scoring criteria. Like with Gradient, there was a large variance in the scoring of this criteria, with the lowest score being 25% and the highest 100%. This shows many of the proposed LCWIP routes make use of a dense street network within Saffron Walden, while some other routes do not enjoy the same degree of permeability for walking and cycling

The Safety criteria assesses average vehicle speeds and flows and whether cyclists are protected from vehicular traffic. It is therefore unsurprising that the proposed LCWIP cycle routes in Saffron Walden also scored fairly low for this criterion (41%), which corresponds with the low average score for Comfort (30%), although not to the same degree. As well as demonstrating



Figure 5.10. On-carriageway cycling on approach to Wenden's Ambo (B1039 Station Road) and cycle route lacking passive surveillance (Shire Hill Lane)

## WRAT RESULTS

Figure 5.12 summarises the results from the on-site assessments, focusing on the overall score of each route based on how it scored against the 20 WRAT scoring factors. This provides a useful indication of particular locations on Saffron Walden's walking network where improvements are required, or conversely where there are existing examples of high-quality walking environments. The WRAT guidance recommends that the aim should be for walking routes to achieve a minimum overall score of 70%.

The results in Figure 5.12 demonstrate that less than half of the proposed LCWIP routes scored well in the WRAT assessments, with only four out of ten routes scoring higher than the recommended 70% benchmark score. This suggests that Saffron Walden's walking network is generally of an unsatisfactory quality. There were two routes that scored below 70% (Routes 2 and 3). Again, this is unsurprising given these two routes follow roads that carry a high volume of vehicular traffic, and also navigate a number of busy junctions.

Figure 5.12 shows the WRAT score for each section of each LCWIP route. This allows us to identify particular strong points of the walking network, or where there may be localised issues. The plan demonstrates that the routes with the lowest scores are generally concentrated on routes alongside busier roads, where vehicle volumes and speeds tend to be higher. In particular, sections along Thaxted Road, Audley End Road, Wenden Road, Walden Road and Landscape View score 50% or less. Low scores were also recorded along Mount Pleasant Road, East Street and Debden Road, where maintenance issues and lack of/incorrect dropped kerbs or tactile paving were common issues.

Some of the highest scoring sections were recorded either along traffic-free routes such as King Street and across The Common or vehicle routes like High Street. Routes through residential areas tended to score higher, with well-maintained footways and natural surveillance contributing to these.

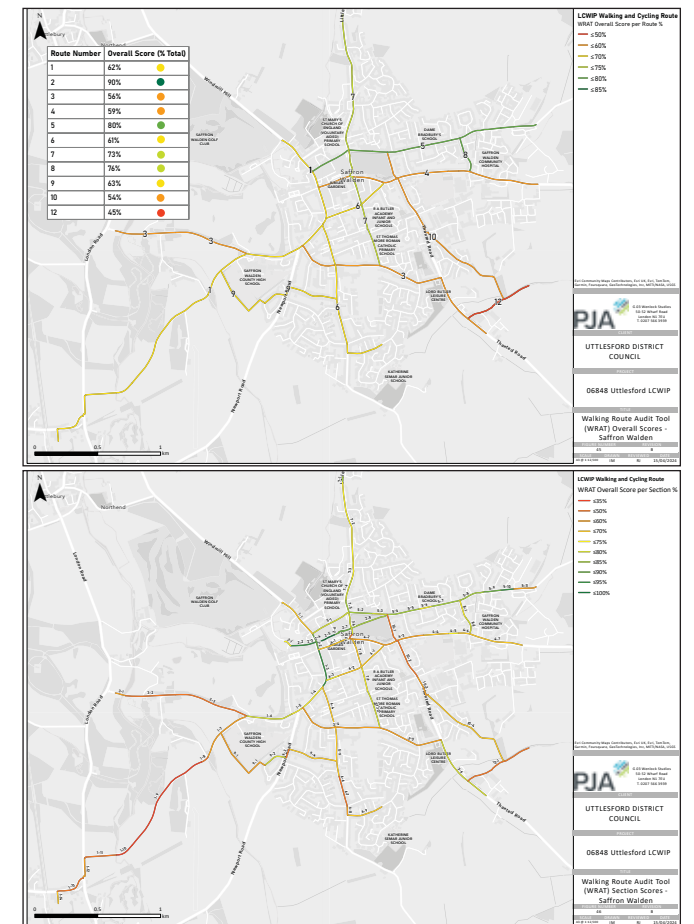


Figure 5.12. WRAT Results - Saffron Walden

## WRAT RESULTS (CONTINUED)

This section summarises the results from the on-site assessments focussing particularly on the performance of the walking routes against the 20 WRAT scoring factors. Analysis of the factors' results provides a useful indication of the key strengths and weaknesses of Saffron Walden's walking network, and helps to identify the areas for improvement.

Theme	Criteria	Average Score (out of 2)	Average Score (%)
Attractiveness	Maintenance	1.33	67%
	Fear of crime	1.40	70%
	Traffic noise and pollution	1.20	60%
Comfort	Condition	1.20	60%
	Footway width	0.68	34%
	Width on staggered crossings/ pedestrian islands/ refuges	1.44	72%
	Footway parking	1.66	83%
	Gradient	1.27	63%
Directness	Footway provision	1.57	79%
	Location of crossings in relation to desire lines	1.12	56%
	Gaps in traffic	1.38	69%
	Impact of controlled crossings on journey time	1.88	94%
	Green man time	1.98	99%
Safety	Traffic volume	1.24	62%
	Traffic speed	1.34	67%
	Visibility	1.83	91%
Coherence	Coherence	0.32	16%

Figure 5.13. Average WRAT Scores

Figure 5.13 illustrates that many of the factors scored highly in Saffron Walden, with only two factors scoring below 60%.

Some of the highest scoring factors were related to crossing facilities (Impact of Controlled Crossings on Journey Time (94%), Green Man Time (99%). However, as many of the routes in Saffron Walden did not include signalised crossings, these scores are probably not the best reflection of the town's walking network

Moreover, there were some locations within and further out of Saffron Walden where crossings were either not provided, or not provided along key desire lines, and therefore improvement of crossing provision forms a key component of many of the design recommendations in this LCWIP.

Other factors that achieved particularly high scores were Visibility (91%) and Footway Parking (83%), which was generally not observed to be a prominent issue in the town.



Figure 5.14. Examples of zebra crossing with adequate visibility (top) and a clear 2m wide footway (Radvinter Road, bottom)

The lowest scoring factors were: Coherence (16%) and Footway Width (34%). These factors are particularly important as they suggest the basic functionality of the walking network is poor in places. Narrow footways combined with inconsistent provision of tactile information and dropped kerbs is ultimately not conducive to creating a comfortable and consistent walking network.

The scores for Location of Crossings in Relation to Desire Line, Maintenance, Traffic Noise and Pollution, Condition, Gradient, Gaps in Traffic Volume and Traffic Speed were also below 70% on average. This indicates that many parts of Saffron Walden would benefit from improvements to its walking infrastructure, for instance resurfacing footways, upgrading of crossing provision and clearing vegetation, but also from the introduction of traffic management measures to reduce the volume and speed of motor traffic.



Figure 5.15. Example of narrow, sloping footway alongside busy road (top), example of side road junction with no tactile paving (bottom)

## DESIGN RESPONSE

This section looks at some of the key issues identified by the WRAT and RST audits and provides an overview of the design response that would be required to address these weaknesses in the town's walking and cycling network. A full suite of design interventions has also been provided in Appendix A, which identifies specific interventions along specific routes and at key locations.

### Comfort and Safety

One of the main weaknesses identified through the audits was the comfort and safety of both pedestrians and cyclists, particularly in relation to traffic volumes and also traffic speeds in some locations.

Saffron Walden's historic streetscape means that there is very limited scope for segregated cycle facilities through the town, owing to narrow carriageway widths and highway boundary constraints. As such, improvements along strategic routes through the town should focus on corridor-wide improvements which aim to increase the overall conditions for walking and cycling. Alternative solutions such as light segregation might also be appropriate in some locations.

Corridor wide schemes should focus on reduction of vehicle speeds through 20mph speed limits, treatment of side-road junctions included tightened geometry, centre-line removal, footway widening where feasible and improved crossing facilities to reduce the severance effect of major roads through the town. To complement this, advisory cycle lanes may also be considered alongside these measures, ensuring a minimum width of 2m in line with LTN 1/20 (or 1.5m as the absolute minimum in more constrained locations). The porous nature of the town also means that there are often quieter alternatives to using the major roads through the town, however in many cases contraflow facilities will be required to enable two-way cycling.

In some locations, segregated infrastructure may be feasible, in particular on the more peripheral routes into the town, such as the easternmost sections of Radwinter Road and Thaxted Road,

where there is more highway width available.

### Critical Junctions

The RST audits scored poorly on the Critical Junctions assessments due to the lack of protected facilities at the main junctions in the town and in many cases the WRAT audits scored poorly due to insufficient crossing facilities for pedestrians at these junctions. The recommendation at major junctions is to incorporate dedicated cycle crossing facilities which protect cyclists from vehicular traffic. At some locations where the geometry of the junction is more constrained, such as the Debden Road / Mount Pleasant Road crossroads, interventions such as early start facilities and two-stage right turns could be considered as an alternative. For pedestrians, improvements such as tightening of corner radii to shorten crossing distances would be beneficial. As well as improving facilities at major junctions, parallel pedestrian and cycle crossings could be considered in quieter locations.

Similar to the recommendations for cycle crossings, the LCWIP will need to consider improving the provision of controlled crossing points on the main walking routes particularly along the arterial routes into the town, such as Ashdon Road, Radwinter Road, Thaxted Road and Debden Road.

### Coherence and Footway Widths

The WRAT audits highlighted that many crossings and side-road junctions in the town scored poorly for coherence. Many walking routes also scored poorly in terms of footway width and surfacing. It should therefore be ensured that dropped kerbs and tactile information is provided as a minimum at each side-road junction. Along routes with a higher footfall, i.e. routes in the town centre such as High Street or Hill Street, it should be investigated whether continuous footway surfacing can be provided, in combination with raised table crossings. These measures enforce pedestrian priority in line with the Highway Code.

It is also recommended that footways could be brought up to a satisfactory provision, or enhanced by: widening to 2m width where feasible, removing street clutter, prohibiting footway parking, providing recessed loading/parking bays to enable local footway widening and resurfacing footways to ensure they are level and free of trip hazards or ponding. These footway improvements should be implemented alongside public realm improvements, in order to create a more desirable walking environment. This could involve incorporating placemaking measures that enhance the town centre's historic character, such as natural stone paving, planting and seating where possible.



Figure 5.16. Example of light segregation where highway width is limited (Royal College St, Camden)



Figure 5.17. Example public realm enhancements in historic town centre environment (Kidderminster)



Figure 5.18. Raised table crossing of side-road (Devon Gardens, Harringay)

# DESIGN RECOMMENDATIONS

A series of high level design recommendations were then developed for each of the LCWIP routes, responding to the various barriers highlighted as part of the route auditing process. These recommendations follow the general design principles established on the previous page and aimed to overcome some of the key issues identified through the auditing process.

Given the scale of the town, both walking and cycling design measures were identified for each route, with the exception of Route 11 which was identified as a cycle only route.

The design summary plan opposite summarises the design approach for each link of the LCWIP network within the town and also highlights how this interfaces with the recommendations for the nearby SCRs, which are covered in further detail in Chapter 7.

Given the constrained nature of many streets in the town, there is limited design scope along many of the routes. Therefore, many of the suggested design recommendations aim to accumulate a series of smaller interventions, such as new crossings, side road treatments, speed limit reduction and centre line removal, in order to improve the overall conditions for cycling and walking along the corridor. Where appropriate, measures to reduce traffic such as modal filtering or school streets have also been considered - for instance along South Road.

One of the main focuses of the design recommendations is improving the permeability of the town for cyclists. At present, there are many one-way streets, particularly in the centre of the town where contraflow cycling is prohibited. By allowing contraflow cycling on these streets, with associated improvements as required, the accessibility of the town centre would improve greatly.

As noted on the previous page, there are some corridors within the study area where segregated cycling facilities may be feasible and these are marked in red on the plan. However, it should be noted that this would be subject to a review of the highway boundary to first determine feasibility.

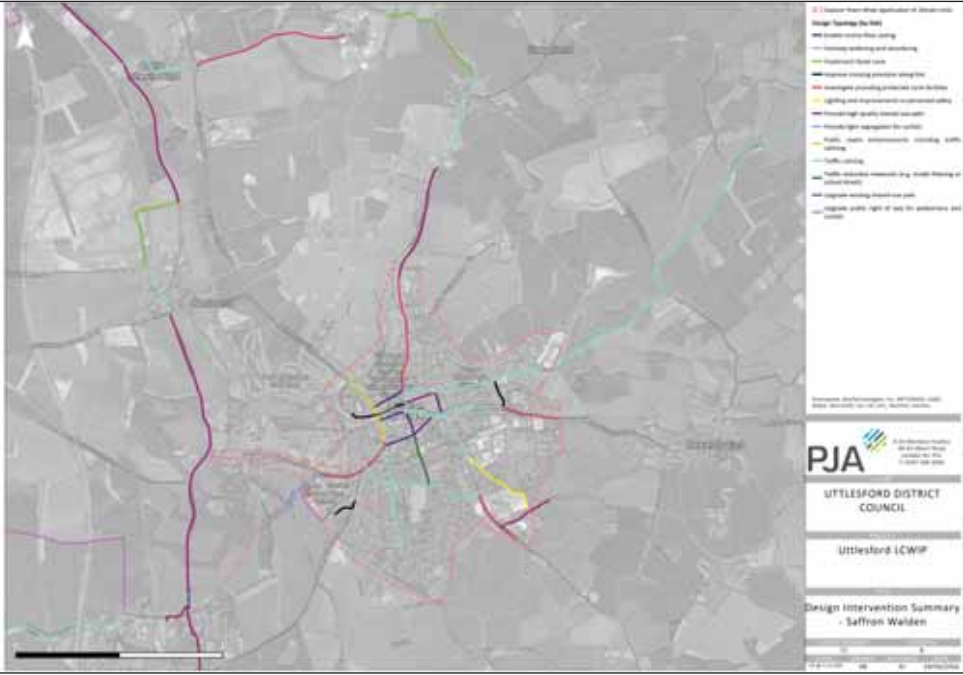


Figure 5.19. Design Intervention Summary - Saffron Walden

# PRIORITISATION

## Overview

The purpose of the Prioritisation stage is to establish a prioritised programme for the delivery of the walking and cycling measures identified in Stages 3 and 4 of the LCWIP.

The prioritised list of measures should aid future network development by outlining the top priority schemes for delivery. The results can also be used as a mechanism for funding applications or seeking developer contributions towards new walking and cycling infrastructure.

LCWIPs are considered to be 'live' documents by the DfT and local authorities therefore should consider updating/revising the prioritisation table to reflect latest developments.

## Prioritisation Approach

Essex County Council has developed a multi-criteria analysis tool which is used across all Essex LCWIPs. The tool assesses each LCWIP Route against a series of objectives to produce a prioritisation score which then enables ranking of the LCWIP cycle routes for delivery.

The routes and design measures included within this LCWIP will now be provided to ECC to be processed through the prioritisation tool. The outputs from this tool will enable ECC to identify the highest priority routes within Uttlesford to then be progressed through to delivery.

The use of the tool also allows ECC to compare the strategic priority of routes at a countywide level. This will be particularly useful for the progressing of the longer distance strategic cycle routes, which as well as providing connections between settlements in Uttlesford, also provide important linkages between different local authorities in the county, as well as cross-county connections.

# 6 GREAT DUNMOW LCWIP

## FIRST IMPRESSIONS OF GREAT DUNMOW

This section briefly summarises the project team's first impressions of Great Dunmow from our inception site visit. The purpose of the site visit was to better understand the local context, and to review conditions for walking and cycling. We have summarised the findings into the following groups

### HISTORIC STREETSCAPES

As a typical market town, the centre of Great Dunmow is characterised by its historic streetscapes and is protected as a designated conservation area. Throughout the historic core, there is a range of listed buildings of varying ages and styles fronting the road (Figure 6.1).

The town centre originated as ribbon development around the road layout within the historic core. Shop fronts have been added along the high street and Market Place. The combination of historic buildings and a high concentration of retail establishments creates a pleasant environment and a desirable destination for residents.

The central historic core is surrounded and visually isolated from the approach roads and the outskirts of the town by modern residential developments. There is a distinct contrast in character between the outskirts and the historic centre, however despite this the High Street is still used as a main vehicular through route for vehicles travelling east - west through the town.

### WALKABILITY

Great Dunmow benefits from its fairly compact size, which means that much of the town is located within a 20-minute walk or 5-10 minute cycle. Particularly in the town centre, the street network is porous with several footpaths and cut-throughs that make walking the most direct mode of transport (Figure 6.1).

One limitation of the walking network in the town was often the width, maintenance, and quality of footways, which were usually

below 2m in width.

### SEVERANCE AND CONNECTIVITY

Great Dunmow is bisected by several B-roads. Despite the presence of the B1256, which acts as a bypass to the town centre, many roads within the town felt busy with motor traffic (Figure 6.2). There were also some instances of junctions with missing crossing points, which can introduce severance for walking trips across the town. Another key severance feature in the town is the B1256, which can be crossed via a road bridge (B1008) or a stepped footbridge. This limits the route choice for journeys from the south of the town to the town centre.

### CYCLING

Cycling infrastructure in the town was very limited, with cyclists having to mix with vehicular traffic most of the time. There were some limited examples of dedicated cycling infrastructure along Stortford Road in the west of the Great Dunmow town centre, which primarily comprised of shared-use facilities and connected to the town to the recently constructed residential development west of Woodside Way (Figure 6.3). There is a clear missing link in the town, with no cycle facilities provided between the aforementioned shared-use facility and the Fitch Way to the east. Therefore, despite this route forming part of the NCN 16, it is not a pleasant route for cycling at present.

### OUT OF TOWN DESTINATIONS

Great Dunmow does not have its own train station, with the nearest stations, Braintree to the east and Bishop's Stortford to the west, approximately 14km away. They provide direct train routes to Liverpool Street, each journey typically taking an hour or less. The town is connected to these stations via regular bus services.

At a distance of 6.5 km from the town lies Stansted Airport, a significant employment centre in the region, also accessible through frequent bus connections. Given the proximity of this major employer to the town, there is potential for providing

improved routes and encourage more individuals to opt for cycling as a mode of transport for regular journeys to work.

### NEW DEVELOPMENT

The west and north-west of Great Dunmow encompasses a modern residential development, which has significantly contributed to the town's increased population and gives the town a quiet, suburban feel. Improving the routes connecting residential fringe to the town centre will help facilitate smoother and safer travel and encourage active travel.



Figure 6.1 Example of historic streetscape and building types in town centre(left); Signalised crossing on High Street; Alleyway and cut-throughs create a porous pedestrian network in the town; New modern residential development in the west of the town (right)



Figure 6.2 Major walking and cycling route along B1256 connecting the west and the town centre(left); Footway parking compromises the footway width; Under-maintained footway with overgrown vegetation and cracked surface; Example of controlled crossing to address severance(right)



Figure 6.3 Example of a modal filter on Star Lane(left); Tree lined footpath creates a pleasant walking environment; example of traffic calming and road signs for cycling on road; example of existing shared use route(right)

# NETWORK PLANNING FOR WALKING AND CYCLING

## OVERVIEW

Stage 3 used the outputs from Stage 2 to develop a preferred walking and cycling network for site auditing. Given the compact scale of Great Dunmow, the routes identified were treated as both walking and cycling routes.

Much of the town is within a 20-minute walk of the town centre. As such, the entirety of Great Dunmow has been considered as being within a "Core Walking Zone", as defined by the LCWIP guidance.

The site audit results were then informed to develop a programme of infrastructure improvements, benefitting both walking and cycling.

## NETWORK DEVELOPMENT

The combined demand analysis was interrogated to develop a network of walking and cycling routes within the town. For the purposes of the network development, the LCWIP methodology recommends developing 'routes' which form the basis of the auditing in Stages 3 and 4.

The combined demand analysis in Figure 6.4 highlights strong demand for walking and cycling in the town centre, in particular the high street and Market Place, and north of the town centre. In addition to this, there is strong demand identified in the west of town centre where the major new residential development located, as well as along major B road corridors throughout the town.



Figure 6.4. Combined Demand Analysis - Great Dunmow

## WALKING AND CYCLING NETWORK

The network represents indicative routes which might be followed for walking and cycling, however they are not intended to be routes that will necessarily be followed from beginning to end. A mixture of route types was selected, ranging from main routes into the town centre, routes through residential areas, and routes that provided onward connectivity to the development sites on the edge of the town.

A workshop was held with the LCWIP working group at this stage to gather feedback on the routes proposed. Following this workshop, a number of adjustments were made to the routes to reflect the local knowledge of working group members:

- Additional route through Great Dunmow Recreation Ground to provide more direct link to Churchend
- An extension to Route 2 (referred to on the plan as Route 7) which connects the residential site allocations north and south of The Broadway to the town

Following this exercise, the following routes were identified for auditing:

- Route 1: Junction with B1008 and B1057 - South of Oak Industrial Park (with a spur to Stortford Road through Rosemary Lane and the Downs)
- Route 2: Junction with B1008 and Parsonage Downs - Junction with Church End and Bigods Lane
- Route 3: Beaumont Park - High Street (via B1256 and Stortford Road)
- Route 4: Ongar Road Trading Estate - Junction with Chelmsford Road and Haslers Lane
- Route 5/5A: The Causeway - Tesco Superstore (alternative route 3A via The downs and public right of way)
- Route 6: The Causeway - Church Street (via Great Dunmow Recreation Ground)
- Route 7: The Broadway

The routes shown in Figure 6.5 also provide connections to the routes identified as part of the Strategic Cycle Routes workstream, which are described further in Chapter 7.



Figure 6.5. Proposed LCWIP Network - Great Dunmow

For instance, both route alignment options for SCR C pass through Great Dunmow from west to east, via Stortford Road and Braintree Road. Therefore there is overlap between SCR C and LCWIP Routes 1 and 3. The delivery of the Great Dunmow LCWIP will therefore help to achieve a joined up strategic connection across the district, linking Bishop's Stortford to Great Dunmow and onwards to Braintree.

# AUDITING TOOLS

## ROUTE SELECTION TOOL (RST)

The cycling conditions along each route were audited using the "Route Selection Tool" as set out in the LCWIP guidance. The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight line corridor, referencing against existing conditions and the shortest available route. It considers the six important criteria that determine the quality of a cycling route which are described below. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- **Directness:** Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle are scored positively for Directness. Higher scores can be achieved through the introduction of modal filters or routing cyclists through parks/open spaces to provide a more direct connection
- **Gradient:** Identifies the steepest section of a given cycle route where the section shares similar characteristics (max 1km in length). Routes are scored down where the gradient exceeds 5% for at least 50m.
- **Safety:** Considers vehicle flows and speeds to better understand the exposure of cyclists to vehicular traffic. Routes with either protected cycle facilities or low traffic environments score highest
- **Connectivity:** Records the number of individual cycle connections into a section of route – routes should aim to have >4 connections per km.
- **Comfort:** Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).
- **Critical Junctions:** Provides a number of critical junction design issues including: vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries

## WALKING ROUTE AUDIT TOOL (WRAT)

Having confirmed the LCWIP network, each route was then audited on site using the Walking Route Audit Tool (WRAT) methodology set out in the DfT LCWIP process guidance. Walking audits were undertaken on site over a two-day period in August 2023 by PJA.

The Walking Route Audit Tool (WRAT) is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:

- **Attractiveness:** Considers the impact of maintenance, traffic noise, pollution and fear of crime upon the attractiveness of a route
- **Comfort:** Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings
- **Directness:** Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route
- **Safety:** Focuses on the impact of vehicle volumes and speeds and interaction with pedestrians
- **Coherence:** Focuses on the provision of dropped kerb and tactile information for pedestrians

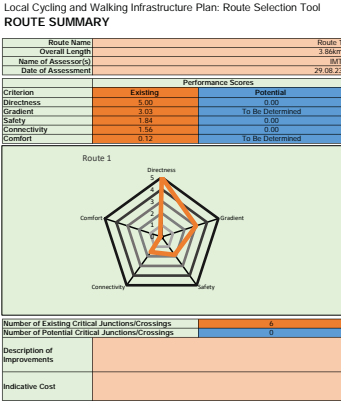


Figure 6.6. WRAT and RST Tools

# AUDITING RESULTS

## RST RESULTS

The RST results across the five routes and their alternative alignments ranged from 46% (Route 1) to 78% (Route 5), as shown in Figure 6.8. The lowest scoring route was Route 1. There were also several sections that scored low in terms of safety and comfort due to a lack of dedicated cycling infrastructure, exposure to high-traffic volumes and poor surface quality. It also scored low in gradient because of the steepness of some sections of the route as identified. Route 2 also scored lower than 50%, similarly, they scored low in term of safety, comfort and gradient.

The highest scoring routes, Routes 5 (78%) and Route 5A (77%) generally followed alignments through quieter residential areas and off-road paths, resulting in a higher score in comfort and safety than the others.

The Route Selection Tool consists of five scoring criteria (Directness, Gradient, Comfort, Connectivity, Safety) and the Critical Junctions assessment. The average score across the LCWIP Cycling routes was 64% and the average scores for each of the five criteria are presented below in Figure 6.7, together with the respective highest and lowest scores.

Criteria	Highest Score (%)	Lowest Score (%)	Average Score (%)
Directness	100%	80%	94%
Gradient	82%	9%	45%
Safety	91%	20%	63%
Connectivity	100%	31%	88%
Comfort	73%	0%	32%

Figure 6.7. RST Average Results - Great Dunmow

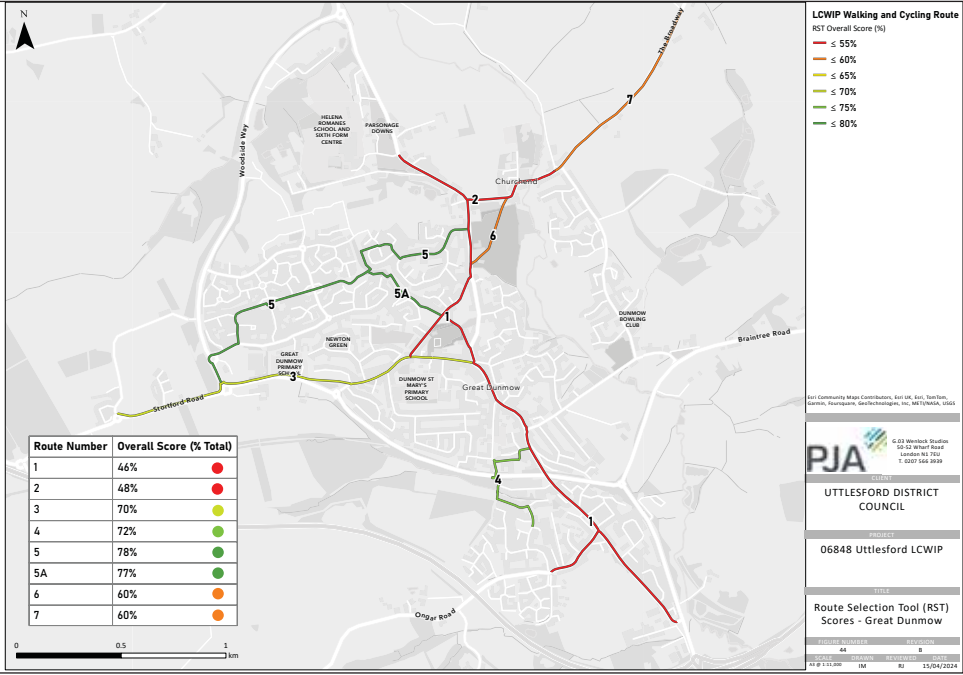


Figure 6.8. RST Results - Great Dunmow

## RST RESULTS (CONTINUED)

The average criteria score for Directness (94%) was the highest amongst the RST scoring criteria. This suggests that the majority of proposed LCWIP routes follow direct alignments compared to their equivalent vehicle routes, and in some cases, the cycle routes are shorter.

The average Gradient score was 70.1%, which reflects the fact that the routes are generally located on flat terrain, however some sections at gradient are present. There was a large variance in scores against this criterion, as scores ranged between 9% and 82% across Great Dunmow. Route 6 scored the lowest in this category, which is a relatively short route with all sections having a gradient of >5% and one section having a gradient of 10%. The other two lowest-scoring routes were Route 2 and Route 4, which are relatively short routes with a gradient across sections above 5% and some even exceed 10%.

The average score for Connectivity (88%) was also high and shows that many of the proposed LCWIP routes make use of a dense street network within the urban extents of Great Dunmow. However, there was a significant range in the ratings for this criterion, with the lowest score being 31%, indicating that certain routes lack the same level of permeability for pedestrians and cyclists.

The average score for Comfort was 32%, making it the lowest average score among the criteria. This low score indicates that the absence of dedicated cycling infrastructure in Great Dunmow contributes to poor Comfort ratings. In many instances, the lack of dedicated cycling lanes forces cyclists to share the road with general traffic, which often exceeds 2,500 vehicles per day. Such conditions automatically result in a Comfort score of zero.

The Safety criteria assess factors like average vehicle speeds, traffic volumes, and the degree of protection offered to cyclists from vehicular traffic. Therefore, it is not surprising that Safety received the second-lowest average score for the proposed LCWIP cycle routes in Great Dunmow, averaging at 45%. This aligns with the low Comfort score (32%) and underscores the frequent need for cyclists to navigate high volumes of motor traffic. Additionally, the low safety score reflects the fact that many streets in Great Dunmow regularly witness drivers exceeding the 30mph speed limits.



Figure 6.9. Example of mini roundabout with high traffic volume + uncontrolled crossing facilities



Figure 6.10. Example of wide side road junction without tactile paving



Figure 6.11. Example of confusing junction layout with multiple entry lanes

## WRAT RESULTS

Figure 6.12 summarises the results from the on-site assessments, focusing on the overall score of each route based on how it scored against the 20 WRAT scoring factors. This provides a useful indication of routes on Great Dunmow's walking network where improvements are required, or conversely where there are existing examples of high-quality walking environments.

The Walking Route Audit Tool (WRAT) scores varied from 84.5% (highest) to 47.5% (lowest) with five of the routes, namely Routes 3, 4, 5, 5A, and 6 scoring above the threshold recommended within the WRAT guidance as the minimum level of provision to aim for, as indicated by the green-coloured and yellow-coloured sections. Conversely, Routes 1 and 2 scored below 70%.

Figure 6.12 shows the WRAT score for each section of each walking route. This allows us to identify particular strong points of the walking network, or areas where there are localised issues. It shows that the lowest scores were recorded along Route 1 and Route 2, in particular along Chelmsford Road which is one of the more heavily trafficked roads in the town, with high HGV percentage due to its proximity to Chelmsford Road industrial estate. Likewise, the scores along route 2 were particularly poor - again this is due to higher traffic volumes, with particularly narrow footways along B1057 and B1008 contributing to the low scores.

Conversely, the sections with the highest scores were in the town centre (route 1 and 3), as well as the quieter residential areas in the north of the town (route 5). The section along High Street is particularly high quality, featuring well-maintained pedestrian facilities and a quieter traffic environment, facilitated by effective traffic management measures. Many sections of route 5 either follow quiet, traffic free footpaths which provide a pleasant walking environment, or follow quiet residential streets with low traffic volumes and footways of adequate width and surfacing. These route sections would only require minor improvements, such as dropped kerb and tactile paving provision.

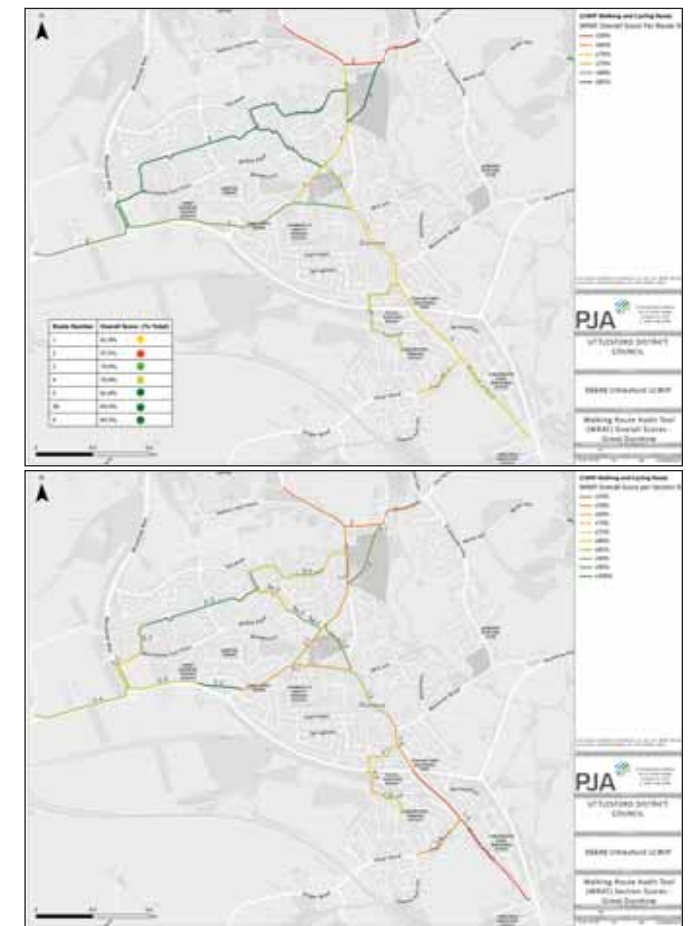


Figure 6.12. WRAT Results - Great Dunmow

## WRAT RESULTS (CONTINUED)

This section summarises the results from the on-site assessments focussing particularly on the performance of the walking routes against the 20 WRAT scoring factors. Analysis of the factors' results provides a useful indication of the key strengths and weaknesses of Saffron Walden's walking network, and helps to identify the areas for improvement.

Theme	Criteria	Average Score (out of 2)	Average Score (%)
Attractiveness	Maintenance	1.43	72%
	Fear of crime	1.43	72%
	Traffic noise and pollution	1.39	70%
Comfort	Condition	1.26	63%
	Footway width	1.04	52%
	Width on staggered crossings/ pedestrian islands/ refuges	1.52	76%
	Footway parking	1.52	76%
	Gradient	1.30	65%
Directness	Footway provision	1.52	76%
	Location of crossings in relation to desire lines	1.35	67%
	Gaps in traffic	1.57	78%
	Impact of controlled crossings on journey time	1.96	98%
	Green man time	1.96	98%
Safety	Traffic volume	1.48	74%
	Traffic speed	1.48	74%
	Visibility	1.78	89%
Coherence	Coherence	0.78	38%

Figure 6.13. WRAT Results

Figure 6.13 illustrates that the highest scoring factors were Impact of controlled crossings on journey time (96%), Green man time (96%), and Visibility (89%). It should be noted that to ensure routes were not penalised for not having a controlled crossing where it may not be needed, any routes without a controlled crossing were scored the full mark of 2, for any factors relating to controlled crossings. Therefore, these scores may not be the best reflection of the walking network, as they do not indicate where controlled crossings do not currently exist but may be needed, for example.

The lowest average overall scoring factors were: Provision of Dropped Kerbs and Tactile Paving (38%), Footway width (52%), Condition (63%) and Gradient (63%). The low scores for Coherence, Condition, Gradient and Footway Width are particularly important as these factors suggest that the basic functionality of the walking network is poor. The combination of narrow footways with poor surface quality, alongside inconsistent provision of dropped kerbs and tactile paving is ultimately not conducive to creating a comfortable and consistent walking network and may deter some users (particularly vulnerable user groups) from walking in Great Dunmow.

The average scores for Traffic Noise and Pollution, as well as Traffic Volume, exceed 70%. This indicates that the level of vehicular traffic in Great Dunmow is not significantly affecting the quality of its walking network, particularly in terms of safety and air quality. This positive outcome is largely attributed to the choice of route alignment, which carefully navigates through quiet residential streets.

However, it's important to note that on-site assessments included certain sections of the route that run alongside major roads. In these areas, pedestrians face risks due to the substantial traffic flow and elevated noise levels.



Figure 6.14. Example of footway parking compromising effective footway width



Figure 6.15. Example of a lack of crossing facilities on a desire line



Figure 6.16. Example of 'disappearing' footway on one side of the road with no crossing point for pedestrians to cross the road

## DESIGN RESPONSE

This section looks at some of the key issues identified by the WRAT and RST audits and provides an overview of the design response that would be required to address these weaknesses in the town's walking and cycling network. A full suite of design interventions has also been provided, which identifies specific interventions along specific routes and at key locations.

### Comfort and Safety

Similar to the Saffron Walden LCWIP, one of the main weaknesses identified through the audits related to the comfort and safety of both pedestrians and cyclists, particularly in relation to traffic volumes and also traffic speeds in some locations. This was particularly evident along roads such as Chelmsford Road, where general traffic flows and HGV percentages were high. In locations such as this, segregated facilities for cyclists should be explored where the highway width allows. This could take the form of stepped cycle tracks.

Towards the centre of the town, where there are more width constraints, corridor-wide improvements should be explored which aim to increase the overall conditions for walking and cycling. As part of this, speed reduction should be considered and a town-wide 20mph speed limit could be pursued as one way to achieve this. In addition, treatment of side-road junctions included tightened geometry, centre-line removal, footway widening where feasible and improved crossing facilities to reduce the severance effect of major roads through the town.

The town also benefits from quieter alternatives to using the major roads – for instance the Woodlands Walk route which provides a quiet east – west link through the north of the town, or High Fields, which provides a quieter alternative to the High Street for those passing through the town. Wayfinding solutions would therefore help to direct less confident cyclists onto quieter routes.

As well as actual safety, perceived safety was also recorded as an issue through the auditing, particularly along traffic free routes in the north of the town. Therefore, in order to improve the

year-round usability of routes, lighting should be provided where feasible. Lighting solutions which reduce the impact on wildlife could be considered such as sensor operated lighting, low level lighting on bollards or solar LED studs.

### Junctions and Crossings

The RST and WRAT audits scored poorly at several locations due to the quality of crossing facilities at key junctions in the town, particularly due to the lack of controlled crossings for pedestrians. Some junctions were also noted to have confusing layouts and excessively wide geometries, for instance the B1008 / Station Road junction near the town centre. The LCWIP will therefore need to consider improving the provision of controlled crossing points on the main walking routes particularly around the town centre and at key junctions along the main vehicular routes through the town. This will help to enhance the continuity of key walking routes and prioritise the walking network over vehicular traffic.

### Coherence and Footway Widths

The WRAT audits highlighted that many crossings and side-road junctions in the town scored poorly for coherence. It should therefore be ensured that dropped kerbs and tactile information is provided as a minimum at each side-road junction. Along routes with a higher footfall, i.e. routes in the town centre such as Stortford Road, it should be investigated whether continuous footway surfacing can be provided, in combination with raised table crossings. These measures enforce pedestrian priority in line with the Highway Code.

The WRAT audits highlighted that many walking routes also scored poorly in terms of footway width and surfacing. This was particularly evident in the north of the town, such as in Churchend, where there instances of "disappearing footways" which left pedestrians stranded on one side of the road, without safe provision. It is therefore recommended that footways be brought up to a satisfactory provision, or enhanced by: widening to 2m width where feasible, removing street clutter, prohibiting

footway parking, providing recessed loading/parking bays to enable local footway widening and resurfacing footways to ensure they are level and free of trip hazards or ponding. Footway improvements should be implemented alongside public realm improvements, in order to create a more desirable walking environment. This could involve incorporating SuDS (Sustainable Drainage Systems) alongside footways to create a greener environment and provide drainage solutions where footway ponding occurs.

As noted above, there were many locations in the town where footways were missing, or abruptly ended, leaving pedestrians stranded on one side of the carriageway without crossing provision. In these locations, it should be investigated whether new sections of footway can be provided to ensure a continuous provision. Where this isn't possible, it should be ensured that crossing points are provided to the opposite footway, or on-carriageway solutions could be explored, such as advisory footway markings on carriageway, or over-runnable footways.



Figure 6.18. Stepped cycle track in industrial area (Blackhorse Lane, Waltham Forest)



Figure 6.19. Clear footway incorporating SuDS (Crossway, Hackney)



# 7 STRATEGIC CYCLE ROUTES

# INTRODUCTION

To help improve cross-district cycle connection and link up key destinations, it is necessary to increase the availability of routes between the District's main settlements. This study looked at the following four Strategic Cycle Routes (SCR):

- SCR A - Bishops Stortford & Stansted Airport to Cambridgeshire
- SCR B - Bishops Stortford to Chelmsford
- SCR C - Bishops Stortford to Braintree
- SCR D - Saffron Walden to the Linton Greenway

As outlined in Chapter 4, all four routes have been tested in terms of their relative potential demand.

For each route, multiple alignments were identified, in collaboration with the project working group. In general, alignments were identified comprising contrasting typologies and therefore contrasting design responses. Where appropriate, spurs were identified from the SCRs to connect these to key destinations in the district. A key example of this is SCR C, which has a spur connecting the A120 corridor to Stansted Airport - a major destination and employer in the district.

The following chapter provides a general description of each route, summarises the auditing results for each alignment, and provides a high level summary of the suggested design recommendations.

Full route profiles are provided in tables within Appendix B.

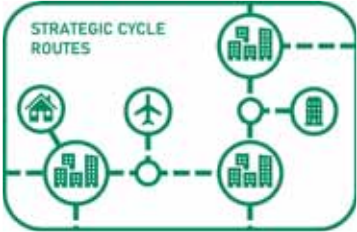


Figure 7.1. The Fillich Way

# STRATEGIC CYCLE ROUTE A - ROUTE PROFILE

## Alignment 1

Route A, alignment 1 provides a north-south connection from Bishop's Stortford in the south to Great Chesterford, Ickleton and the Wellcome Genome campus in the north, which is located on the boundary between Essex and Cambridgeshire and is a key local employer. Alignment 1 also provides direct connections to villages such as Ickleton, Manuden, Rickling Green, Wicken Bonhunt, Arkesden and Catmere End, with spurs to link into Wendens Ambo, Newport and Stansted Mountfitchet. It therefore has the potential to improve short linkages between settlements and facilitate regular utility cycling trips, as well as operating as a longer distance route which might be popular as a more leisure focused cycle route.

The alignment of route 1 is primarily along unclassified rural roads which likely carry low volumes of vehicular traffic, however they are mostly subject to national speed limit and therefore vehicle speeds are likely to be high in places. Although much of the route is suitable for a percentage of cyclists at present, there are interventions to further reduce traffic volume, reduce traffic speed and improve visibility of cyclists that could be implemented to ensure the route is attractive and safe for all users. Traffic volumes are likely to be higher on the southern section of the route on Hazel End Road and therefore further interventions may be required (subject to traffic counts) in order to provide segregation from traffic for cyclists.

There are some short sections of bridleway, in particular linking Coploe Road to Great Chesterford and Bromley Lane to Wendens Ambo. Although cyclists are permitted to use these routes at present, interventions will be required in order to bring the route up to a sufficient standard for regular cycling.

## Alignment 2

Route A, Alignment 2 provides an alternative to the northern section of Alignment 1, mainly utilising busier yet more direct B-roads. The route extends from Great Chesterford, which is located at the northern border between Uttlesford and Cambridgeshire, at its most northern point, passing through Little Chesterford (with a spur connecting to Chesterford Research Park), Littlebury, Newport, Quendon, Stansted Mountfitchet and Birchchanger. This route provides important linkages to four railway stations (Stansted Mountfitchet, Newport, Audley End and Great Chesterford) and also connects to Audley End House which is a major tourist attraction in the district, as well as providing a connection to Stansted Airport and the western end of the Flitch Way.

The majority of the route comprises on-carriageway cycling along B-roads with traffic flows up to c. 5,000 vehicles per day. Therefore, the conditions for on-carriageway cycling are likely to be unsuitable for most users. Speed limits vary along the route, with sections of 50mph along the more isolated stretches of the B1383 to 30mph on the approach to Great Chesterford, through Newport, Littlebury, Quendon and Stansted Mountfitchet. There is a short section of shared-use path between Station Road and Walden Road, west of Church Road as the route passes through Stansted Mountfitchet and another short section of shared-use connecting into Birchchanger. There are sections of footway at various points along the route.

The northern section of this route, between Audley End and Great Chesterford was subject to a cycle route feasibility study in 2014, which provided a series of recommendations for a new route alongside the B1383.

There are also regular bus services along the route – including the 301, 444, 441, 419, 321 and 320.



Figure 7.2. Strategic Cycle Route A

## STRATEGIC CYCLE ROUTE B - ROUTE PROFILE

### Alignment 1

Route B, Alignment 1, provides a north-west to south-east connection between Bishop's Stortford and Chelmsford, a large portion of which is within the Uttlesford District boundary. As well as linking up these two towns, the route also connects multiple small villages and offers potential as a leisure route due to the low traffic levels and mostly level terrain – this is reflected in the Strava data collected in the area.

The western section of the route starts from the B1383 in Bishop's Stortford and uses Pig Lane through Twyford to connect up with the network of minor roads which traverse the countryside east of the M11 and south of the A120. The route mostly relies on lightly trafficked lanes, some of which already have suitable conditions to be converted to Quiet Lanes. The section of the route through Hatfield Broad Oak and High Easter could provide an opportunity to implement traffic calming and placemaking measures that would both enhance the quality of the cycle route while also improving general conditions for pedestrians within the village centres and for residents.

There is a short section of PROW at the eastern end of Cammas Lane, east of Hatfield Broad Oak, which provides a missing link in the route and avoids the need to cycle along A1060 Chelmsford Road to the south. This is currently unsurfaced and generally not suitable for cycling at present.

### Alignment 2

Route B, alignment 2, provides an alternate option for connecting Bishop's Stortford to Chelmsford. The southern section of the route connects to alignment 1 in High Easter and extends north on School Lane. It then crosses the B184 at High Roding before continuing north through Great Canfield. At its northern extent, the route connects to the Flitch Way and the B1256, which are both alignment options for SCR C and provide a connection to Bishop's Stortford to the west, or Stansted Airport to the north.

The roads along the route are lightly trafficked and should therefore be considered to implementing Quiet Lanes to further enforce the priority of pedestrians, cyclists and horse riders. A key barrier on the route is the severance created by the B184 at High Roding, where there is no crossing and the geometry of the B184 encourages high vehicle speeds through the major arm of the junction.



Figure 7.3. Strategic Cycle Route B



# STRATEGIC CYCLE ROUTE D - ROUTE PROFILE

## Alignment 1

Route D, alignment 1, provides a connection between the north of Saffron Walden and Linton. The primary aim of the route would be to provide a connection onto the Linton Greenway, which is currently being implemented in phases as part of the Cambridge Greenways programme and once complete will provide a connection to Cambridge.

Alignment 1 follows minor roads, from Ashdon Road in the north-east of Saffron Walden, through Church End and Ashdon and finally through Bartlow before terminating at the junction with the A1307 on the edge of Linton. The northern section of the route on the approach to Linton is outside of the Uttlesford district boundary and therefore would be the responsibility of CCC as the local highway authority to implement.

Traffic flows along the route are likely to be fairly low and conducive to cycling on the carriageway. However, there is a mixture of speed limits with sections of 60mph in between the villages along the route which reduces the safety and comfort of the route. As such, most of the interventions recommended focus on corridor approaches to reducing vehicular speeds, including traffic calming and extension/reduction of speed limits.

## Alignment 2

This route provides an alternative to the northern section of Route D. It primarily uses PROWs (bridleways and byways) to link the on-carriageway section of the route along Bartlow Road to Long Lane in Linton and ultimately the A1307 where the Linton Greenway begins.

The southern section of the route is currently designated as a byway and is therefore permits use by cyclists, however the conditions/surfacing of the route is poor and would require improving to enable regular use. The middle section of the route follows Bartlow Road which is very lightly trafficked and offers ideal conditions for conversion to a 'Quiet Lane'. Finally, the route follows a bridleway to connect into Linton to the north which would also require a series of interventions to improve its accessibility and usability.

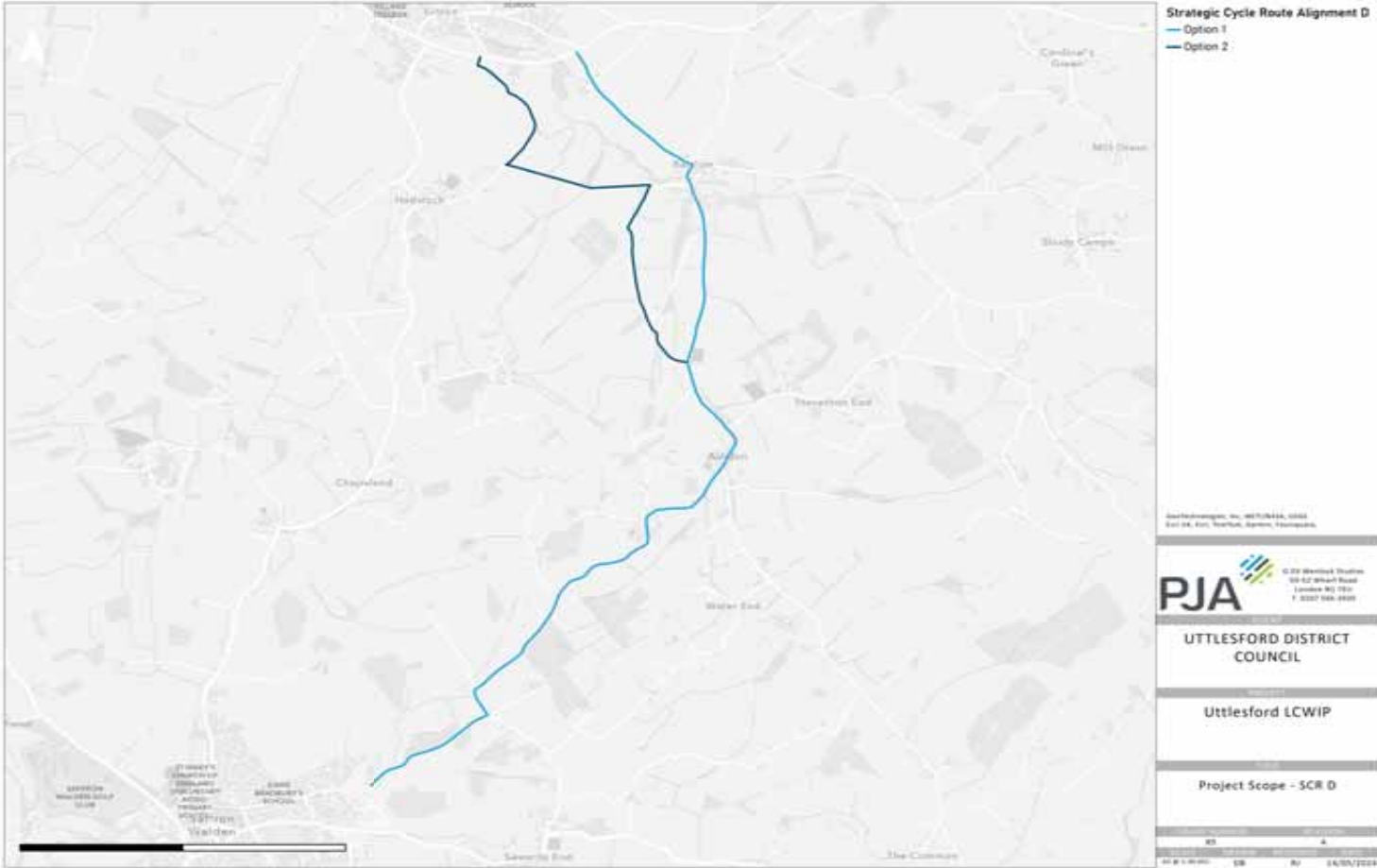


Figure 7.5. Strategic Cycle Route D

# STRATEGIC CYCLE ROUTE A - AUDIT COMMENTARY

## Introduction

This section provides an overview of how each route alignment scored against the five RST tool categories. This provides a useful comparison of the key issues and opportunities associated with each alignment option.

## Section Scores

The plan opposite shows the overall RST score per section along each of the route alignment options. The results demonstrate that the sections scores are generally less than 70%, which indicates that improvements would be required to achieve a satisfactory level of service for cycling.

The lowest scoring sections on are located along Alignment 2, in particular parts of the B1383 where traffic speeds and flows are high, with no existing infrastructure in place. This is particularly evident on the rural sections of the B1383 to the north of Audley End.

The highest scoring route sections are generally located along lightly trafficked roads and within the villages along the route alignments, for instance Quendon, Ickleton and parts of Stansted Mountfitchet.

## Alignment 1

**Directness:** The route scored highly for Directness with a score of 100%. The proposed route is primarily on-carriageway and is therefore just as direct as the equivalent vehicle route. The short section of PROW on the approach to Great Chesterford provides a shorter route than the vehicular alternative.

**Gradient:** The route, for the most part, is reasonably flat, and therefore scored reasonably well for gradient with an overall score of 69% (3.45 out of 5). The flattest sections of the route were around Great Chesterford, Rickling Green and Wendens Ambo. The most challenging gradient recorded along the route was 4.1% on the section between Catmere End and Arkesden. The overall score for gradient is therefore unlikely to deter most users from travelling along this route.

**Safety:** The route scored poorly for safety, with an overall score of 11% (0.57 out of 5). The primary reason for this low score was the fact that the majority of the route is on-carriageway, unlit and without passive surveillance. Although traffic flows are generally lower than 2,500 (AADT), many sections of the route were on roads subject to national speed limit where vehicle speeds could regularly exceed 30mph.

**Connectivity:** The route scored fairly low for connectivity, with an overall score of 26% (1.29 out of 5). This reflects the rural and often isolated nature of the route, which passes through areas of the district where there is a fairly sparse street network. The lowest scoring sections of the route are therefore the links between the various settlements, for instance the section between Ickleton and Strehall scores particularly poorly.

**Comfort:** The route scored highly for comfort, with an overall score of 86% (4.28 out of 5). The vast majority of sections scored 5/5, as they were smooth, machine-laid bituminous surfacing with traffic flows of less than 2,500 vehicles per day. There were two sections which scored 0 and these were both unsurfaced sections of PROW.

## Alignment 2

**Directness:** The route is on-carriageway and primarily follows the most direct route in terms of driving and cycling, therefore scores 100% for directness.

**Gradient:** The route scores highly for gradient with a score of 73%. This means the route is overall reasonably flat with a few steeper sections.

**Safety:** The route scores poorly for safety with an overall score of 16%. This is due to the vast majority of the route being on-carriageway with traffic flows of between 2500-5000 vehicles and vehicle speeds in excess of 30mph, meaning most sections of the route score 0 under this criterion. There are some shorter sections of the route which scored higher than 0 and these were within Newport, Littlebury, Quendon and Stansted Mountfitchet, where 30mph speed limits are in place. It should also be noted that some sections of the route between the settlements lack passive surveillance and lighting.

**Connectivity:** The route scored moderately for connectivity, with an overall score of 54%. Generally, the route sections within the settlements of Littlebury, Newport and Stansted Mountfitchet scored more highly due to the denser street network. The remainder of the route is rural and fairly isolated with limited connections onto other routes.

**Comfort:** The route scored poorly for Comfort (15%) which suggests that conditions for cyclists are currently uninviting for the vast majority of cyclists. Generally, route sections are on-carriageway with traffic flows of greater than 2,500 which results in a default score of 0 under this criteria. As mentioned, there are three short sections of shared-use between Wendens Ambo and south of Stansted Mountfitchet and another going into Birchanger from the north with an approximate width of 3m.



Figure 7.6. Strategic Cycle Route A - RST Results

# STRATEGIC CYCLE ROUTE B - AUDIT COMMENTARY

## Introduction

This section provides an overview of how each route alignment scored against the five RST tool categories. This provides a useful comparison of the key issues and opportunities associated with each alignment option.

## Section Scores

The plan opposite shows the overall RST score per section along each of the route alignment options. The results demonstrate that alignment 2 generally scores higher than 70%, which indicates that conditions for cycling are already of a relatively high standard. Conversely on alignment 1, scores are generally lower than 70% which suggests that improvements would be required.

Although alignment 1 mainly follows quiet rural roads, many of sections of the route are isolated, poorly surfaced, narrow and subject to high traffic speeds despite the low traffic flows. Therefore some improvements would be required to improve the safety of these sections.

Other sections of the route which score poorly on the RST audits include the short section of bridleway between Hatfield Broad Oak and Aythorpe Roding which is currently an unsurfaced, muddy track.

## Alignment 1

**Directness:** The route scores 100% for directness as it primarily follows the most direct vehicular route, with a short section of PROW to maintain a direct alignment.

**Gradient:** The route scores highly for gradient with an overall score of 94%. The majority of sections do not have gradients steeper than 2% and therefore score 5/5. The exception to this is the section through Hatfield Broad Oak, where there are gradients of up to 7.5% over a distance of greater than 150m which results in a score of 0. There are also some slightly steeper gradients of <3.5% on the western section of the route along Pig Lane. Overall, gradient is unlikely to deter users from travelling along this route.

**Safety:** The route scores poorly for safety, with an overall score of 7%. Generally, the route follows roads with traffic flows of less than 2,500 vehicles, however the speed limits are generally national speed limit (60mph) with short sections of 30mph where the route passes through villages. As such, vehicle speeds are likely to exceed 30mph for most of the route. The route is also unlit and lacks passive surveillance along most of its length, which further reduces the score for safety.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 33%. This is mainly due to the rural nature of the route and the sparse nature of the highway network meaning there are limited connections along the route. The exception to this is the western end of the route, near Bishop's Stortford and the section of the route passing through Hatfield Broad Oak.

**Comfort:** The route scores well for comfort, with an overall score of 97%. Most sections of the route are along lightly trafficked roads with less than 2,500 vehicles per day and smooth machine-laid surfacing, which automatically scores a 5. The exception to this is the short section of PROW which is currently unsurfaced and therefore scores a 0 for this criterion.

## Alignment 2

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores highly for gradient with an overall score of 100%, meaning it is very flat throughout its length.

**Safety:** The route scores relatively poorly for safety, with an overall score of 44%. Generally, the route follows roads with traffic flows of less than 2,500 vehicles, however the speed limits are generally national speed limit (60mph) with short sections of 30mph. As such, vehicle speeds could exceed 30mph on some sections of the route. The route is also unlit and lacks passive surveillance along most of its length, which further reduces the score for safety.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 40%. This is mainly due to the rural nature of the route and the sparse nature of the highway network meaning there are limited connections along the route, apart from at its northern and southern points.

**Comfort:** The route scores well for comfort, with an overall score of 100%. All sections of the route are along lightly trafficked roads with less than 2,500 vehicles per day and smooth machine-laid surfacing, which automatically scores a 5.

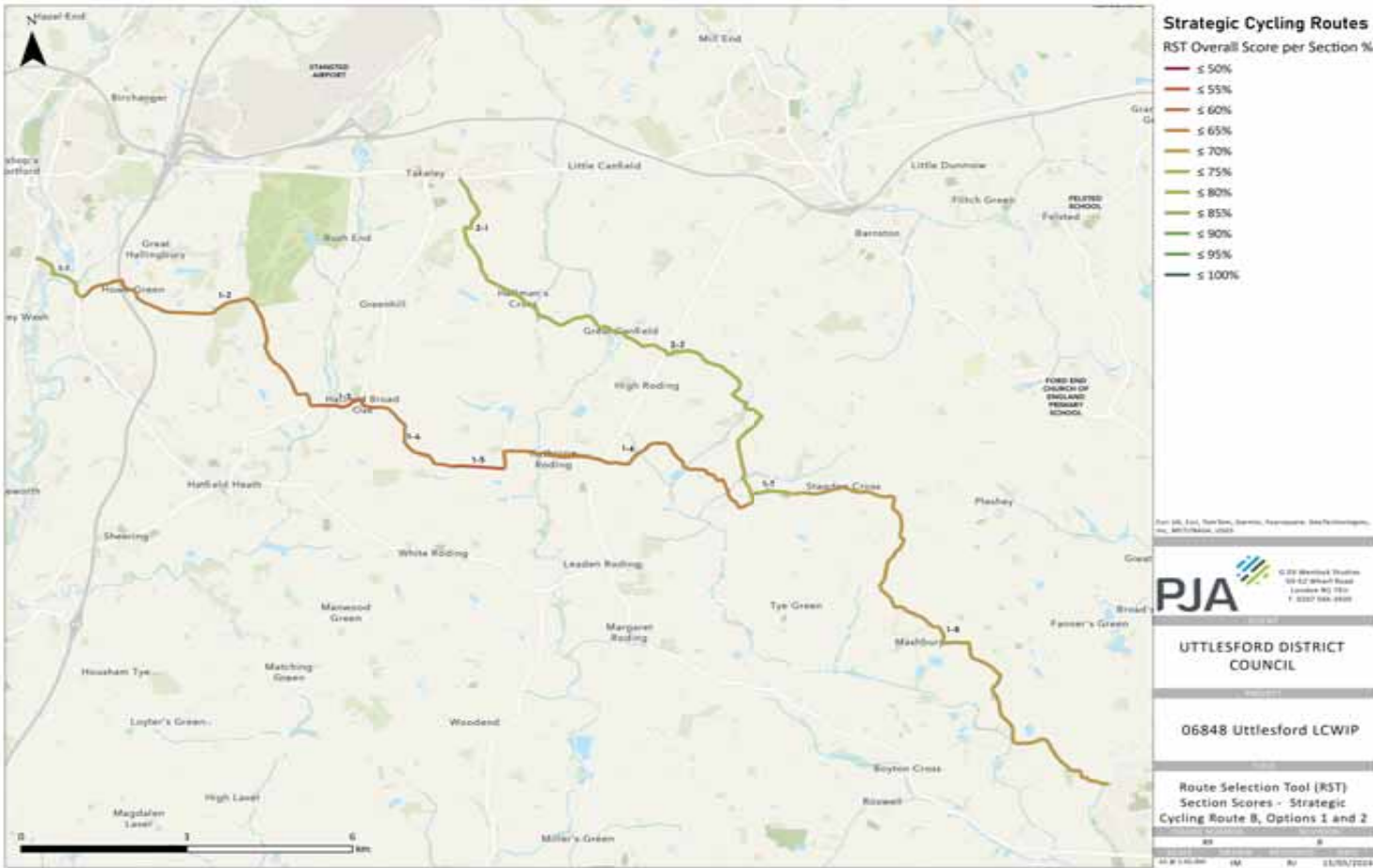


Figure 7.7. Strategic Cycle Route B - RST Results

# STRATEGIC CYCLE ROUTE C - AUDIT COMMENTARY

## Introduction

This section provides an overview of how each route alignment scored against the five RST tool categories. This provides a useful comparison of the key issues and opportunities associated with each alignment option.

## Section Scores

The plan opposite shows the overall RST score per section along each of the route alignment options. The results demonstrate that the sections scores are generally less than 70%, which indicates that improvements would be required to achieve a satisfactory level of service for cycling along both alignments.

The lowest scoring sections on are located along Alignment 2, in particular along sections of the B1256 where there is no dedicated cycling infrastructure, high traffic volumes and high vehicle speeds, particularly outside of the settlements along the route. Similarly, the sections with the airport site currently score poorly in terms of the overall RST score. This mainly applies to sections of the airport's internal road network where there is no dedicated cycling infrastructure, or where there is infrastructure in place, it comprises either on-road advisory cycle lanes or narrow shared-use paths.

The scores indicate that the Flitch Way is generally has a relatively poor level of service at present, mainly due to the surface quality, narrow widths at points and general isolated and unlit nature of the route. However, this route does benefit from being traffic free, which means that alignment 1 scores more highly in terms of safety than alignment 2.

## Alignment 1

**Directness:** The route scores 100% for directness as the route for cyclists is more direct than the equivalent driving route.

**Gradient:** The route scores relatively well for gradient, with a score of 80%. Gradients for the most part of less than 2%, apart from a small number of specific locations along the Flitch Way where there are short, steep sections.

**Safety:** The route scored moderately for safety, with an overall score of 56%. The sections of the route running along the Flitch Way are traffic-free, which score positively for safety, however these sections are unlit and lack passive surveillance, which impacts on perception of safety for users and therefore reduces the score. Sections of the route within the airport boundary provide a combination of sections of shared-use path, cycling mixed with traffic and advisory cycle lanes. The scores along these sections are also impacted by lack of lighting and passive surveillance.

**Connectivity:** The sections of the route along the Flitch Way score fairly low for connectivity, contributing to the low overall score of 34%. Despite the fairly low number of connections per km, the Flitch Way does provide a reasonable number of connections onto adjoining routes, such as the B1256 and connections into Takeley, connections via the minor roads to the south which link into various villages, and a number of connections in Flitch Green, Bannister Green and Felsted which form part of the Velo Villages scope of work. The additional sections of the route connecting to the airport and parts of Takeley present none or few connections per km.

**Comfort:** The route scored low for Comfort (0%). This is primarily due to the muddy/unsurfaced sections of Flitch Way which automatically score a 0 in the RST criteria. The additional sections of the route connecting to the airport present a smooth, machine-laid bituminous surface, but where cyclists mix with traffic, sections score 0.

## Alignment 2

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores highly for gradient with an overall score of 81%. Most sections of the route have no gradients steeper than 2.5% however there is a short section of 10% gradient on Stortford Road and a short section of 4% gradient along Rayne Road which slightly bring down the overall score.

**Safety:** The route scores poorly for safety, with an overall score of 11%. Generally, the route follows roads with traffic flows of more than 5,000 vehicles per day which automatically scores a 0 in the RST tool. There are some short sections of shared-use path in Takeley and at the roundabout between the B1256 / A120 which provide protection from motor traffic, however the scores on the B1256 section are reduced by the lack of passive surveillance. Similarly, the route spur connecting into Warish Hall Farm, lacks lighting and passive surveillance and despite accommodating low traffic flows (below 2,500 vehicles per day) scores 1.

**Connectivity:** The route is mixed in terms of connectivity, with an overall score of 57%. The route does provide several connections through settlements (Takeley, Great Dunmow and Rayne) however there are some more isolated stretches of route in between settlements which bring the overall score down.

**Comfort:** The route scores poorly for comfort, with an overall score of 6%. This is due to most sections of the route requiring cycling in mixed traffic with daily traffic volumes of greater than 2,500 vehicles. As mentioned there are two sections of shared-use which score more highly for comfort.

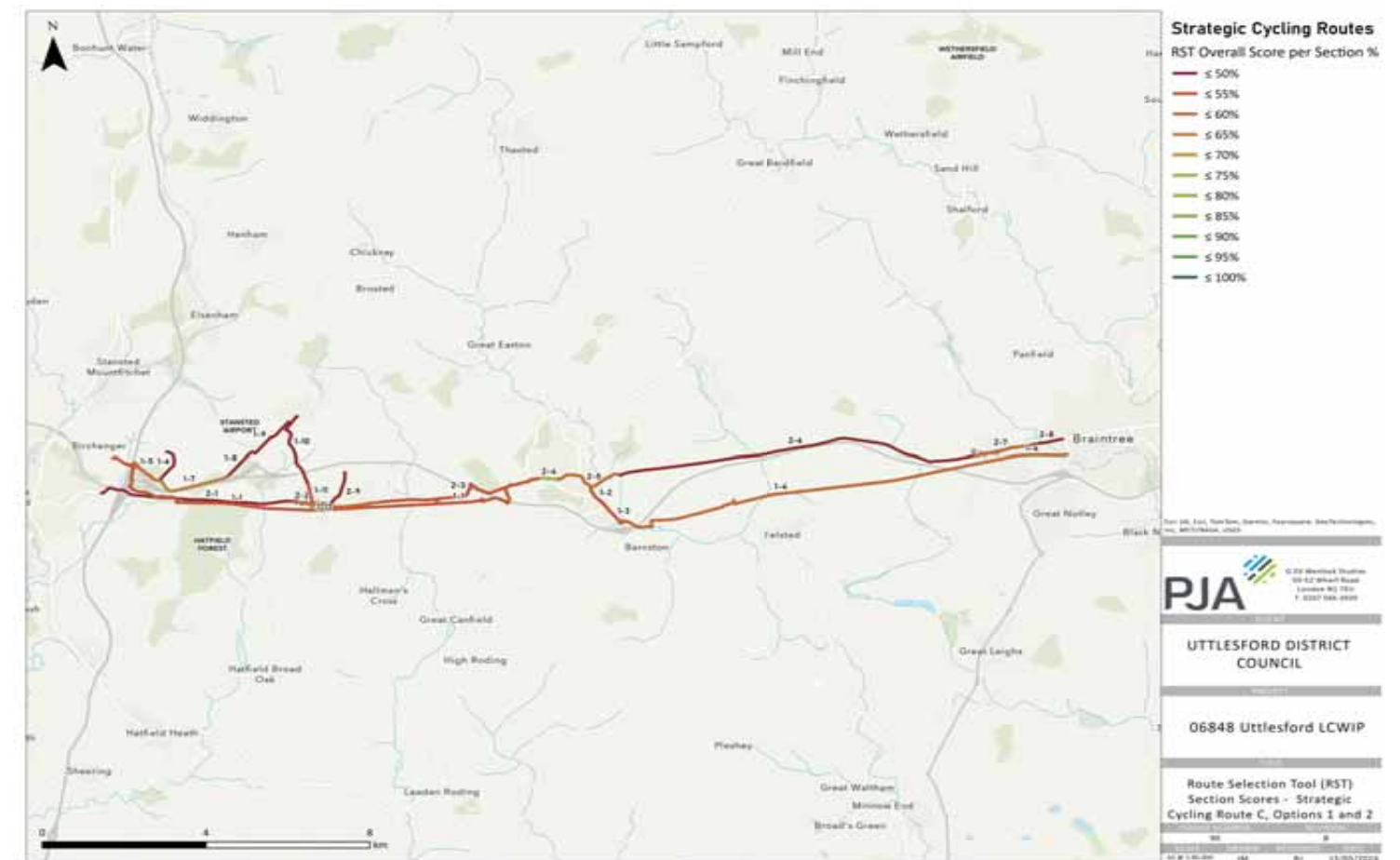


Figure 7.8. Strategic Cycle Route C - RST Results

# STRATEGIC CYCLE ROUTE D - AUDIT COMMENTARY

## Introduction

This section provides an overview of how each route alignment scored against the five RST tool categories. This provides a useful comparison of the key issues and opportunities associated with each alignment option.

## Section Scores

The plan opposite shows the overall RST score per section along each of the route alignment options. The results demonstrate that the sections scores are generally higher than 70%, which indicates that the level of service for cycling along both alignments is already to a relatively high standard.

Alignment 1 generally follows quiet rural roads and the highest section scores are found as the route passes through villages of Ashdon and Bartlow.

Alignment 2 utilises existing public rights of way to provide a more direct connection into Linton and subsequently the Linton Green. Given the bridleways are unsurfaced routes at present and narrow in places, alignment 2 scores poorly in terms of comfort compared to alignment 1, however has a higher score for safety given the traffic-free nature of the route.

## Alignment 1

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores 100% for gradient and there are no slopes with a maximum gradient of more than 2%.

**Safety:** The score for safety could be improved, with an overall score of 44%. Although the roads along the route are lightly trafficked, there are posted speed limits of greater than 30mph on some sections which reduces the overall score for safety. This is particularly the case on the northern and southern extents of the route on the approaches to Linton and Safron Walden.

**Connectivity:** The route scores fairly low for connectivity, with an overall score of 43%. This is unsurprising given the inter-urban nature of the route, with a fairly sparse and rural road network meaning connections are limited.

**Comfort:** The route scores well for comfort, with a score of 100%. This is because the roads along the route are lightly trafficked (<2,500 vehicles per day) which scores an automatic 5 in the RST scoring criteria.

## Alignment 2

**Directness:** The route scores 100% for directness as its is more direct than the equivalent vehicular route due to its use of PROWs.

**Gradient:** The route scores reasonably well for gradient (74%), with most sections scoring 5 and containing no gradients greater than 2.5%. The exception to this is the southern end of the route on the initial section of byway from Bartlow Road, where there is a 4% gradient over a slope of 650m.

**Safety:** The route follows either PROWs or very lightly trafficked roads and therefore scores fairly well in terms of safety with an overall score of 60%. The route is unfit for its length and also lacks passive surveillance which brings down the overall score in terms of safety.

**Connectivity:** The route scores low for connectivity, with an overall score of 29%. This is due to the route, particularly the PROW sections, being isolated with limited interface with settlements.

**Comfort:** The route scores relatively poorly for comfort with an overall score of 37%. The score is brought down by the sections along PROW, which are unsurfaced and therefore automatically score 0 in the RST criteria. The on-carriageway sections are along roads with fewer than 2,500 vehicles per day and are smooth machine-laid surfacing, therefore automatically score a 5 in the RST criteria. The focus of improvements on this route would therefore be to improve the comfort along the sections which currently score a 0 under this criterion.

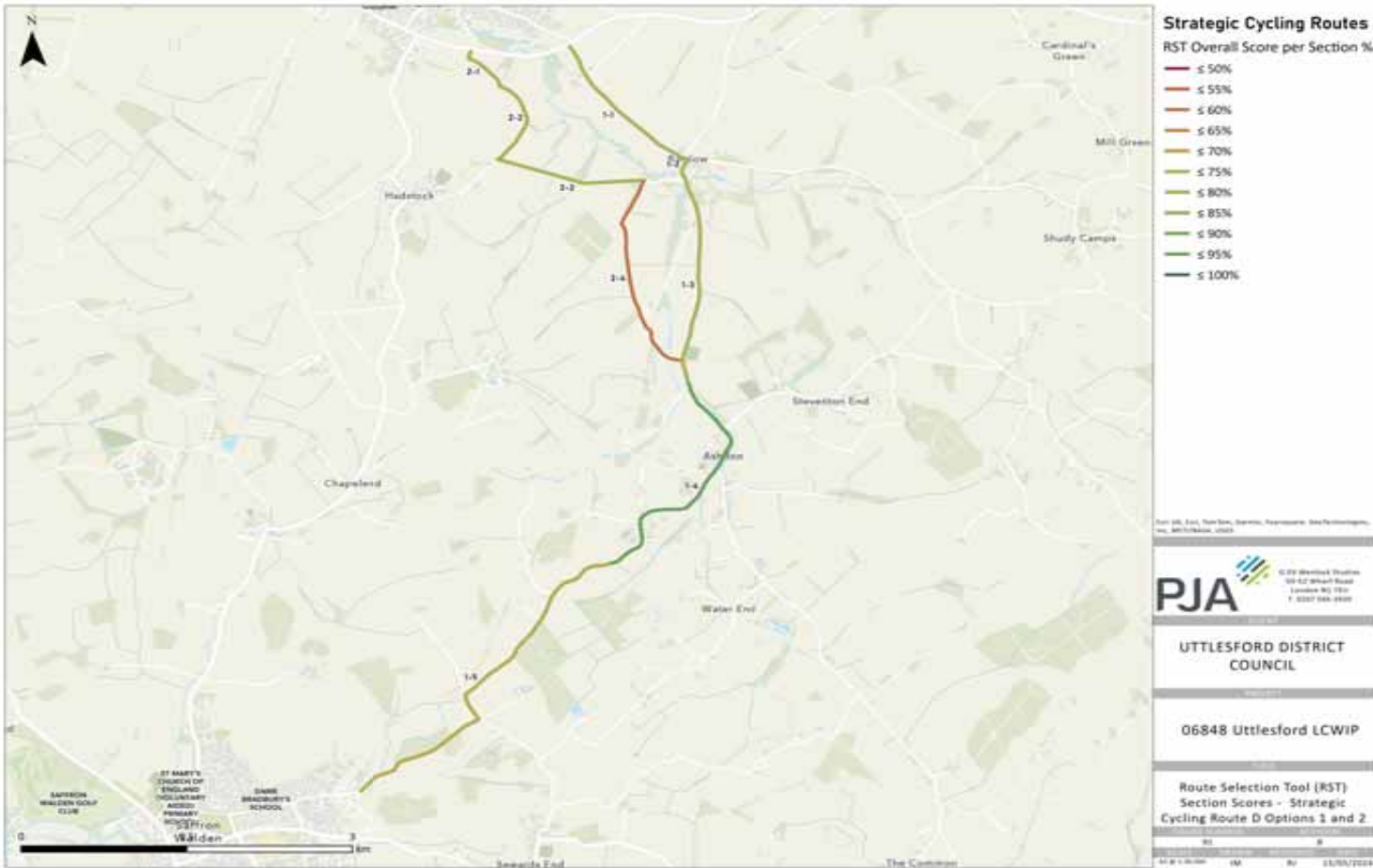


Figure 7.9. Strategic Cycle Route D - RST Results

# DESIGN COMMENTARY

## Introduction

This section provides an overview of the recommended design approach for each of the identified SCR alignments. Given the scale of the study area, and the high level nature of the project, these design recommendations are intended as suggestions on what could be achieved, or areas to investigate further, rather than specific design interventions.

As routes are taken forward to the design stage, a more detailed assessment of design feasibility will need to be undertaken.

The design summary plan opposite, shows a high level overview of the design approach on all of the SCR routes across the district. This plan is useful as it highlights how the SCR routes, if developed, could join to form a coherent district-wide network for inter-urban cycling.

A series of smaller scale plans, summarising the design approach for each SCR are provided in Appendix C.

## Design Approach

The plan highlights the range of design approaches considered. On quiet, rural roads, the general recommendation is to investigate the feasibility of formalising and implementing quiet lanes. These would generally enforce existing conditions, or in some locations complementary measures might be required to reduce vehicle speeds and enforce pedestrian and cyclist priority, such as speed limit reduction, or light-touch traffic calming interventions.

On many sections of the SCRs, it is recommended that the feasibility of high quality shared-use facilities are investigated. This would provide cyclists with segregation from high traffic volumes and enable safe cycling on busier roads, such as the B1383. It should be noted that this approach is generally only appropriate in locations where pedestrian flows are anticipated to be low, for instance on inter-urban routes between settlements.

On roads where existing conditions are not suitable for on-carriageway cycling, however there is limited design scope for providing segregated cycle facilities, some alternative approaches have been suggested. This generally applies to busier rural lanes away from the main A-roads and B-roads. On these busier rural roads, it is recommended that a suite of traffic calming measures are introduced alongside carriageway markings that would enforce priority for cyclists. An example of this would be centre line removal, alongside speed limit reduction and advisory lanes for cyclists. Some further examples are provided later on in this chapter.

Finally, there are also a number of sections of the SCRs which utilise existing public rights of way. In the vast majority of cases, these are unsurfaced and as such unsuitable for most cyclists at present. The recommended design approach is to surface and widen these links where appropriate, however careful consideration is required to ensure that any improvements are sympathetic of the rural context and do not exclude other user groups, such as equestrian users. To mitigate this, it is recommended that the feasibility of providing 2m wide "trotting paths" are provided alongside any routes utilising existing bridleways. Careful consideration of ecological factors will also be required along these routes.



Figure 7.10. Strategic Cycle Route Design Summary Plan

## STRATEGIC CYCLE ROUTE A - DESIGN COMMENTARY

### Alignment 1

Many rural sections along the route are suitable for 'Quiet Lane' interventions to reduce vehicle speeds and improve conditions for vulnerable road users. Much of the northern half of the route, including the section between Ickleton and the Wellcome Genome Campus, is located along NCN 11 so these interventions would also improve the quality of this existing leisure route.

There are sections of the route which pass through villages, which provide an attractive streetscape and contribute to the overall attractiveness of the route. These village centres may benefit from interventions to further reduce vehicle speeds using interventions such as centre line removal, visual narrowing and gateway features on approaches into the village. Villages that might benefit from these interventions include Ickleton, Arkesdon and Marden.

Much of the route follows rural lanes subject to the national speed limit. A review of publicly available collision data highlights some collision locations, including a fatal collision involving a cyclist on Wenden Road. The main focus of improvements should therefore be to reduce vehicle speeds and improve visibility of vulnerable road users. In some cases, this could be achieved by extending the existing speed limit changes within the village extents to also include the roads leading into the village. Along some lanes the traffic conditions are suitable to implement 'Quiet Lanes' in line with existing ECC guidance.

Traffic count data along the southern section of the route should be obtained and reviewed to determine whether segregated cycle facilities are required on the northern approach/exit from Bishop's Stortford. Due to low pedestrian flows, this could take the form of a high quality 3m wide shared path.

Similarly, the northern section of the route which utilises Frogge Street and provides a connection between Great Chesterford and Ickleton could also be upgraded to provide a high quality 3m wide shared path, utilising the existing footway on the eastern side of the carriageway.

Due to road width constraints, the provision of a shared-use facility is not feasible along the section running through Ickleton and connecting to the Wellcome Genome Campus. While the 20mph speed limit and narrow carriageway should help to keep speeds low, it is recommended that the existing traffic calming measures are reviewed and upgraded if required to create a safer environment for cycling through the village. Speed data for this route, as well as general traffic flow data would help to inform this further.

The existing wayfinding on the route isn't very legible and therefore a 'quick win' would be to introduce more visible and attractive wayfinding along the route. For the northern section of the route, this should include a review of the existing NCN wayfinding provision.

There are locations on the route which would benefit from junction improvements. These are primarily rural junctions such as Strehall Road / Batt's Lane, where there is likely to be high vehicle speeds on the major arm of the junction and visibility could be impeded by overgrown vegetation. In these locations, improvements could be made by introducing traffic calming measures to reduce vehicle speeds on the junction approach and improving visibility from the minor arms through maintenance of vegetation to achieve the appropriate visibility splays.

There are two short sections of bridleway that link into Wenden's Ambo and Great Chesterford. These would need to be upgraded by widening and resurfacing to enable safe, year-round access for cyclists.

For any traffic-free sections, including bridleways and byways in particular, consideration should also be given, where space permits, to including 'trotting paths' parallel to the route to maintain the quality of the route for equestrian use.



Figure 7.11. Strategic Cycle Route A Option 1 Design Summary Plan

## Alignment 2

This route primarily follows the B1383 as it passes through Littlebury, Newport, Quendon and Stansted Mountfitchet. It therefore mainly follows relatively highly trafficked roads subject to 50mph speed limits where segregated cycling facilities would be required to deliver a route to LTN 1/20 standards.

For the urban sections through Littlebury, Newport, Quendon and Stansted Mountfitchet it is likely that it will be more challenging to deliver a segregated facility within the existing highway boundary. Therefore, where segregated facilities are not feasible, improvements should focus on improving crossing facilities, side-road treatments, tightening geometry at side-road junctions, consideration of 20mph speed limit, centre-line removal and footway widening where possible. All of these improvements combined would contribute to a safer environment for both pedestrians and cyclists.

There is existing footway provision along the B1383 for most of the route except from the section to the north between Littlebury and Great Chesterford. Therefore, the design approach for this route would be to investigate widening the existing footways, using the verge space available to provide a consistent shared-use facility alongside the B1383 and the entirety of the route, aiming for a minimum width of 3m. Where feasible, a grass verge should be provided between this facility and the carriageway to improve the safety of pedestrians and cyclists using the facility from motor traffic. This would be LTN 1/20 compliant, given the low pedestrian flows.

There are existing shared use facilities through Wendens Ambo with a wide carriageway, which provides further scope for improvements to this facility. There is therefore the potential to upgrade and widen the existing shared-use facilities, or provide a segregated cycle facility given that pedestrian flows are likely to be higher in this location. This section of the route also forms part of the Saffron Walden LCWIP Route 1.

Although, as noted above, there is no footway between Littlebury

and Great Chesterford, there is ample verge space to provide a shared-use facility alongside the carriageway. This should also be designed to connect with the recently constructed shared use facility adjacent to the Chesterford Meadows development. Again, pedestrian flows are likely to be low throughout this section of the route, so a shared-use facility would be acceptable provided it is designed in accordance with LTN 1/20 standards and minimum width requirements are adhered to.

The provision of cycle facilities is not feasible due to width constraints along the section of route on Gipsy Lane, south of Stansted Mountfitchet. Therefore, the recommended design approach is to implement traffic calming measures to create a safer environment for cyclists. Speed data for this route, as well as general traffic flow data would help to inform this further. If flows are too high to have cyclists mixing with general traffic, then a route behind the hedgerow may be an option.

For the spur which connects the B1383 to Chesterford Research Park (via Little Chesterford), it is recommended that:

- B1383 / High Street junction is improved to tighten junction radii and improve north-south crossing movement along proposed shared-use path
- Wayfinding is provided to direct users from the B1383 to the research park
- A village-wide 20mph limit is considered in Little Chesterford to reduce slower vehicle speeds
- Dedicated crossing provision in the form of a toucan crossing is provided for cyclists at the High Street / Walden Road roundabout, upgrading the existing uncontrolled crossing points. Reducing the speed limit at the roundabout to 30mph is also recommended to slow turning movements and improve safety.



Figure 7.12. Strategic Cycle Route A Option 2 - Design Summary Plan

# STRATEGIC CYCLE ROUTE B - DESIGN COMMENTARY

## Alignment 1

The majority of this route could be unlocked by implementing Quiet Lanes along quiet rural roads.

There are some locations where traffic flows would need to be checked and if necessary, implement traffic calming and/or traffic reduction measures.

It is also recommended that localised improvements in villages such as Hatfield Broad Oak and High Easter are provided to improve public realm, general conditions for walking and provide a traffic calming effect. This could include centre line removal, rationalisation of junctions + formalising parking arrangements, further speed limit reduction and provision of new crossings along the lines.

Where the route interfaces with B-roads, consideration should be given to providing crossing facilities for cyclists. There may be a need to widen short sections of footway to provide short sections of shade, where there is a "dog-leg" in the route at these crossing points.

There is a short section of public right of way which is a missing connection in the route. This is currently a muddy track (designated as a bridleway) so would need to be surfaced to enable year-round cycling. Consideration should also be given where feasible to including a "trotting path" parallel to the route to maintain the quality of the route for equestrian use.

For the western section of the route through Twyford, there is scope to investigate filtering through-traffic as this appears to be a rat-run between London Road and the A1060. Due to very narrow carriageway widths, particularly over the River Stort, it is unsuitable for high traffic volumes and signals are used over the bridge. There may be a need to consider exemptions for residents in order to achieve local support for such a scheme. This would be the responsibility of Hertfordshire County Council rather than ECC as it falls outside the Uttlesford district boundary.

## Alignment 2

Similar to Alignment 1, this route is largely low-traffic and generally suitable for cycling on-carriageway. The route is effectively split into two sections, bisected by the B184. The aim would therefore be to implement 'Quiet Lane' style improvements on the northern and southern sections of the route, to enforce priority for vulnerable road users and reduce traffic speeds and volumes.

There is a chance the northern section of the route is used as a rat-run from the B184 to Takeley and onwards to Stansted Airport. If so, it may be appropriate to either consider rural modal filtering, or traffic calming measures, however there isn't an obvious alternative route for drivers so this may be unfeasible/unpopular.

The key severance issue along the route to address is the B184. A crossing would need to be provided in High Roding across the B184 to accommodate the route and enable cyclists and pedestrians to safely cross the road.

To the north, this alignment provides a valuable connection to the Flitch Way and therefore also could facilitate a route to Stansted Airport, which is the largest employer in the district.



Figure 7.13. Strategic Cycle Route B - Design Summary Plan

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# STRATEGIC CYCLE ROUTE C - DESIGN COMMENTARY

## Alignment 1

The majority of the route follows the Flitch Way, which is an existing traffic-free route providing a connection between Bishop's Stortford and Braintree.

The main constraint of this route is the quality of surfacing along the route and the fact that the route is unlit and lacks passive surveillance along the traffic-free sections. This means that the route is not suitable as a utility route for regular commuting trips, and/or trips undertaken outside of daylight hours or in poor weather conditions.

The focus of improvements along the route therefore is to upgrade the existing surfacing in sections to a smooth, bound surface that is clear of debris, cracks and has suitable drainage in place. It may not be possible to provide lighting along the route due to ecological constraints, however this should be investigated and alternative solutions such as recessed stud lighting could be considered.

The route also varies in width and for the most part is less than 3m wide. It should therefore be investigated whether some localised widening could be undertaken at the narrower parts of the route to reduce potential conflict between pedestrians and cyclists. The focus of widening should be on pinch points initially, before rolling out improvements across the rest of the route.

There is also a gap in the route as it passes through Great Dunmow. This section of the route also forms part of LCWIP Route GD 1 and a series of improvements have been recommended, including footway upgrades, new crossing points and corridor-wide measures to reduce traffic speeds and volumes. These interventions will help address the severance created by this on-carriageway section of the NCN route and ensure a continuous level of service from start to finish.

As part of the package of design measures for this route the access controls along the route should be reviewed and upgraded to ensure they are accessible for all users. The

Transport Initiatives report identifies a number of locations for this.

The Flitch Way crosses a number of roads along its length and the Transport Initiatives report identifies a series of crossings where improvements are required in order to meet LTN 1/20 standards.



Figure 7.14. Strategic Cycle Route C Option 1 - Design Summary Plan

# STRATEGIC CYCLE ROUTE C - DESIGN COMMENTARY

## Alignment 1 - Connections to Stansted Airport

The route connects Takeley to Stansted Airport via Parsonage Road. Vehicle volumes and speeds are unlikely to be suitable for cyclists to mix with traffic and there is an existing 2m wide footway which runs alongside the carriageway. Given the low pedestrian flows, it is recommended that this facility is upgraded to a high quality shared-use route, measuring at least 3m in width. Within Takeley itself, it would be preferable to separate pedestrian and cycle traffic given the higher pedestrian flows, likely through provision of segregated cycle tracks on either side of the carriageway along Parsonage Lane. Where there are width constraints, alternative on-carriageway solutions or short sections of shared-use might be necessary.

As part of any ambitious future measure, the role of traffic along Parsonage Road should be investigated and whether there is any potential to restrict motor traffic and reduce traffic levels, perhaps through a modal filter north of the A120.

As part of any improvements, key junctions along the route, such as A1256 / Parsonage Rd and the Coopers End Roundabout should be upgraded to include dedicated crossing provision for cyclists. Reducing the speed limit at the roundabout to 30mph is also recommended to slow turning movements and improve safety.

Within the airport site, the route utilises the internal road network to connect to the terminal and to the business park. As noted, there are some sections of on-carriageway cycle lanes along Long Border Road, as well as a footway separated from the carriageway by a grass verge. Given likely vehicular flows and proportion of HGVs within the airport site, cyclists should be separated from motor traffic. Therefore, it is recommended that the existing footway is upgraded and widened to provide a high quality shared use route alongside the carriageway, aiming for a minimum width of 3m. Where no footway provision exists, as in the section along Round Coppice Road, the feasibility of providing a new route alongside the carriageway should be investigated. This will likely require the removal of vegetation and trees, and is

dependent on the extent of land within airport ownership.

As part of any improvements, junctions along Round Coppice Road will need to be upgraded to include dedicated crossing provision for cyclists, including priority cycle crossings at side road junctions (see opposite Chingford example). Reducing the speed limit to 30mph at junctions is also recommended to slow turning movements and improve safety.

For the shared-use section connecting Birchchanger with the airport site, lighting provision should be reviewed to ensure that the route is accessible 24 hours.

For the short connection into Takeley, along Smiths Green, sufficient pedestrian and cycle facilities will need to be provided as part of any development that comes forward in this area. As a minimum, this should include 2m wide footways for pedestrians and consideration given to whether segregated facilities for cyclists are required (subject to future traffic volumes).

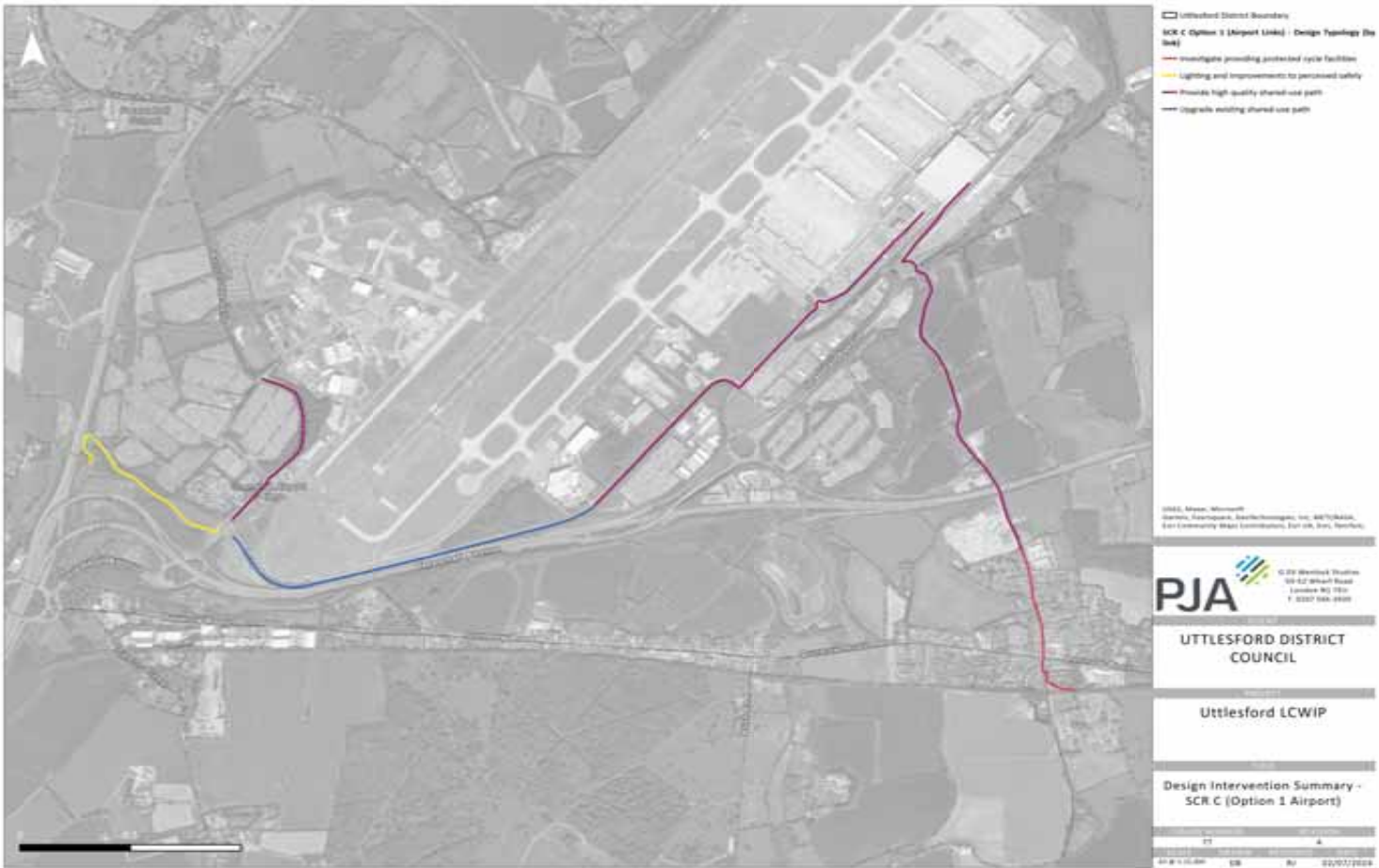


Figure 7.15. Strategic Cycle Route C Airport Links - Design Summary Plan

# STRATEGIC CYCLE ROUTE C - DESIGN COMMENTARY

## Alignment 2

There is an existing shared-use footway cycle route through Takeley, via the residential area north of the B1256. This starts east of Parsonage Lane and terminates at Thornton Road. It then starts again east of Bluegates Farm and continues into Great Dunmow. Therefore, a critical issue to address along this route is the gap in provision along the B1256 between these two points. To do so, widening of the existing footway would be required and land purchase may be necessary to provide a "behind the hedge" type facility if there is not sufficient width available within the highway boundary (see photo opposite).

Likewise, west of Parsonage Lane and up to the A120 junction there are no dedicated facilities and on-carriageway cycling would not be suitable due to high traffic volumes and speeds. As such, a new facility would be required, likely widening the existing footway on the northern side of the carriageway and again potentially requiring land purchase to the north of the carriageway. Given the low pedestrian flows, this could be a shared-use facility.

Some sections of the shared-use facility through Takeley are not LTN 1/20 compliant, particularly given that pedestrian flows are higher in this area. Although this isn't a critical issue to address on the route, upgrades to this section to provide separate cycle facilities should be considered as a longer-term intervention. Likely to be constrained by carriageway width so might not be feasible.

Junction 8 of the M11 is currently a major barrier to cycling and there are no dedicated facilities for cyclists and limited facilities for pedestrians. This junction is currently being upgraded, however improvements to walking and cycling are focussed on the A120 / Birchanger Lane junction to the west of the main motorway junction. This scheme would need to be extended to link up with any proposed facilities along the B1256, including dedicated crossing facilities across the M11 northbound on-slip and southbound off-slip. A key constraint here will be the width on the bridge over the M11, where there appears to be limited

scope to provide a facility for cyclists. A cantilevered cycling bridge may however be an option here. An example of how a bridge has been used to enable a cycle route between Lewes and Berwick is provided to the right.

Recommendations within Great Dunmow are summarised within the LCWIP, as part of routes GD 1 and GD 3.

The recommendations for Braintree and Dunmow Road, east of Great Dunmow align with the recommendations for the B1256 east of Takeley i.e., upgrading the existing footway to widen and convert to an LTN 1/20 compliant shared-use facility, aiming for a minimum of 3m width.

Through Takeley/Little Canfield and Rayne, traffic calming and speed reduction should be investigated and could be provided alongside public realm improvements to reduce the impact of motor traffic on these settlements. An example from Norwich is provided on the right, which uses centre line removal and traffic calming to reduce vehicle speeds and enable safer cycling.

Through the section connecting to Warish Hall Farm, provision of a shared-use facility along the section that is LTN 1/20 compliant should be investigated.



Figure 7.16. Strategic Cycle Route C Option 2 - Design Summary Plan

# STRATEGIC CYCLE ROUTE D - DESIGN COMMENTARY

## Alignment 1

This route primarily follows minor roads and connects Saffron Walden with Linton via Ashdon and Bartlow

Along the initial section of Walden Road, there are daily vehicular flows of circa 2,000 vpd - therefore this link would be suitable for on-carriageway cycling if speeds can be reduced. For this section, the potential to extend the 30mph speed limit from Saffron Walden to Church End should also be investigated to create a more consistent provision and improve compliance with the speed limit.

Other traffic calming measures could be explored along Walden Road, including visual narrowing and centre-line removal.

In Church End itself, the main focus should be on providing a consistent footway provision throughout the village. At present there is a sharp gradient on the footway which links Walden Road to Church Hill and this should be addressed. This section of the footway should also be widened to a minimum of 2m using the verge where available.

Between Church End and Ashdon, traffic calming measures such as centre line removal and visual narrowing are recommended, given the winding nature of the road which might impede visibility to cyclists. This could be implemented alongside a reduction in the speed limit.

The focus in Ashdon should be the junction between Crown Hill and Radwinter Road, which is currently very wide. The layout of the junction should be simplified and the geometry tightened. As part of this, public realm improvements (seating, greening etc) could be implemented to create a focal point in the village.

A 20mph speed limit should also be implemented throughout the village, particularly given the presence of the primary school. At present there is a temporary 20mph limit during school hours which shows there is precedent for a reduction in speed limit in the local area.

The remainder of the route follows Bartlow Road, which will require traffic calming measures in order to reduce vehicle speeds and enable safer on-carriageway cycling conditions.

## Alignment 2

This alternative route primarily utilises existing public rights of way to provide an alternative connection between Ashdon and Linton for the northern section of the SCR.

The initial section of the route follows a byway that runs parallel to Bartlow Road. The majority of this byway is wide enough for cycling, however would require resurfacing to be suitable for the majority of bicycles.

Bartlow Road (west of the village) would be designated as a 'Quiet Lane' as it is a narrow single track road with low traffic flows.

At the northern end of the route, a bridleway connects Bartlow Road to Long Lane. Again, this would require resurfacing to provide a sufficient quality route for cyclists. Widening would be required at certain pinch points to achieve a minimum width for cyclists, i.e. at the northern end of the route where the bridleway joins Long Lane.

For the sections of PROW along the route, including bridleways and byways in particular, consideration should also be given where feasible to including "trotting paths" parallel to the route to maintain the quality of the route for equestrian use.

For both SCR D alignments, consideration will need to be given at the northern end of the route as to how the routes connect into Linton and/or with the start of the Linton Greenway. This might require the extension of the Linton Greenway further east from its current starting point near Linton Village College, or by providing an improved crossing over the A1307 so that cyclists can continue into the village



Figure 7.17. Strategic Cycle Route D - Design Summary Plan

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# 8 RECOMMENDATIONS

## SUMMARY AND RECOMMENDATIONS

### Overview

This report has provided a summary of the Uttlesford LCWIP, as well as the Strategic Cycle Routes workstream. In addition to this, complementary work has been undertaken looking at potential rural connections which will help to improve connectivity between villages and neighbouring towns and railway stations - this is included in Appendix D.

The plan opposite demonstrates how the three workstreams join together to provide a comprehensive district-wide network. This would provide connections within and between key settlements and enable regular everyday trips to be made by cycling, as well as routes which would enable safe and enjoyable leisure journeys to be undertaken by all users.

Within key settlements, the traditional LCWIP methodology has been followed and a series of interventions to improve conditions for walking and cycling within these towns has been developed. The next stage is for these interventions to be prioritised by ECC which will provide a clear programme for implementation over the next 10 years.

### Integration

It is recommended that the LCWIP (including Strategic Cycle Routes) is considered in all future developments and applications in the district which either directly impact upon the LCWIP networks or are likely to affect conditions for walking and cycling in general. Whilst the LCWIP has developed measures only for the LCWIP network, a majority of these recommendations could be adopted and applied to sites across the district to further improve the walking and cycling conditions.

It is also recommended that the LCWIP is integrated with ongoing strategies and policies in the district, as well as the delivery of planned walking and cycling infrastructure through ECC. It will be important to ensure that the LCWIP is integrated with the emerging county-wide LCWIP, currently being developed by ECC. It will be important to ensure that the county-wide

LCWIP aligns with the Uttlesford LCWIP, to ensure that the strategic connections identified as part of this report are given full consideration by ECC when prioritising projects across the county. Therefore, it is recommended that there is close collaboration between UDC and ECC to ensure this alignment as the county-wide LCWIP is finalised in the coming months.

Moreover, the LCWIP should also be incorporated into the policies contained within the emerging Uttlesford Local Plan.

Uttlesford District Council, as the planning authority, will act as the guardian of this LCWIP, however it will ultimately be the responsibility of ECC as the highway authority to implement the schemes.

### Funding

This LCWIP is an important tool that will enable UDC and ECC to secure funding on walking and cycling schemes across the district. Although not formally required by Active Travel England, the development of an LCWIP will help UDC and ECC to make a strong case for future investment in active travel infrastructure in the district.

The identified routes and the design recommendations included within provide UDC and ECC with a list of active travel schemes to which sources of funding can be applied for. Potential sources of funding for these routes include:

- Funding from central government, obtained through funding applications by ECC to Active Travel England
- Developer contributions from S106 funding

Any new developments in the district that are within or near to the geographical scope of this LCWIP should be reviewed for opportunities to make funding contributions towards the delivery of, or help to deliver the proposals contained within this LCWIP.

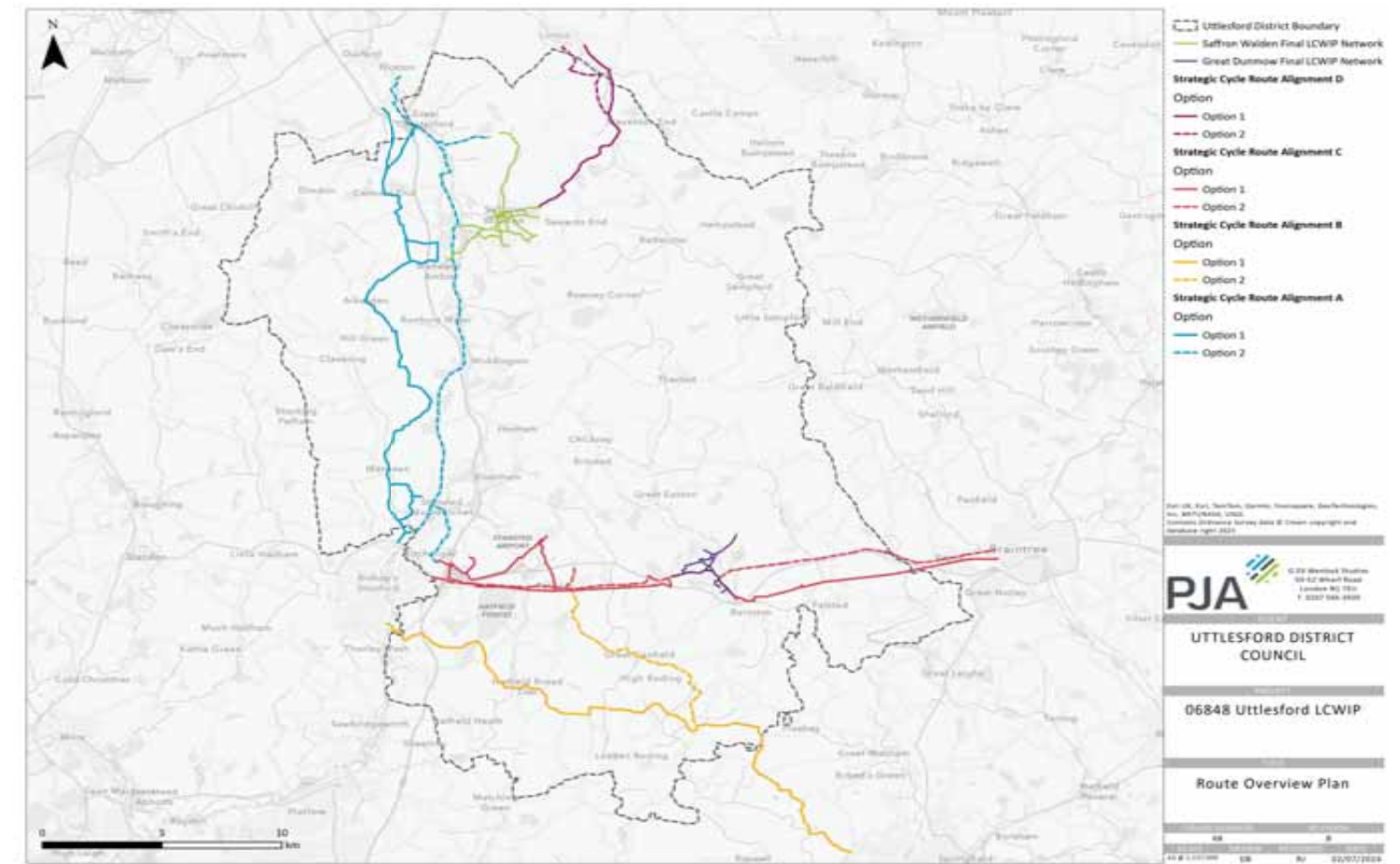


Figure 8.1. Proposed District-Wide Network



G.03, Wenlock Studios  
50-52 Wharf Road, London, N1 7EU

Route #	Alignment	LCWIP Town	RST Links	WRAT Links	Current Conditions / General Commentary	Design Priority (0-3-years)	General Design Recommendations (3-8-years)	Design Maximum (8+ years)
GD Route 2	Chelmsford Road to Lime Tree Hill via Town Centre	Great Dunmow	46%	13%	<p>This route is an important north-south corridor connecting the north of the town with Great Dunmow town centre and its associated amenities and then to employment in the south of the town. The southern section of the route follows the B1008 which is characterised by high traffic flows, high HGV% owing to the industrial uses along this corridor and inconsistent provision for pedestrians. The middle section of the route follows Stars Lane, is filtered to through traffic and is a pleasant low traffic environment for walking or cycling. Stars Lane connects to North St at its southernmost point, providing a direct link to the High Street. The spur at the southern section of the route follows The Downs, which is a moderately trafficked road subject to a 30mph speed limit and with no dedicated cycle facilities. This link is characterised by narrow footways which disappear at points and require resurfacing in places. There are also issues with footway parking which further reduces clearance widths for pedestrians.</p> <p>The northern section of the route follows The Causeway, which is a B-road carrying north-south motor traffic through the town. This road is also a bus route for multiple bus services (323, 324, 451, 414) and therefore is a hostile environment for cyclists at present. Improvements for this should focus on provision of dedicated facilities for cyclists and improving pedestrian crossing provision at critical junctions along the B1008 where feasible.</p>	<p><b>From North to South:</b></p> <p>Improve Causeway/ Godfrey Way junction by providing pedestrian crossings on the northern and southern sides of the roundabout.</p> <p>Resurface and widen footways along the route where there is a particularly poor level of service at present, i.e. Rosemary Lane and The Downs. Along The Downs where there are missing sections of footway, crossing points should be provided to enable pedestrians to cross and use the provision on the opposite side of the carriageway.</p> <p>Reduce the junction geometry at Market Place/High Street junction to slow turning vehicles, and provide a refuge island to assist cycles turning right. Re-prioritise pedestrians by providing continuous footway at White Street</p> <p>Simplify the junction of High Street/ New Street, joining the war memorial to the southern footway. Consider a continuous footway treatment.</p> <p><b>SW Branch (west to east):</b></p> <p>Provide pedestrian crossing facilities at all arms of the Ongar Road/Lukin's Drive junction, on pedestrian desire lines. Consider zebra crossings on busier arms.</p> <p>Widen the northern footway using the verge, and provide tactile paving at each side road along Ongar Road from Lukin's Drive to Upper Mill Field.</p> <p>Provide pedestrian crossings at pedestrian desire lines and widen the footways at the Chelmsford Road/Ongar Road junction.</p>	<p><b>From North to South:</b></p> <p>Consider corridor-wide 20mph speed limit - potentially as part of a wider town-wide 20mph application.</p> <p>Investigate feasibility of stepped cycle tracks or light segregation along B1008 Beaumont Hill (where width allows) to provide protection from traffic flows/HGVs and improve route to Church End and Helena Romanes School.</p> <p>At The Downs/Star Lane junction, relocate crossing to align with desire line and upgrade the crossing to a parallel zebra</p> <p>Review layout of Market Place/Star Lane junction and improve visibility to cyclists transitioning from Market Place onto the route via Star Lane, or vice versa.</p> <p>General improvements to the town centre area of Great Dunmow, enhancing the existing public realm. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageway, all with the aim of reducing vehicle speeds and enhancing the public realm.</p> <p>Review the carriageway layout on High Street and investigate the opportunities to provide cycling infrastructure, reduce vehicle speeds and enhance public realm.</p> <p>Review the layout of the Chelmsford/Station/Haslers junctions to simplify it and reduce vehicle speeds, while improving the provision for pedestrians and cyclists, in particular ensuring crossing facilities on each arm.</p> <p>Investigate feasibility of stepped cycle track or light segregation along B1008 Chelmsford Road to provide protection from traffic flows/HGVs and improve route to NCN/Filch Way. As part of this, restrict on-street parking at the pinch point on the bridge section of Chelmsford Road near the Filch Industrial Estate.</p> <p>Reduce junction geometry at Chelmsford Rd and the Travelodge access road, to slow vehicles and assist cycles in turning.</p> <p><i>Insertion connection onto Elsh Way to provide a simulated crossing over Chelmsford Road and use of signage to indicate the start of the route.</i></p>	<p>Investigate role of through traffic in the town and whether B1008 is carrying strategic east-west and north-south through traffic rather than the B184 and B1256. Could the volume of traffic on High Street be reduced?</p>
GD Route 2	Church End to St Helena Romanes School via B1008	Great Dunmow	48%	48%	<p>This route is an east-west route in the north of the town which provides a connection between Church End and St Helena Romanes School. Once development in the north-east of Great Dunmow comes forward, this route will therefore be a key walking and cycling route to school. There are also linkages with GD Route 1 (to town centre) and GD Route 6 (across Dunmow Recreation Ground). There are no dedicated cycle facilities along the route, which is subject to a 30mph speed limit with moderately high traffic flows.</p> <p>The key issues identified on this route include improving crossing facilities at junctions for pedestrians and cyclists, investigating protected facilities for cyclists or traffic calming, and localised footway widening and resurfacing to ensure a consistent and sufficient level of service for this busy pedestrian route.</p>	<p>The focus of this route should be to ensure a consistent, 2m wide footway can be provided along both sides of the carriageway given this is a route to school. At present, footways are inconsistent and uneven and parking/footway parking is an issue which reduces clearance widths. This could be addressed as part of any footway works by formalising parking arrangements.</p> <p>Reconfigure parking arrangement to improve pedestrian facilities at the Church End/Church Street junction.</p> <p>Improve pedestrian facilities at Beaumont Hill/The Causeway/Lime Tree Hill junction and provide controlled crossings on E-W and W-S desire lines.</p> <p>Review layout of Beaumont Hill/ Newton Hall Chase junction and provide consistent footway and crossing points where footways end.</p> <p>Provide signalised crossing to the school entrance at the Beaumont Hill/ Parsonage Downs junction.</p>	<p><b>From east to west:</b></p> <p>Review the carriageway layout of the bridge over River Chelmer at Church and investigate the potential of restricting the bridge to one-way traffic with signals to create more space for pedestrians and cyclists.</p> <p>Address B1008/B1057 (Parsonage Downs, The Causeway) corridor, which is a key route to school, to improve conditions for walking and cycling. Improvements should focus on improved crossing facilities, side-road treatments, lightening geometry at side-road junctions, consideration of 20mph speed limit, centre-line removal and footway widening where possible.</p> <p>20mph limit could be provided as part of a wider town-wide 20mph application.</p>	
GD Route 3	Great Dunmow Grange development to High Street via Stortford Road	Great Dunmow	70%	75%	<p>This route provides an important connection between the new development in the west of the town and the local amenities on Great Dunmow High Street. The route also provides links to Great Dunmow County Primary school, St Mary's Primary School and Tesco Superstore. It is therefore a route with high potential for walking and cycling demand.</p> <p>The western section of the route follows a 3m wide shared use route from the development and is therefore separated from the high traffic volumes along Stortford Road. Cyclists join the carriageway opposite west of Green Lane and past this point have to mix with high traffic volumes into the town centre. There are also issues with narrow footways in places and instances of side-road junctions with wide corner radii and long crossing distances for pedestrians. Given the above, improvements should be focused on improving the eastern section of the route to complete the connection in to the town centre.</p>	<p>Review and improve side road junctions along the route by tightening the corner radii and appropriate side road treatments such as continuous footways.</p> <p>Improve the Rosemary Lane/ Stortford Road junction, focusing on the crossing points and making the layout more compact. The existing crossing on the southern side of the junction could be upgraded to a zebra, with potential for a parallel zebra with associated shared / footway widening to assist with turning movements.</p> <p>Improve the High Stile/ Stortford Road junction through reducing the corner radii and providing tactile paving and dropped kerbs to assist pedestrians.</p> <p>Review the existing crossing provision at the Woodside Way/Stortford Road Roundabout where traffic flow is fairly heavy and consider upgrading the northern arm of the junction to a controlled crossing to improve pedestrian and cyclist safety.</p>	<p>Investigate the feasibility of introducing stepped/lightly segregated cycle track to facilitate a continuous cycle route from new developments into town centre along Stratford Road, continuing from where the current shared-use path ends.</p> <p>If segregation is not achievable within the highway width available, aim to improve conditions for walking and cycling through speed limit reduction, traffic calming, increased provision of crossing points, side road treatments and footway widening at pinch points.</p> <p>Consider corridor-wide 20mph speed limit - potentially as part of a wider town-wide 20mph application.</p>	<p>Investigate role of through-traffic in the town centre and whether it would be feasible to restrict or reduce this.</p>
GD Route 4	Chelmsford Road to Nursery Drive via Dunmow Bypass Footbridge	Great Dunmow	72%	71%	<p>Route 4 is a short spur route which provides a connection from the Chelmsford Road corridor (GD Route 1) across the Dunmow bypass and into the residential estate north of Ongar Road. At present, this route is unsuitable for cyclists or wheelchair users as pedestrians are required to walk up steps to use the bridge crossing the bypass. The majority of this route, apart from the bridge, follows quiet residential streets which are generally suitable environments for walking and cycling. Improvements for this route should therefore focus on improving the accessibility of the footbridge and whether a ramped solution can be explored to enable pedestrian and cycle access. Improvements should also focus on lighting and visibility improvements to increase perception of personal safety. If this can be achieved, then a quiet route is unlocked from the south of the town into the town centre that avoids the B1008.</p>	<p>Will be tricky to implement as a cycle route due to the width of the footpath and the complexity involved in improving the footbridge. Therefore improvements are focused on improving the route for pedestrians as a quieter route into the town centre.</p> <p>Upgrade all junctions to include dropped kerbs and tactile paving in the residential areas north and south of the footbridge.</p> <p>Keep footbridge and footpath on the approach to the footbridge clear of vegetation and leaves to reduce risk of slipping.</p> <p>Improve public realm over the bridge by repainting railings and potentially resurfacing the footpath.</p>	<p>Provide wayfinding to signify quiet alternative route to the B1008 for walking into the town centre.</p> <p>Review lighting on approaches to footbridge to improve safety/perception of safety along route.</p> <p>As a minimum, a wheeling ramp could be provided adjacent to the steps over the footbridge. In combination, the footpaths on the approach to bridge could be widened to 3m to enable a shared-use path either side of the bridge and open up the route for cyclists.</p>	<p>Redesign of bridge to remove steps and create a smooth ramped access that can be used by cyclists and wheelchair users. Alternatively, an at-grade crossing could be investigated.</p>
GD Route 5	Stortford Road (Tesco) to The Causeway via Woodlands Walk	Great Dunmow	78%	83%	<p>Route 5 provides an east to west connection from the Tesco Superstore on Stortford Road to The Causeway in the east of the town. It links to GD Route 3, GD Route 1 and GD Route 5A which provides a spur connection south, towards the town centre.</p> <p>The eastern section of the route follows quiet residential streets and therefore is already conducive to walking and cycling. The middle section of the route follows a footpath through the centre of Woodlands residential estate. This provides a high quality pedestrian connection although widening would be required for this to be suitable as a shared use route. There are also sections of footpath through the wooded area west of Godfrey Way where pathway width, lighting, wayfinding and personal safety are the key issues to be overcome. The westernmost section of the route follows a recently constructed shared-use footway that connects to the facilities along Stortford Road.</p>	<p><b>East to West:</b></p> <p>The eastern section of this route uses Godfrey Way which is a quiet residential street with no through route for motor traffic and therefore suitable for on-carriageway cycling. The focus of this section should be to upgrade all the side road junctions to ensure provision of tactile paving and dropped kerbs along the route.</p> <p>Provide wayfinding to direct pedestrians &amp; cyclists to the traffic-free path through the residential estate.</p> <p>Provide lighting along the woodland and park path to improve safety and usability of the route when dark.</p> <p>Review access controls along shared use path through residential estate and replace with wooden bollards (or similar) to ensure that path is accessible for all cycles and wheelchair users.</p>	<p><b>East to West:</b></p> <p>Upgrade the existing footpath to shared use by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds may be needed.</p> <p>Upgrade crossing where path crosses Woodlands Park Drive to enforce pedestrian and cyclist priority. Could use a parallel zebra or instead use a continuous surface treatment with priority give way markings for general traffic.</p> <p>Upgrade crossing on the northern arm of the Woodside Way / Woodlands Park Drive roundabout to a controlled crossing.</p>	

GD Route SA	Downs Crescent to Star Lane	Great Dunmow	77%	84%	Route SA provides a spur connection from GD Route 5 to the town centre, utilising Downs Crescent and the woodland paths to the north of this. The southern section of this path connects with Star Lane, which provides a low-traffic connection into the town centre as part of GD Route 1.	<p><b>North to south:</b></p> <p>Provide wayfinding along route to direct pedestrians &amp; cyclists towards the town centre as the route is currently not very legible.</p> <p>Provide lighting along footpath (through the woodland) to improve safety and usability of the route when dark.</p> <p>Provide dropped kerb transition onto carriageway where the existing footpath meets Downs Crescent.</p> <p>Review gated access to Downs Crescent and reconfigure to enable cycle access without needing to dismount (might be tricky as it is a private road?)</p>	<p><b>North to south:</b></p> <p>Upgrade the existing footpath in the woodland into shared use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.</p> <p>The Downs/Star Lane junction - relocate existing zebra crossing and upgrade to parallel, to align with desire lines and upgrade the crossing to parallel zebra crossing. Tighten junction geometry on The Downs to provide more space to access relocated crossing.</p>	
GD Route 6	Great Dunmow Recreation Ground	Great Dunmow	60%	85%	Route 6 is a short route which provides a traffic-free alternative to the northern section of GD Route 1 and provides the final section of a connection from the south of the town up to Church End, where there is planned residential development.	<p><b>North to south:</b></p> <p>Widen the access to Gt Dunmow Rec from the B1008 and remove access controls to enable cycle and wheelchair access. Provide dropped kerb to aid transition from carriageway onto shared path.</p> <p>Provide crossing for ped/cyclists on the B1008 to enable safe crossing from the western side of the carriageway into the park.</p>	<p><b>North to south:</b></p> <p>Provide parallel zebra crossing on Lime Tree Hill at the northern access to the Gt Dunmow Rec to enable access from the northern side of the carriageway for pedestrians and cyclists.</p> <p>Widen shared-use route through the playing fields to achieve minimum width of 3m (where possible). Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.</p>	
GD Route 7	Church End to Marks Farm	Great Dunmow	60%	n/a	Route 7 provides a north - south connection from the north of the town at Church End to Marks Farm and forms an extension to route 2. The route provides a connection to the planned residential development.	<p><b>South-west to North-east:</b></p> <p>Simplify the junction at St Edmunds Ln / The Broadway to improve safety for pedestrians and cyclists.</p> <p>Provide 2m wide footways along the corridor, as a minimum.</p>	<p><b>South-west to North-east</b></p> <p>For the section of this route within the existing town extents where the carriageway width is more limited and there is less scope for segregated cycle facilities, focus on speed reduction and traffic calming through reducing speed limit to 20mph and accompanying measures such as centre line removal and improved crossing provision. These improvements would align with the recommendations for the rest of Route 2.</p> <p>Provide segregated cycle facilities at the eastern end of The Broadway, which could be delivered at part of new residential development at this part of the town. Based on existing traffic volume and speed, it is recommended that light segregation would be appropriate as a minimum level of provision. As part of these improvements, ensure clear 2m wide footways are provided along the corridor to facilitate a walking route between the development sites and the existing town.</p>	
SW Route 1	Windmill Hill to Audley End Railway Station via B184 High Street	Saffron Walden	59%	62%	Route 1 connects Audley Railway Station to the town of Saffron Walden, finally terminating in the north of the town on Windmill Hill. As well as providing an important connection to the station, this route also connects with several local amenities along High Street and Saffron Walden County High School. The initial section of the route along Wenden Road has no footway however has some interventions to improve cycling conditions, including built-outs to promote traffic calming and restriction of the northern section of the road to one-way to enable an on-carriageway cycle lane. The route through Saffron Walden is an important bus route with several services per hour. London Road and High Street are also heavily trafficked as this is the primary north to south link through the town, also providing access to the town centre. A 20mph speed limit is in place on High Street, however the remainder of the route is mainly subject to a 30mph speed limit.	<p><b>North-East to South-West:</b></p> <p>Upgrade the existing southern section of the footway on Audley End Road to shared-use path and widen the shared-use path to achieve a minimum width of 3m (where possible) to enable cycle access.</p> <p>Resurface and potentially widen the footpath behind the hedgerow at the southern section of footpath on Audley End Road.</p> <p>Provide light segregation on the existing mandatory cycle lane along Wenden Road to improve protection from motor traffic.</p> <p>Upgrade the existing uncontrolled crossing to toucan crossing over B1383 London Road to provide a safe crossing point for pedestrians and cyclists on where traffic is fairly heavy + high speeds.</p> <p>Extend the shared-use path on Station Road to the entrance of Audley End Station</p>	<p><b>North-East to South-West:</b></p> <p>An important focus of the route will be to rationalise/simplify junctions along the route with pedestrian crossings provided as a minimum and space prioritised for cyclists at busier junctions. For instance, the London Road/Audley End Road/Borough Lane/Newport Road junction would be an important focus of improvements.</p> <p>Review the existing on-street parking along the route, particularly towards the town centre and consider reallocating road space to provide cycling facilities if feasible.</p> <p>Consider extending the existing 20mph zone to cover the corridors along the routes - potentially as part of a town-wide limit.</p> <p>General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageway, all with the aim of reducing vehicle speeds and enhancing the public realm.</p> <p>Investigate the potential for introducing stepped cycle track along Audley End Road toward the town centre. This could link in with the existing shared use and then Wenden Road at the southern end of the route.</p> <p>Widening of shared-use route on the eastern section of the footpath on London Road to achieve a minimum width of 3m (where possible). Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds.</p> <p>Review footway provision and footway widths to provide a footway of at least 2m in width along Wenden Road to create a continuous pedestrian route from the town to the station.</p>	<p>Consider filtering Wenden Road/restricting to access only to create a low-traffic environment for pedestrians and cyclists.</p>
SW Route 2	Swan Meadow to Ashdon Road via The Common and King Street	Saffron Walden	61%	90%	Route 2 provides a short connection through the centre of the town, along King Street and through the market square. The route is not suitable for cyclists, however provides a pleasant route for pedestrians given the historic streetscape of King Street. King Street is currently closed to traffic on market days.	<p><b>East to West:</b></p> <p>Relocate the existing zebra onto the desire line at Common Hill/ Side Road leading to Rose &amp; Crown Walk/ access point for the Common.</p> <p>Upgrade crossing of B184 High Street to a zebra crossing to enforce pedestrian priority along this busy route.</p>	<p><b>East to West:</b></p> <p>Upgrade the existing footpath in the Common into shared use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Provision of surface markings to denote shared use route, enforce pedestrian priority and encourage slower cycling speeds. Consideration will need to be given to crossing points at either end of the route, as well as consideration of transition from the carriageway.</p>	<p>Investigate the potential for permanent closure of King Street to traffic while maintaining residents' access. This will require a review of the town centre traffic movement and management.</p>
SW Route 3	Audley End House to Knight Park via Mount Pleasant Road	Saffron Walden	52%	56%	Route 3 provides an east to west connection across the town, from Audley End House in the west to Knight Park retail park in the east. The route also links with the High School and interfaces with LCWIP routes 1, 6 and 7. The eastern end of the route follows the shared-use footway on the eastern side of the B184 which connects to the retail park. Although this route provides protection from motor traffic, it is often below 2m in width and is also a popular route for pedestrians which could invite conflict between users.	<p><b>East to West:</b></p> <p>Provide controlled crossing at Peaslands Road / Thaxted Road junction for pedestrians and cyclists.</p> <p>Upgrade Debben Road / Borough Lane / Mount Pleasant Road junction to improve facilities for cyclists, which could include early start facilities and two-stage right turns. Consider tightening corner radii to move pedestrian crossings closer to the desire line.</p> <p>The focus of the western end of Audley End Road should be to widen and resurface footways as a minimum to ensure there is a safe route to Audley End House. Footways should be smooth, level and 2m wide where possible.</p>	<p><b>East to West:</b></p> <p>Investigate the feasibility of a continuous cycle route along Thaxted Road as part of a wider corridor scheme (in combination with route 10 improvements). For the southern section, the verge space could be used to provide a segregated cycle facility in place of the existing shared-use path, which is currently substandard. This is a key corridor as it provides access to new development and commercial/employment uses.</p> <p>Reduce vehicle speeds and volumes along Peaslands Road corridor by implementing 20mph speed limit and traffic calming through centre-line removal, side road treatments, formalising on-street parking with associated public realm improvements + footway widening where possible. Segregated facilities are unlikely to be feasible due to carriageway widths.</p> <p>Investigate the potential for an alternative route connecting Audley End Road and the town centre through Audley End Estate, where there is currently no cycle access, using the existing footpath. This will also require an upgrade of existing footpath into shared-use path by resurfacing and widening the path to achieve a minimum 3m width where feasible. Would require negotiation with the land owner.</p>	<p>Investigate potential for LTN(s) to reduce through traffic on residential roads in Pleasant Valley area</p>

SW Route 4	High Street to Radwinter Road via Hill Street Saffron Walden	56%	59%	Route 4 provides an east to west connection through the centre of the town. It connects Hill Street in the west and runs along Radwinter Road past the hospital and terminating at the recently constructed residential development in the east of the town. The western section of the route follows Hill Street which is an area of high footfall with several cafes and shops. Footways are narrow in places which often forces pedestrians into the carriageway. The road is also one-way at present, meaning that cyclists are currently unable to cycle	<p><b>East to West:</b></p> <p>Junction improvements with dedicated pedestrian and cycle crossing at Radwinter Road/ Elizabeth Way/Horn Book junction. This should be tied in with overall improvements along the corridor.</p> <p>Rationalise/simplify Hill Street/ Common Hill/ Cates Coy/ Fairycroft Road junction to include safer crossing points. Declutter the footway by removing the guard railing.</p> <p>Widen and declutter the footway through the town centre, eg. removal of the bollards on Hill Street.</p> <p>Enable contra-flow cycling on Hill St / George St – this may require a review of the on-street parking/servicing and street layout to ensure adequate width</p>	<p><b>East to West:</b></p> <p>Explore the potential to provide segregated cycle facilities along Radwinter Road (where feasible) to enable key connections between areas of residential development, hospital and town centre. This should be tied with the traffic calming and speed reduction in the western side of the town where segregation is not possible.</p> <p>Review the on-street parking arrangements along the corridor and consider removal or reduction of on-street parking to re-allocate road space to cycle infrastructure. It could be challenging in places to provide a segregated route given the proximity of residential properties to the road, though.</p> <p>General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings, and visual narrowing of the carriageway, all with the aim of reducing vehicle speeds and enhancing the public realm.</p> <p>Consider reducing the speed limit to 20mph along corridor – potentially as part of town-wide limit.</p>	
SW Route 5	Church Street and Ashdon Road Saffron Walden	57%	80%	Route 5 runs parallel to route 4, from east to west through the north of the town. It connects High Street in the west to employment and residential development in the north eastern extents of the town. The route primarily follows Ashdon Road, which carries in the region of 5,000 vehicles per day (DfT). Much of this route is fairly narrow in width, exacerbated by on-street parking. Level of service for pedestrians is relatively high, with evidence of recent footway resurfacing, however there are some sections in the vicinity of Dame Bradbury's School where there is only footway provision on one side of the carriageway.	<p><b>East to West:</b></p> <p>Improve Elizabeth Way / Ashdon Road junction to tighten corner radii, providing controlled pedestrian crossing and reduce speed of vehicles turning onto Elizabeth Way from Ashdon Road.</p> <p>Review crossing points along route and ensure controlled pedestrian crossings are provided along key desire lines e.g. at Dame Bradbury's School</p> <p>Vehicle flows along Ashdon Road are likely nearly low enough for cycles to mix safely with general traffic, or through on-carriageway cycle lanes. Carriageway widths are narrow and on-street parking/pavement parking is clearly an issue so any segregated infrastructure would not be feasible.</p>	<p><b>East to West:</b></p> <p>Investigate traffic calming to reduce vehicle speeds along the Ashdon Road corridor to enable safe on-carriageway cycling. Consider an extension of 20mph zone to cover Ashdon Road - potentially as part of a wider town-wide 20mph application.</p> <p>Review existing kerbside management and prevent footway parking by formalising parking through controlled parking zone(s), this may require other complementary measures to support as part of the corridor-wide improvements.</p> <p>General improvements to the town centre area of Saffron Walden to enhance and preserve the heritage aspect of the streetscape. This would include providing gateway features on the approach into the town centre, using alternative surface markings on the carriageway and visual narrowing of the carriageway, all with the aim of reducing vehicle speeds and enhancing the public realm.</p> <p>Improve transition from carriageway onto pathway through the Common which provides a walking (and potentially cycling) route into the town centre.</p>	
SW Route 6	Audley Road to Cromwell Road Local Centre via Deben Road Saffron Walden	75%	61%	The western section of the route follows Church Street, which connects to High Street as well as providing access to terraced properties and various shops/businesses. Church Street is one way (westbound) and therefore is not currently accessible for eastbound cycling. Given the narrow widths and historic streetscape, footways are narrow in places and disjoint at points.	<p><b>North to South:</b></p> <p>Enable contra-flow cycling along Audley Road</p> <p>Review footway provision and footway widths to ensure continuous footways of at least 1.8m in width are provided where feasible along Pleasant Valley and Deben Road. At present there are several pinch points which increase road danger.</p> <p>Review crossing locations along the route and provide controlled crossings along key desire lines, such as the Tesco Express on Rowtree Way.</p>	<p><b>North to South:</b></p> <p>Review side road treatments and crossings to enforce pedestrian priority along Deben Road and Audely Road. As a minimum, ensure dropped kerbs and tactile paving are provided at all side road crossings.</p> <p>Review major junctions along route and ensure pedestrian crossings as a minimum are provided on each arm. At busy junctions, such as Audley Road / B1052 and Deben Road / Mount Pleasant Road, dedicated protection/crossing provision should also be provided for cyclists and could be achieved by widening crossings and providing short sections of shared-use.</p> <p>Segregated facilities are unlikely to be achievable on Deben Road. Instead, reduce vehicle speeds and volumes along the corridor by implementing 20mph speed limit and traffic calming through centre-line removal, side road treatments, formalising on-street parking with associated public realm improvements + footway widening where possible.</p>	Investigate potential for LTNs to reduce through traffic on residential roads in Pleasant Valley area
SW Route 7	B1052 Little Walden Road to Mount Pleasant Road via Common Hill Saffron Walden	76%	73%	The northern section along Audley Road is one way (westbound) and varies in width. Footway provision is inconsistent, with many sections of the route only having a footway on one side of the carriageway. Deben Road serves several residential roads and has many residential properties fronting onto the road. It varies in width and footway provision varies in quality and width. Cromwell Road is a residential road with some traffic calming measures in place, including speed bumps. It serves a small local centre and an hourly bus service (316).	<p><b>North to south:</b></p> <p>Review footway widths along corridor and widen at pinch points, aiming for a minimum of 1.8m where carriageway width allows.</p> <p>Provide dropped kerbs and tactile paving as a minimum at all side roads, with crossings on pedestrian desire lines. Along busier roads (i.e. along the B1052) consider slowing turning vehicles by providing raised entry treatments at side roads.</p> <p>Enable contraflow cycling along Fairycroft Road and South Road to ensure continuity of route.</p>	<p><b>North to south:</b></p> <p>Review the existing layout of Castle Hill/Ashdon Road/Common Hill junction and ensure the provision of safe crossing points on each arm of the junction.</p> <p>The existing verge on the B1052 and/or Little Walden Road could be used on the western side of the carriageway to provide either a segregated facility or a service-road style route parallel to the carriageway. Along the remainder of the route, if segregation is not achievable, improve conditions for cycling through speed limit reduction, traffic calming, centre-line removal and providing crossing facilities along the route.</p> <p>Upgrade the existing zebra crossing to parallel zebra at South Road / Audley Road junction.</p> <p>There are some existing sections of 20mph which could be extended out to the town limits as part of a town-wide application to ensure a consistent application across the route as a whole.</p>	Investigate potential for modal filtering or School Streets interventions along South Road to reduce traffic outside the two primary schools.
SW Route 8	Elizabeth Way Saffron Walden	46%	76%	Route 8 is a short connection between Route 5 and Route 4. It follows Elizabeth Way which generally has adequate footway provision, with the exception of missing footway on the western side of the carriageway towards the northern end of the road. The road carries c. 5,000 vehicles per day (DfT) and therefore could be suitable for on-carriageway lanes for cycling if traffic calming and traffic reduction measures were implemented.	<p><b>North to south:</b></p> <p>Improve side road junctions by tightening corner radii and ensuring dropped kerbs and tactile paving are provided as a minimum level of provision to assist pedestrians.</p> <p>Provide crossing from Elizabeth Way (minor arm) across Elizabeth Way (major arm) to facilitate desire line between properties on the western side of the carriageway and the bus stops/commercial units on the eastern side of the carriageway.</p>	<p><b>North to south:</b></p> <p>Upgrade pedestrian and cycle facilities at the junctions at either end of Elizabeth Way as part of proposals for routes 4 and 5.</p> <p>Reduce speed limit to 20mph to enable safe on-carriageway cycling - likely as part of town-wide rollout.</p>	
SW Route 9	Wenden Road to Deben Road via Beeches Close and Summerhill Road Saffron Walden	61%	63%	Route 9 is a short route which connects Wenden Road to Deben Road. It therefore could be a useful connection for those accessing the Pleasant Valley estate from the route to the station (Route 3). At present this route is unsuitable for cycling – the initial section of public footpath which bounds the school is narrow with stepped access and the access onto Beeches Close is narrow between two residential properties. It is therefore unlikely that this route could be developed as a cycle link without significant widening of the PRoW and CPD of the properties at the eastern end of the footpath. The focus of this route should therefore be on improving conditions for walking.	<p><b>West to East</b></p> <p>It is unlikely to be feasible to upgrade route 9 to enable cycle access, given the width constraints created by the properties at the eastern end of the footpath and the challenging gradients along the path. Therefore, this route could form part of a pedestrian route to the station from the Pleasant Valley area if improvements are implemented along Route 1.</p> <p>Provide a controlled pedestrian crossing over Newport Road to enable safe crossing between the school and the residential area around Pleasant Valley, as well as access to the bus stop.</p> <p>Tighten junction geometry at junctions along the route - e.g. Beeches Close / Newport Road, to reduce crossing distances and slow turning vehicles. Ensure dropped kerbs and tactile paving are provided at all junctions along the route.</p>	<p><b>West to East</b></p> <p>Wayfinding to signify quiet pedestrian route connecting the town centre and Wenden Road. Explore potential to also resurface the footpath to improve its year-round usability.</p> <p>Footway widening and resurfacing along Summerhill Road to ensure clear, smooth, 1.8m (minimum) footways.</p>	Investigate potential for LTNs to reduce through traffic on residential roads in Pleasant Valley area
SW Route 10	Chaters Hill to Shire Hill Lane via Thaxted Road Saffron Walden	55%	54%	Route 10 extends from Ashdon Road, following Thaxted Road before using Shire Hill Lane to provide a connection to proposed employment and new residential development in the south-east of the town. The southern section along Thaxted Road experiences relatively high traffic volumes with a fairly narrow carriageway width. There are also issues with footway widths, footway parking and frequent footway crossovers creating an uncomfortable environment for pedestrians and cyclists alike.	<p><b>North to south:</b></p> <p>Enable contra-flow cycling along Chaters Hill</p> <p>Review the current path along Shire Hill Lane to ensure it is properly maintained and free from obstructions or overhanging vegetation that reduce its effective width.</p> <p>Provide lighting along the traffic-free section of the route to ensure the route is usable when dark and year-round.</p>	<p><b>North to south:</b></p> <p>Investigate the potential of lightly segregated cycle facilities or on-carriageway routes along Thaxted Road as part of a wider corridor scheme (in combination with route 3 improvements). The northern section of Thaxted Road has a more limited design scope for cycle facilities so improvements should focus on providing new crossings, widening footways and reviewing on-street parking to reduce vehicle speeds and improve level of service for vulnerable road users.</p> <p>Provide a pedestrian crossing point where Shire Hill Lane crosses Upshers. This could take the form of an informal crossing with a raised table and kerb build out to maximise visibility. This would require a short section of on-street parking to be restricted through double yellow line markings.</p> <p>Consideration will need to be given to how the development sites in the south-east of the town are accessed from Shire Hill Lane.</p>	
SW Route 10	The southernmost section of the route along Shire Hill Lane is well-surfaced and provides a pleasant traffic-free route for both pedestrians and cyclists. Issues identified along this section of the route include overgrown vegetation restricting width and lack of lighting & natural surveillance which could impact users perception of personal safety and the usability of the route in winter months or at night.						

SW Route 11	Little Walden Road to Chesterford Research Park via Little Walden	Saffron Walden	54% N/A	<p>Route 11 extends from the north of the town on Little Walden Road to Chesterford Research Park, providing a connection between Saffron Walden and the research park, which is a key employer in the local area.</p> <p>The route is rural in character, with limited pedestrian facilities and no dedicated facilities for cyclists. The southern section of the route is subject to a 40mph speed limit. As the route enters Little Walden, the speed limit reduces to 30mph.</p> <p>The northern section of the route follows Potts Lane which has a lower volume of traffic and is subject to a 20mph speed limit- therefore is suitable for on-carriageway cycling. Cyclists mix with traffic along the entirety of the route and a very narrow footway is provided on the western side of the road on the southern-most section of the route.</p>	<p><b>South to North</b></p> <p>The primary focus of improvements should be to ensure that cyclists are adequately protected from vehicle traffic along the route. The existing footway on the southern section of the route on Little Walden Road could be upgraded to achieve a shared-use path, aiming for a minimum of 3m in width. This would require a review of highway boundary and land ownership parcels to determine whether any third party land would be required.</p> <p>On the middle section of the route, where there is no existing footway, a review of highway boundary would be required to determine whether the proposed shared-use facility could be continued using available verge space. If this is not possible, consider traffic calming measures such as centre line removal, speed limit reduction to 30mph and advisory cycle lane to enforce priority for cyclists.</p>	<p><b>South to North:</b></p> <p>Consider implementing village-wide 20mph in Little Walden with complementary traffic-in-village style interventions such as surface treatments, centre line removal and public realm improvements to reduce traffic speeds and create a safer environment for walking and cycling. Improvements should focus on the B152 / Potts Lane junction, which is a focal point of the village and a critical junction for cyclists travelling between the research park and Saffron Walden.</p> <p>Provide dedicated wayfinding to direct cyclists from Saffron Walden to key destinations along the route, such as the research park.</p> <p>It is very likely that Potts Lane meets the ECC criteria for a Quiet Lane. Consider formally introducing Quiet Lane along Potts Lane which would include dedicated signage. As part of this, consider whether any resurfacing of the carriageway is required.</p>	
SW Route 12	E-W off-road path from Thaxted Road	Saffron Walden	24% 75%	<p>Route 12 extends west to east from Thaxted Road along a bridleway via Tiptofts Lane. It lacks lighting and natural surveillance, impacting users' perception of safety and the usability of the route in winter months or at night.</p> <p>This route would provide a short connection from the existing facilities on Thaxted Road to the planned development on land north of Thaxted Road. It would also provide a connection to LCWIP Route 10.</p>	<p>Review the current path to ensure it is properly maintained and free from obstructions or overhanging vegetation that reduce its effective width.</p> <p>Provide lighting along the route to ensure it is usable when dark and year-round. Review and resurface existing path to a smooth bound surface that is suitable for year round walking and cycling. Ensure minimum width of 3m along the route so that it meets LTN 1/20 standards for shared-use routes.</p> <p>These improvements could be delivered as and when the development sites in this area come forward and funded through S106 agreement.</p>	<p>Wayfinding should be provided to direct users to key destinations, such as the Knight Park retail park.</p> <p>Consideration will need to be given to how the development sites in the south-east of the town are accessed from this route, ensuring that a step-free transition between the route and any development sites is provided that is free of any barriers or obstructions.</p>	<p>Consideration should also be given to wider connections, including the potential to extend this route through development sites to the north, providing a connection between Thaxted Road and Radwinter Road and facilitating an orbital route for the south-east of Saffron Walden.</p>

## Strategic Cycle Route A – Alignment 1 via Manuden, Arkesden, Strethall and Ickleton

**Route Description:** Route A, alignment 1 provides a north-south connection from Bishop’s Stortford in the south to Great Chesterford, Ickleton and the Wellcome Genome campus in the north, which is located on the boundary between Essex and Cambridgeshire and is a key local employer. Alignment 1 also provides direct connections to villages such as Ickleton, Manuden, Rickling Green, Wicken Bonhunt, Arkesden and Catmere End, with spurs to link into Wendens Ambo, Newport and Stansted Mountfitchet. It therefore has the potential to improve short linkages between settlements and facilitate regular utility cycling trips, as well as operating as a longer distance route which might be popular as a more leisure focused cycle route.

The alignment of route 1 is primarily along unclassified rural roads which likely carry low volumes of vehicular traffic, however are mostly subject to national speed limit and therefore vehicle speeds are likely to be high in places. Although much of the route is suitable for a percentage of cyclists at present, there are interventions to further reduce traffic volume, reduce traffic speed and improve visibility of cyclists that could be implemented to ensure the route is attractive and safe for all users. Traffic volumes are likely to be higher on the southern section of the route on Hazel End Road and therefore further interventions may be required (subject to traffic counts) in order to provide segregation from traffic for cyclists.

There are some short sections of bridleway, in particular linking Coploe Road to Great Chesterford and Bromley Lane to Wendens Ambo. Although cyclists are permitted to use these routes at present, interventions will be required in order to bring the route up to a sufficient standard for regular cycling.

**Route Typologies:** On-Carriageway (Minor Roads), PROW

### RST Commentary

**Directness:** The route scored highly for Directness with a score of 100%. The proposed route is primarily on-carriageway and is therefore just as direct as the equivalent vehicle route. The short section of PROW on the approach to Great Chesterford provides a shorter route than the vehicular alternative.

**Gradient:** The route, for the most part, is reasonably flat, and therefore scored reasonably well for gradient with an overall score of 69% (3.45 out of 5). The flattest sections of the route were around Great Chesterford, Rickling Green and Wendens Ambo. The most challenging gradient recorded along the route was 4.1% on the section between Catmere End and Arkesden. The overall score for gradient is therefore unlikely to deter most users from travelling along this route.

**Safety:** The route scored poorly for safety, with an overall score of 11% (0.57 out of 5). The primary reason for this low score was the fact that the majority of the route is on-carriageway, unlit and without passive surveillance. Although traffic flows are generally lower than 2,500 (AADT), many sections of the route were on roads subject to national speed limit where vehicle speeds could regularly exceed 30mph.

**Connectivity:** The route scored fairly low for connectivity, with an overall score of 26% (1.29 out of 5). This reflects the rural and often isolated nature of the route, which passes through areas of the district where there is a fairly sparse street network. The lowest scoring sections of the route are therefore the links between the various settlements, for instance the section between Ickleton and Strethall scores particularly poorly. At the southern end of the route, closer to Bishop’s Stortford and other larger settlements, there are a greater number of connections which is reflected in the scoring.

**Comfort:** The route scored highly for comfort, with an overall score of 86% (4.28 out of 5). The vast majority of sections scored 5/5, as they were smooth, machine-laid bituminous surfacing with traffic flows of less than 2,500 vehicles per day. There were two sections which scored 0 and these were both unsurfaced sections of PROW.

**RST Overall Score = 58%**

### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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### Design Recommendations

- Many rural sections along the route are suitable for ‘Quiet Lane’ interventions to reduce vehicle speeds and improve conditions for vulnerable road users. Much of the northern half of the route, including the section between Ickleton and the Wellcome Genome Campus, is located along NCN 11 so these interventions would also improve the quality of this existing leisure route.

- There are sections of the route which pass through villages, which provide an attractive streetscape and contribute to the overall attractiveness of the route. These village centres may benefit from interventions to further reduce vehicle speeds using interventions such as centre line removal, visual narrowing and gateway features on approaches into the village. Villages that might benefit from these interventions include Ickleton, Arkesdon and Manuden.
- Much of the route follows rural lanes subject to the national speed limit. A review of publicly available collision data highlights some collision locations, including a fatal collision involving a cyclist on Wenden Road. The main focus of improvements should therefore be to reduce vehicle speeds and improve visibility of vulnerable road users. In some cases, this could be achieved by extending the existing speed limit changes within the village extents to also include the roads leading into the village. Along some lanes the traffic conditions are suitable to implement 'Quiet Lanes' in line with existing ECC guidance.
- Traffic count data along the southern section of the route should be obtained and reviewed to determine whether segregated cycle facilities are required on the northern approach/exit from Bishop's Stortford. Due to low pedestrian flows, this could take the form of a high quality 3m wide shared path.
- Similarly, the northern section of the route which utilises Frogge Street and provides a connection between Great Chesterford and Ickleton could also be upgraded to provide a high quality 3m wide shared path, utilising the existing footway on the eastern side of the carriageway.
- Due to road width constraints, the provision of a shared-use facility is not feasible along the section running through Ickleton and connecting to the Wellcome Genome Campus. While the 20mph speed limit and narrow carriageway should help to keep speeds low, it is recommended that the existing traffic calming measures are reviewed and upgraded if required to create a safer environment for cycling through the village. Speed data for this route, as well as general traffic flow data would help to inform this further.
- The existing wayfinding on the route isn't very legible and therefore a 'quick win' would be to introduce more visible and attractive wayfinding along the route. For the northern section of the route, this should include a review of the existing NCN wayfinding provision.
- There are locations on the route which would benefit from junction improvements. These are primarily rural junctions such as Strethall Road / Batt's Lane, where there is likely to be high vehicle speeds on the major arm of the junction and visibility could be impeded by overgrown vegetation. In these locations, improvements could be made by introducing traffic calming measures to reduce vehicle speeds on the junction approach and improving visibility from the minor arms through maintenance of vegetation to achieve the appropriate visibility splays.
- There are two short sections of bridleway that link into Wenden's Ambo and Great Chesterford. These would need to be upgraded by widening and resurfacing to enable safe, year-round access for cyclists.
- For any traffic-free sections, including bridleways and byways in particular, consideration should also be given, where space permits, to including "trotting paths" parallel to the route to maintain the quality of the route for equestrian use.

### Strategic Cycle Route A – Alignment 2 via Newport and Littlebury

**Route Description:** Route A, Alignment 2 provides an alternative to the northern section of Alignment 1, mainly utilising busier yet more direct B-roads. The route extends from Great Chesterford, which is located at the northern border between Uttlesford and Cambridgeshire, at its most northern point, passing through Little Chesterford (with a spur connecting to Chesterford Research Park), Littlebury, Newport, Quendon, Stansted Mountfitchet and Birchanger. This route provides important linkages to four railway stations (Stansted Mountfitchet, Newport, Audley End and Great Chesterford) and also connects to Audley End House which is a major tourist attraction in the district, as well as providing a connection to Stansted Airport and the western end of the Flitch Way.

The majority of the route comprises on-carriageway cycling along B-roads with traffic flows up to c. 5,000 vehicles per day. Therefore, the conditions for on-carriageway cycling are likely to be unsuitable for most users. Speed limits vary along the route, with sections of 50mph along the more isolated stretches of the B1383 to 30mph on the approach to Great Chesterford, through Newport, Littlebury, Quendon and Stansted Mountfitchet. There is a short section of shared-use path between Station Road and Walden Road, west of Church Road as the route passes through Stansted Mountfitchet and another short section of shared-use connecting into Birchanger. There are sections of footway at various points along the route.

The northern section of this route, between Audley End and Great Chesterford was subject to a cycle route feasibility study in 2014, which provided a series of recommendations for a new route alongside the B1383.

There are also regular bus services along the route – including the 301, 444, 441, 419, 321 and 320.

**Route Typologies:** On-Carriageway (Major Roads), On-Carriageway (Minor Roads), Shared-Use

**RST Commentary**

**Directness:** The route is on-carriageway and primarily follows the most direct route in terms of driving and cycling, therefore scores 100% for directness.

**Gradient:** The route scores highly for gradient with a score of 73%. This means the route is overall reasonably flat with a few steeper sections.

**Safety:** The route scores poorly for safety with an overall score of 16%. This is due to the vast majority of the route being on-carriageway with traffic flows of between 2500-5000 vehicles and vehicle speeds in excess of 30mph, meaning most sections of the route score 0 under this criterion. There are some shorter sections of the route which scored higher than 0 and these were within Newport, Littlebury, Quendon and Stansted Mountfitchet, where 30mph speed limits are in place. It should also be noted that some sections of the route between the settlements lack passive surveillance and lighting.

**Connectivity:** The route scored relatively low for connectivity, with an overall score of 54%. Generally, the route sections within the settlements of Littlebury, Newport and Stansted Mountfitchet scored more highly due to the denser street network. The remainder of the route is rural and fairly isolated with limited connections onto other routes.

**Comfort:** The route scored poorly for Comfort (15%) which suggests that conditions for cyclists are currently uninviting for the vast majority of cyclists. Generally, route sections are on-carriageway with traffic flows of greater than 2,500 which results in a default score of 0 under this criteria. As mentioned, there are three short sections of shared-use between Wendens Ambo and south of Stansted Mountfitchet and another going into Birchanger from the north with an approximate width of 3m.

**RST Overall Score = 50%**

#### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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#### Design Recommendations

- This route primarily follows the B1383 as it passes through Littlebury, Newport, Quendon and Stansted Mountfitchet. It therefore mainly follows relatively highly trafficked roads subject to 50mph speed limits where segregated cycling facilities would be required to deliver a route to LTN 1/20 standards.
- For the urban sections through Littlebury, Newport, Quendon and Stansted Mountfitchet it is likely that it will be more challenging to deliver a segregated facility within the existing highway boundary. Therefore, where segregated facilities are not feasible, improvements should focus on improving crossing facilities, side-road treatments, tightening geometry at side-road junctions, consideration of 20mph speed limit, centre-line removal and footway widening where possible. All of these improvements combined would contribute to a safer environment for both pedestrians and cyclists.
- There is existing footway provision along the B1383 for most of the route, except from the section to the north between Littlebury and Great Chesterford. Therefore, the design approach for this route would be to investigate widening the existing footways, using the verge space available to provide a consistent shared-use facility alongside the B1383 and the entirety of the route, aiming for a minimum width of 3m. Where feasible, a grass verge should be provided between this facility and the carriageway to improve the safety of pedestrians and cyclists using the facility from motor traffic. This would be LTN 1/20 compliant, given the low pedestrian flows.
- There are existing shared use facilities through Wendens Ambo with a wide carriageway, which provides further scope for improvements to this facility. There is therefore the potential to upgrade and widen the existing shared-use facilities, or provide a segregated cycle facility given that pedestrian flows are likely to be higher in this location. This section of the route also forms part of the Saffron Walden LCWIP Route 1.
- Although, as noted above, there is no footway between Littlebury and Great Chesterford, there is ample verge space to provide a shared-use facility alongside the carriageway. This should also be designed to connect with the recently constructed shared use facility adjacent to the Chesterford Meadows development. Again, pedestrian flows are likely to be low throughout this section of the route, so a shared-use facility would be acceptable provided it is designed in accordance with LTN 1/20 standards and minimum width requirements are adhered to.
- The provision of cycle facilities is not feasible due to width constraints along the section of route on Gypsy Lane, south of Stansted Mountfitchet. Therefore, the recommended design approach is to implement traffic calming measures to create a safer environment for cyclists. Speed data for this route, as well as general traffic flow data would help to inform this further. If flows are too high to have cycles mixing with general traffic, then a route behind the hedgerow may be an option.
- For the spur which connects the B1383 to Chesterford Research Park (via Little Chesterford), it is recommended that:
  - o B1383 / High Street junction is improved to tighten junction radii and improve north-south crossing movements along the proposed new shared-use path
  - o Wayfinding is provided to direct users from the B1383 to the research park
  - o A village-wide 20mph limit is considered in Little Chesterford to further reduce r vehicle speeds

- Dedicated crossing provision in the form of a toucan crossing is provided for cyclists at the High Street / Walden Road roundabout, upgrading the existing uncontrolled crossing points. Reducing the speed limit at the roundabout to 30mph is also recommended to slow turning movements and improve safety.
- Provide a segregated route alongside the research park access road to protect cyclists (and pedestrians) from traffic accessing and exiting the site during peak hours. Subject to predicted pedestrian flows, a shared-use route may be acceptable in this location.

### Strategic Cycle Route B – Alignment 1 via Hatfield Broad Oak and Chignal St James

**Route Description:** Route B, Alignment 1, provides a north-west to south-east connection between Bishop’s Stortford and Chelmsford, a large portion of which is within the Uttlesford District boundary. As well as linking up these two towns, the route also connects multiple small villages and offers potential as a leisure route due to the low traffic levels and mostly level terrain – this is reflected in the Strava data collected in the area.

The western section of the route starts from the B1383 in Bishop’s Stortford and uses Pig Lane through Twyford to connect up with the network of minor roads which traverse the countryside east of the M11 and south of the A120. The route mostly relies on lightly trafficked lanes, some of which already have suitable conditions to be converted to ‘Quiet Lane’s. The sections of the route through Hatfield Broad Oak and High Easter could provide an opportunity to implement traffic calming and placemaking measures that would both enhance the quality of the cycle route while also improving general conditions for pedestrians within the village centres and for residents.

There is a short section of PROW at the eastern end of Cammas Lane, east of Hatfield Broad Oak, which provides a missing link in the route and avoids the need to cycle along A1060 Chelmsford Road to the south. This is currently unsurfaced and generally not suitable for cycling at present.

**Route Typologies:** On-Carriageway (Minor Road), PROW

#### RST Commentary

**Directness:** The route scores 100% for directness as it primarily follows the most direct vehicular route, with a short section of PROW to maintain a direct alignment.

**Gradient:** The route scores highly for gradient with an overall score of 94%. The majority of sections do not have gradients steeper than 2% and therefore score 5/5. The exception to this is the section through Hatfield Broad Oak, where there are gradients of up to 7.5% over a distance of greater than 150m which results in a score of 0. There are also some slightly steeper gradients of <3.5% on the western section of the route along Pig Lane. Overall, gradient is unlikely to deter users from travelling along this route.

**Safety:** The route scores poorly for safety, with an overall score of 7%. Generally, the route follows roads with traffic flows of less than 2,500 vehicles, however the speed limits are generally national speed limit (60mph) with short sections of 30mph where the route passes through villages. As such, vehicle speeds are likely to exceed 30mph for most of the route. The route is also unlit and lacks passive surveillance along most of its length, which further reduces the score for safety.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 33%. This is mainly due to the rural nature of the route and the sparse nature of the highway network meaning there are limited connections along the route. The exception to this is the western end of the route, near Bishop’s Stortford and the section of the route passing through Hatfield Broad Oak.

**Comfort:** The route scores well for comfort, with an overall score of 97%. Most sections of the route are along lightly trafficked roads with less than 2,500 vehicles per day and smooth machine-laid surfacing, which automatically scores a 5. The exception to this is the short section of PROW which is currently unsurfaced and therefore scores a 0 for this criterion.

**RST Overall Score = 74%**

#### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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#### Design Recommendations

- The majority of this route could be unlocked by implementing ‘Quiet Lane’s along quiet rural roads.
- There are some locations where traffic flows would need to be checked and if necessary, implement traffic calming or traffic reduction measures.

- Localised improvements in villages such as Hatfield Broad Oak and High Easter to improve public realm, general conditions for walking and provide a traffic calming effect. This could include centre line removal, rationalisation of junctions + formalising parking arrangements, further speed limit reduction and provision of new crossings along desire lines.
- Where the route interfaces with B-roads, consideration should be given to providing crossing facilities for cyclists. There may be a need to widen short sections of footway to provide short sections of shared-use where there is a “dog-leg” in the route at these crossing points.
- There is a short section of public right of way which is a missing connection in the route. This is currently a muddy track (designated as a bridleway) so would need to be surfaced to enable year-round cycling. Consideration should also be given where feasible to including a “trotting path” parallel to the route to maintain the quality of the route for equestrian use.
- For the western section of the route through Twyford, there is scope to investigate filtering through-traffic as this appears to be a rat-run between London Road and the A1060. Due to very narrow carriageway widths, particularly over the River Stort, it is unsuitable for high traffic volumes and signals are used over the bridge. There may be a need to consider exemptions for residents in order to achieve local support for such a scheme. This would be the responsibility of Hertfordshire County Council rather than ECC as it falls outside the Uttlesford district boundary.

### Strategic Cycle Route B – Alignment 2 via Great Canfield and High Roding

**Route Description:** Route B, alignment 2, provides an alternate option for connecting Bishop’s Stortford to Chelmsford. The southern section of the route connects to alignment 1 in High Easter and extends north on School Lane. It then crosses the B184 at High Roding before continuing north through Great Canfield. At its northern extent, the route connects to the Flich Way and the B1256, which are both alignment options for SCR C and provide a connection to Bishop’s Stortford to the west, or Stansted Airport to the north.

The roads along the route are lightly trafficked and should therefore be considered to implementing ‘Quiet Lane’s to further enforce the priority of pedestrians, cyclists and horse riders. A key barrier on the route is the severance created by the B184 at High Roding, where there is no crossing and the geometry of the B184 encourages high vehicle speeds through the major arm of the junction.

**Route Typologies:** On-Carriageway (Minor Roads)

#### RST Commentary

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores highly for gradient with an overall score of 100%, meaning it is very flat throughout its length.

**Safety:** The route scores relatively poorly for safety, with an overall score of 44%. Generally, the route follows roads with traffic flows of less than 2,500 vehicles, however the speed limits are generally national speed limit (60mph) with short sections of 30mph. As such, vehicle speeds could exceed 30mph on some sections of the route. The route is also unlit and lacks passive surveillance along most of its length, which further reduces the score for safety.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 40%. This is mainly due to the rural nature of the route and the sparse nature of the highway network meaning there are limited connections along the route, apart from at its northern and southern points.

**Comfort:** The route scores well for comfort, with an overall score of 100%. All sections of the route are along lightly trafficked roads with less than 2,500 vehicles per day and smooth machine-laid surfacing, which automatically scores a 5.

**RST Overall Score = 77%**

#### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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#### Design Recommendations

- Similar to Option 1, this route is largely low-trafficked and generally conducive to cycling on-carriageway. The route is effectively split into two sections, bisected by the B184. The aim would therefore be to implement ‘Quiet Lane’ style improvements on the northern and southern sections of the route, to enforce priority for vulnerable road users and reduce traffic speeds and volumes.

- There is a chance the northern section of the route is used as a rat-run from the B184 to Takeley and onwards to Stansted Airport. If so, it may be appropriate to either consider rural modal filtering, or traffic calming measures, however there isn't an obvious alternative route for drivers so this may be unfeasible/unpopular.
- The key severance issue to address is the B184. A crossing would need to be provided in High Roding across the B184 to accommodate the route and enable cyclists and pedestrians to safely cross the road.
- To the north, this alignment provides a valuable connection to the Flitch Way and therefore also could facilitate a route to Stansted Airport, which is the largest employer in the district.

### Strategic Cycle Route C – Alignment via Flitch Way and Great Dunmow

**Route Description:** Route C provides a connection between Bishop's Stortford and Braintree and utilises the existing Flitch Way Route (NCN 16). As such, the majority of the route is traffic-free, apart from the central section of the route which passes through Great Dunmow and is considered in greater detail as part of the Great Dunmow LCWIP. The section of the route through Great Dunmow requires on-carriageway cycling with fairly high traffic flows and therefore interventions would be required to ensure there is a continuous route that is suitable for the majority of users.

The Flitch Way is a popular leisure route in the area and is well-used by local walkers and cyclists. A full review of the route and connections to the route was undertaken by Transport Initiatives in April 2023 and this provides a detailed audit of the route and recommends various improvements.

The route alignment along the Flitch Way is primarily an unbound gravel surface, however some sections of the route are muddy which detracts from the overall comfort of the route. Widths vary along the route and there are many pinch points which can create difficulties in terms of accessibility.

The route also considers additional connections from Takeley and the Flitch Way to Stansted Airport and Stansted Business Park, as well as connections to development sites in Takeley, north of the B1256. It is noted that the sections of this route within the Stansted Airport boundary are within airport land ownership and therefore would require the airport to deliver any proposed improvements.

**Route Typologies:** Off-Highway Route, Shared-Use Path, On-Carriageway (Main Roads)

#### RST Commentary

**Directness:** The route scores 100% for directness as the route for cyclists is more direct than the equivalent driving route.

**Gradient:** The route scores relatively well for gradient, with a score of 80%. Gradients for the most part of less than 2%, apart from a small number of specific locations along the Flitch Way where there are short, steep sections.

**Safety:** The route scored moderately for safety, with an overall score of 56%. The sections of the route running along the Flitch Way are traffic-free, which score positively for safety, however these sections are unlit and lack passive surveillance, which impacts on perception of safety for users and therefore reduces the score. Sections of the route within the airport boundary provide a combination of sections of shared-use path, cycling mixed with traffic and advisory cycle lanes. The scores along these sections are also impacted by lack of lighting and passive surveillance. Where the route passes through Great Dunmow, the score for safety is reduced given that cyclists are required to mix with traffic volumes exceeding 5,000 vehicles per day.

**Connectivity:** The sections of the route along the Flitch Way score fairly low for connectivity, contributing to the low overall score of 34%. Despite the fairly low number of connections per km, the Flitch Way does provide a reasonable number of connections onto adjoining routes, such as the B1256 and connections into Takeley, connections via the minor roads to the south which link into various villages, and a number of connections in Flitch Green, Bannister Green and Felsted which form part of the Velo Villages scope of work. The additional sections of the route connecting to the airport and parts of Takeley present none or few connections per km. The sections of the route through Takeley and Great Dunmow score a 5 for connectivity due to the urban nature of these parts of the route and the dense street network.

**Comfort:** The route scored low for Comfort (0%). This was primarily due to the muddy/unsurfaced sections of Flitch Way which automatically score a 0 in the RST criteria. The additional sections of the route connecting to the airport and parts of Takeley present a smooth, machine-laid bituminous surface, but where cyclists mix with traffic, sections score 0. Similarly, the sections passing through Great Dunmow also scored a 0 as cyclists are required to cycle on-carriageway and mix with traffic flows greater than 2,500 vehicles per day.

**RST Overall Score = 54%**

**RST Sub-Scores**

Directness	Gradient	Safety	Connectivity	Comfort
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### Design Recommendations

- The majority of the route follows the Flitch Way, which is an existing traffic-free route providing a connection between Bishop's Stortford and Braintree.
- The main constraint of this route is the quality of surfacing along the route and the fact that the route is unlit and lacks passive surveillance along the traffic-free sections. This means that the route is not suitable as a utility route for regular commuting trips, and/or trips undertaken outside of daylight hours or in poor weather conditions.
- The focus of improvements along the route therefore is to upgrade the existing surfacing in sections to a smooth, bound surface that is clear of debris, cracks and has suitable drainage in place. It may not be possible to provide lighting along the route due to ecological constraints, however this should be investigated and alternative solutions such as recessed stud lighting could be considered.
- The route also varies in width and for the most part is less than 3m wide. It should therefore be investigated whether some localised widening could be undertaken at the narrower parts of the route to reduce potential conflict between pedestrians and cyclists. The focus of widening should be on pinch points initially, before rolling out improvements across the rest of the route.
- There is also a gap in the route as it passes through Great Dunmow. This section of the route also forms part of LCWIP Route GD 1 and a series of improvements have been recommended, including footway upgrades, new crossing points and corridor-wide measures to reduce traffic speeds and volumes. These interventions will help address the severance created by this on-carriageway section of the NCN route and ensure a continuous level of service from start to finish.
- As part of the package of design measures for this route the access controls along the route should be reviewed and upgraded to ensure they are accessible for all users. The Transport Initiatives report identifies a number of locations for this.
- The Flitch Way crosses a number of roads along its length and the Transport Initiatives report identifies a series of crossings where improvements are required in order to meet LTN 1/20 standards.

### Recommendations for Connections to Airport/Takeley

- The route connects Takeley to Stansted Airport via Parsonage Road. Vehicle volumes and speeds are unlikely to be suitable for cyclists to mix with traffic and there is an existing 2m wide footway which runs alongside the carriageway. Given the low pedestrian flows, it is recommended that this facility is upgraded to a high quality shared-use route, measuring at least 3m in width. Within Takeley itself, it would be preferable to separate pedestrian and cycle traffic given the higher pedestrian flows, likely through provision of segregated cycle tracks on either side of the carriageway along Parsonage Lane. Where there are width constraints, alternative on-carriageway solutions or short sections of shared-use might be necessary.
- As a more ambitious future measure, the role of traffic along Parsonage Road should be investigated and whether there is any potential to restrict motor traffic and reduce traffic levels, perhaps through a modal filter north of the A120.
- As part of any improvements, key junctions along the route, such as B1256 / Parsonage Rd and the Coopers End Roundabout should be upgraded to include dedicated crossing provision for cyclists. Reducing the speed limit at the roundabout to 30mph is also recommended to slow turning movements and improve safety.
- Within the airport site, the route utilises the internal road network to connect to the terminal and to the business park. As noted, there are some sections of on-carriageway cycle lanes along Long Border Road, as well as a footway separated from the carriageway by a grass verge. Given likely vehicular flows and proportion of HGVs within the airport site, cyclists should be separated from motor traffic. Therefore, it is recommended that the existing footway is upgraded and widened to provide a high quality shared use route alongside the carriageway, aiming for a minimum width of 3m. Where no footway provision exists, as in the section along Round Coppice Road, the feasibility of providing a new route alongside the carriageway should be investigated. This will likely require the removal of vegetation and trees, and is dependent on the highway boundary.
- As part of any improvements, junctions along Round Coppice Road will need to be upgraded to include dedicated crossing provision for cyclists. Reducing the speed limit at the roundabout to 30mph at junctions is also recommended to slow turning movements and improve safety.
- For the shared-use section connecting Birchanger with the airport site, lighting provision should be reviewed to ensure that the route is accessible 24 hours.
- For the short connection into Takeley, along Smiths Green, sufficient pedestrian and cycle facilities will need to be provided as part of any development that comes forward in this area. As a minimum, this should include 2m wide footways for pedestrians and consideration given to whether segregated facilities for cyclists are required (subject to future traffic volumes).

### Strategic Cycle Route C – Alignment via Takeley (B1256)

**Route Description:** This route follows the alternative road alignment to the Flitch Way, providing an east to west connection across the district to link Bishop's Stortford with Takeley and Great Dunmow, before continuing eastwards towards Braintree. A

route spur also connects Dunmow Road with Warish Hall Farm to the north, via Smiths Green. The analysis undertaken as part of this project shows that this is a corridor with high potential demand for both commuting and everyday cycling trips and therefore there are clear benefits to implementing a route along the B1256 as a more utility-focused alternative to the Flitch Way, which lends itself more to leisure trips.

The route primarily follows the B1256 which is a busy road with limited cycling infrastructure along its length, meaning that cyclists are often required to mix with vehicular traffic in the region of 8-10,000 vehicles per day. The road is also a busy bus route, particularly given the proximity to Stansted Airport and Bishop’s Stortford, both of which are key centres of employment. Therefore, at present, conditions are fairly hostile and uninviting for cyclists and the focus of improvements should be to provide protected facilities that enable safe and accessible cycling.

**Route Typologies:** Shared-Use Path, On-Carriageway (Main Roads)

**RST Commentary**

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores highly for gradient with an overall score of 81%. Most sections of the route have no gradients steeper than 2.5% however there is a short section of 10% gradient on Stortford Road and a short section of 4% gradient along Rayne Road which slightly bring down the overall score.

**Safety:** The route scores poorly for safety, with an overall score of 11%. Generally, the route follows roads with traffic flows of more than 5,000 vehicles per day which automatically scores a 0 in the RST tool. There are some short sections of shared-use path in Takeley and at the roundabout between the B1256 / A120 which provide protection from motor traffic, however the scores on the B1256 section are reduced by the lack of passive surveillance. Similarly, the route spur connecting into Warish Hall Farm, lacks lighting and passive surveillance and despite accommodating low traffic flows (below 2,500 vehicles per day) scores 1.

**Connectivity:** The route is mixed in terms of connectivity, with an overall score of 57%. The route does provide several connections through settlements (Takeley, Great Dunmow and Rayne) however there are some more isolated stretches of route in between settlements which bring the overall score down.

**Comfort:** The route scores poorly for comfort, with an overall score of 6%. This is due to most sections of the route requiring cycling in mixed traffic with daily traffic volumes of greater than 2,500 vehicles. As mentioned there are two sections of shared-use which score more highly for comfort.

**RST Overall Score = 50%**

**RST Sub-Scores**

Directness	Gradient	Safety	Connectivity	Comfort
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**Design Recommendations**

- There is an existing shared-use footway cycle route through Takeley, via the residential area north of the B1256. This starts east of Parsonage Lane and terminates at Thornton Road. It then starts again east of Bluegates Farm and continues into Great Dunmow. Therefore, a critical issue to address along this route is the gap in provision along the B1256 between these two points. To do so, widening of the existing footway would be required and land purchase may be necessary to provide a “behind the hedge” type facility if there is not sufficient width available within the highway boundary.
- Likewise, west of Parsonage Lane and up to the A120 junction there are no dedicated facilities and on-carriageway cycling would not be suitable due to high traffic volumes and speeds. As such, a new facility would be required, likely widening the existing footway on the northern side of the carriageway and again potentially requiring land purchase to the north of the carriageway. Given the low pedestrian flows, this could be a shared-use facility.
- Some sections of the shared-use facility through Takeley are not LTN 1/20 compliant, particularly given that pedestrian flows are higher in this area. Although this isn’t a critical issue to address on the route, upgrades to this section to provide separate cycle facilities should be considered as a longer-term intervention. Likely to be constrained by carriageway width so might not be feasible.
- M11 J8 is currently a major barrier to cycling and there are no dedicated facilities for cyclists and limited facilities for pedestrians. This junction is currently being upgraded, however improvements to walking and cycling are focussed on the A120 / Birchanger Lane junction to the west of the main motorway junction. This scheme would need to be extended to link up with any proposed facilities along the B1256, including dedicated crossing facilities across the M11 NB on-slip and SB off-slip. A key constraint here will be the width on the bridge over the M11, where there appears to be limited scope to provide a facility for cyclists. A cantilevered cycling bridge may however be an option here.
- Recommendations within Great Dunmow are summarised within the LCWIP, as part of routes GD 1 and GD 3.

- The recommendations for Braintree and Dunmow Road, east of Great Dunmow align with the recommendations for the B1256 east of Takeley i.e., upgrading the existing footway to widen and convert to an LTN 1/20 compliant shared-use facility, aiming for a minimum of 3m width.
- Through Takeley/Little Canfield and Rayne, traffic calming and speed reduction should be investigated and could be provided alongside public realm improvements to reduce the impact of motor traffic on these settlements.
- Through the section connecting to Warish Hall Farm, provision of a shared-use facility along the section that is LTN 1/20 compliant should be investigated.

### Strategic Cycle Route D – Alignment 1 via Bartlow

**Route Description:** Route D, alignment 1, provides a connection between the north of Saffron Walden and Linton. The primary aim of the route would be to provide a connection onto the Linton Greenway, which is currently being implemented in phases and once complete will provide a connection to Cambridge.

Alignment 1 follows minor roads, from Ashdon Road in the north-east of Saffron Walden, through Church End and Ashdon and finally through Bartlow before terminating at the junction with the A1307 on the edge of Linton. The northern section of the route on the approach to Linton is outside of the Uttlesford district boundary and therefore would be the responsibility of CCC as the local highway authority to implement.

Traffic flows along the route are likely to be fairly low and conducive to cycling on the carriageway. However, there is a mixture of speed limits with sections of 60mph in between the villages along the route which reduces the safety and comfort of the route. As such, most of the interventions recommended focus on corridor approaches to reducing vehicular speeds, including traffic calming and extension/reduction of speed limits.

**Route Typologies:** On-Carriageway (Minor Roads)

#### Level of Service Commentary

**Directness:** The route scores 100% for directness as it follows the most direct vehicular route.

**Gradient:** The route scores 100% for gradient and there are no slopes with a maximum gradient of more than 2%.

**Safety:** The score for safety could be improved, with an overall score of 44%. Although the roads along the route are lightly trafficked, there are posted speed limits of greater than 30mph on some sections which reduces the overall score for safety. This is particularly the case on the northern and southern extents of the route on the approaches to Linton and Saffron Walden.

**Connectivity:** The route scores fairly low for connectivity, with an overall score of 43%. This is unsurprising given the inter-urban nature of the route, with a fairly sparse and rural road network meaning connections are limited.

**Comfort:** The route scores well for comfort, with a score of 100%. This is because the roads along the route are lightly trafficked (<2,500 vehicles per day) which scores an automatic 5 in the RST scoring criteria.

**RST Overall Score = 78%**

#### Level of Service Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
------------	----------	--------	--------------	---------

#### Design Recommendations

- This route primarily follows minor roads and connects Saffron Walden with Linton via Ashdon and Bartlow
- Along the initial section of Walden Road, there are daily vehicular flows of circa 2,000 vpd - therefore this link would be suitable for on-carriageway cycling if speeds can be reduced. For this section, the potential to extend the 30mph speed limit from Saffron Walden to Church End should also be investigated to create a more consistent provision and improve compliance with the speed limit.
- Other traffic calming measures could be explored along Walden Road, including visual narrowing and centre-line removal.
- In Church End itself, the main focus should be on providing a consistent footway provision throughout the village. At present there is a sharp gradient on the footway which links Walden Road to Church Hill and this should be addressed. This section of the footway should also be widened to a minimum of 2m using the verge space available.

- Between Church End and Ashdon, traffic calming measures such as centre line removal and visual narrowing are recommended, given the winding nature of the road which might impede visibility to cyclists. This could be implemented alongside a reduction in the speed limit.
- The focus in Ashdon should be the junction between Crown Hill and Radwinter Road, which is currently very wide. The layout of the junction should be simplified and the geometry tightened. As part of this, public realm improvements (seating, greening etc) could be implemented to create a focal point in the village.
- A 20mph speed limit should also be implemented throughout the village, particularly given the presence of the primary school. At present there is a temporary 20mph limit during school hours which shows there is precedent for a reduction in speed limit in the local area.
- The remainder of the route follows Bartlow Road, which will require traffic calming measures in order to reduce vehicle speeds and enable safer on-carriageway cycling conditions.

### Strategic Cycle Route D – Alignment 2 via Chalky Road

**Route Description:** This route provides an alternative to the northern section of Route D. It primarily uses PROWs (bridleways and byways) to link the on-carriageway section of the route along Bartlow Road to Long Lane in Linton and ultimately the A1307 where the Linton Greenway begins.

The southern section of the route is currently designated as a byway and is therefore permits use by cyclists, however the conditions/surfacing of the route is poor and would require improving to enable regular use. The middle section of the route follows Bartlow Road which is very lightly trafficked and offers ideal conditions for conversion to a 'Quiet Lane'. Finally, the route follows a bridleway to connect into Linton to the north which would also require a series of interventions to improve its accessibility and usability.

**Route Typologies:** On-Carriageway (Minor Roads), PROWs

#### RST Commentary

**Directness:** The route scores 100% for directness as its is more direct than the equivalent vehicular route due to its use of PROWs.

**Gradient:** The route scores reasonably well for gradient (74%), with most sections scoring 5 and containing no gradients greater than 2.5%. The exception to this is the southern end of the route on the initial section of byway from Bartlow Road, where there is a 4% gradient over a slope of 650m.

**Safety:** The route follows either PROWs or very lightly trafficked roads and therefore scores fairly well in terms of safety with an overall score of 60%. The route is unlit for its length and also lacks passive surveillance which brings down the overall score in terms of safety.

**Connectivity:** The route scores low for connectivity, with an overall score of 29%. This is due to the route, particularly the PROW sections, being isolated with limited interface with settlements.

**Comfort:** The route scores relatively poorly for comfort with an overall score of 37%. The score is brought down by the sections along PROW, which are unsurfaced and therefore automatically score 0 in the RST criteria. The on-carriageway sections are along roads with fewer than 2,500 vehicles per day and are smooth machine-laid surfacing, therefore automatically score a 5 in the RST criteria. The focus of improvements on this route would therefore be to improve the comfort along the sections which currently score a 0 under this criterion.

**RST Overall Score = 68%**

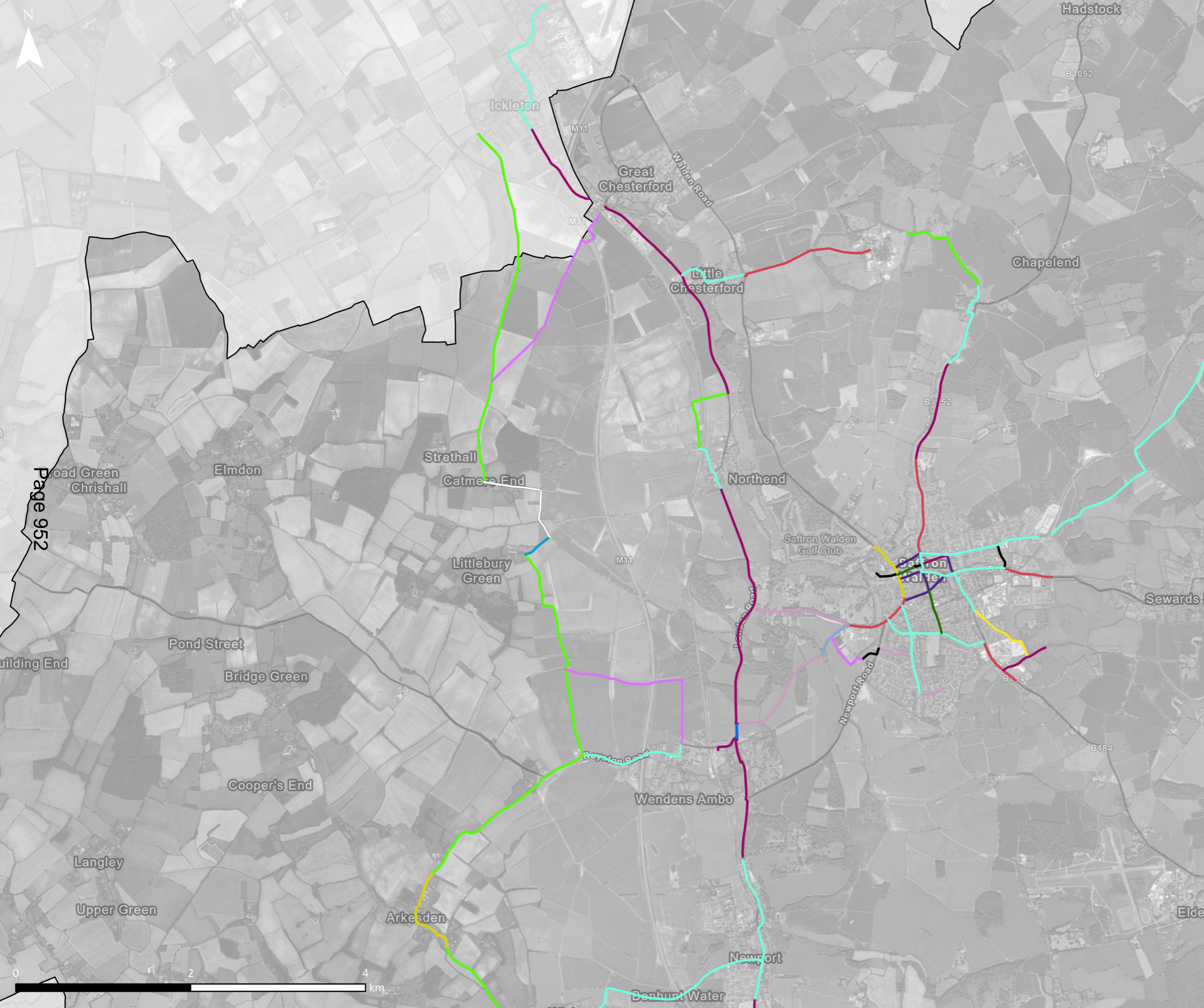
#### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
------------	----------	--------	--------------	---------

#### Design Recommendations

- This alternative route primarily utilises existing public rights of way to provide an alternative connection between Ashdon and Linton for the northern section of the SCR.
- The initial section of the route follows a byway that runs parallel to Bartlow Road. The majority of this byway is wide enough for cycling, however would require resurfacing to be suitable for the majority of bicycles.
- Bartlow Road (west of the village) would be designated as a 'Quiet Lane' as it is a narrow single track road with low traffic flows.

- At the northern end of the route, a bridleway connects Bartlow Road to Long Lane. Again, this would require resurfacing to provide a sufficient quality route for cyclists. Widening would be required at certain pinch points to achieve a minimum width for cyclists, i.e. at the northern end of the route where the bridleway joins Long Lane.
- For the sections of PROW along the route, including bridleways and byways in particular, consideration should also be given where feasible to including "trotting paths" parallel to the route to maintain the quality of the route for equestrian use.
- For both SCR D alignments, consideration will need to be given at the northern end of the route as to how the routes connect into Linton and/or with the start of the Linton Greenway. This might require the extension of the Linton Greenway further east from its current starting point near Linton Village College, or by providing an improved crossing over the A1307 so that cyclists can continue into the village



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- Design Typology (by link)**
- Enable contra-flow cycling
  - Footway widening and resurfacing
  - Implement Quiet Lane
  - Improve crossing provision along link
  - Investigate providing protected cycle facilities
  - Lighting and improvements to perceived safety
  - Provide high quality shared-use path
  - Provide light segregation for cyclists
  - Public realm enhancements including traffic calming
  - Speed limit reduction
  - Traffic calming
  - Traffic reduction measures (e.g. modal filtering or school street)
  - Upgrade existing shared-use
  - Upgrade existing shared-use path
  - Upgrade public right of way for pedestrians and cyclists
  - Wayfinding improvements
  - Uttlesford District Boundary

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**Design Intervention Summary - SCR A (North)**

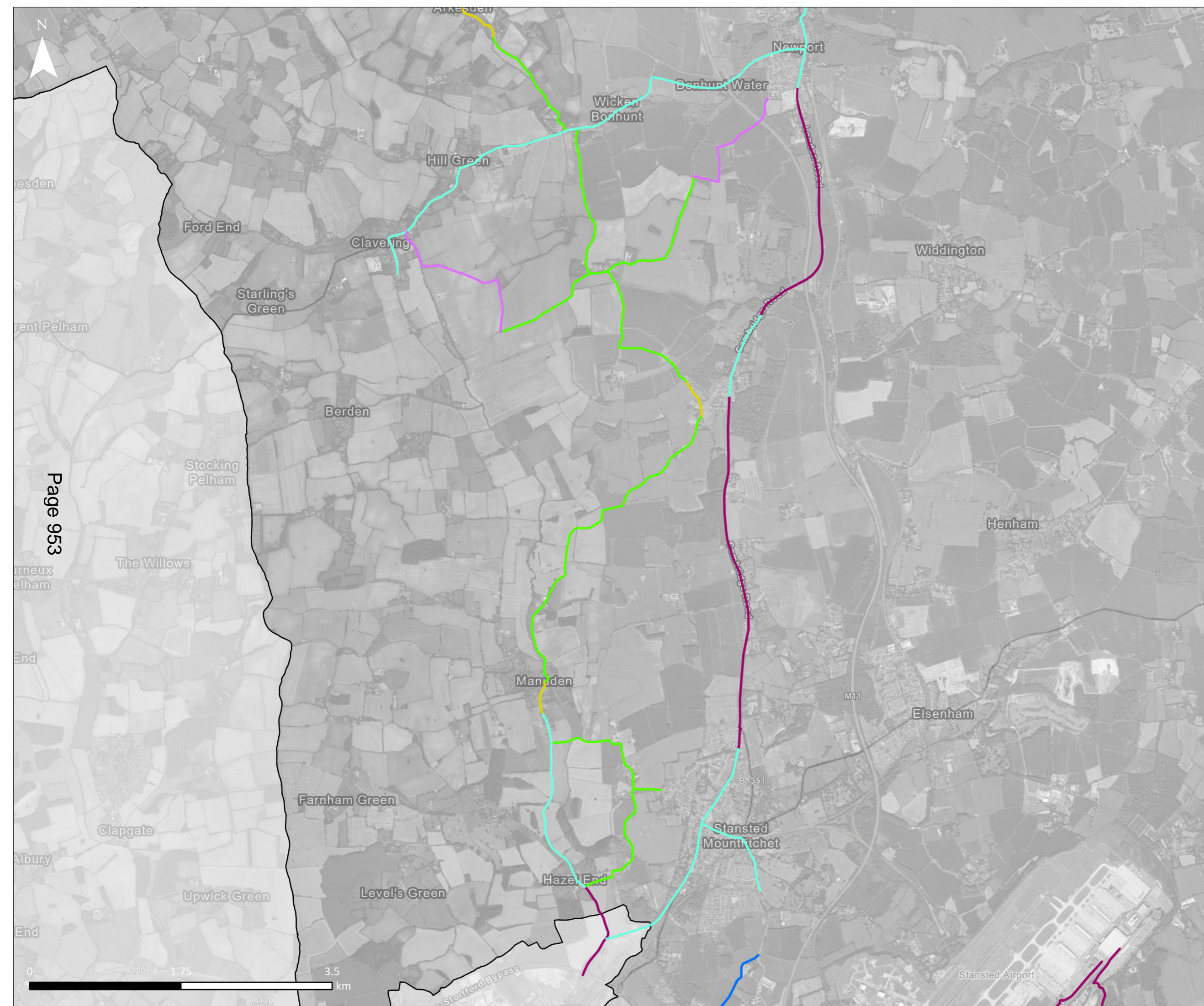
FIGURE NUMBER	REVISION
79	A

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:40,000	DB	RJ	22/05/2024

N

**Design Typology (by link)**

- Implement Quiet Lane
- Provide high quality shared-use path
- Public realm enhancements including traffic calming
- Traffic calming
- Upgrade existing shared-use path
- Upgrade public right of way for pedestrians and cyclists
- Uttlesford District Boundary



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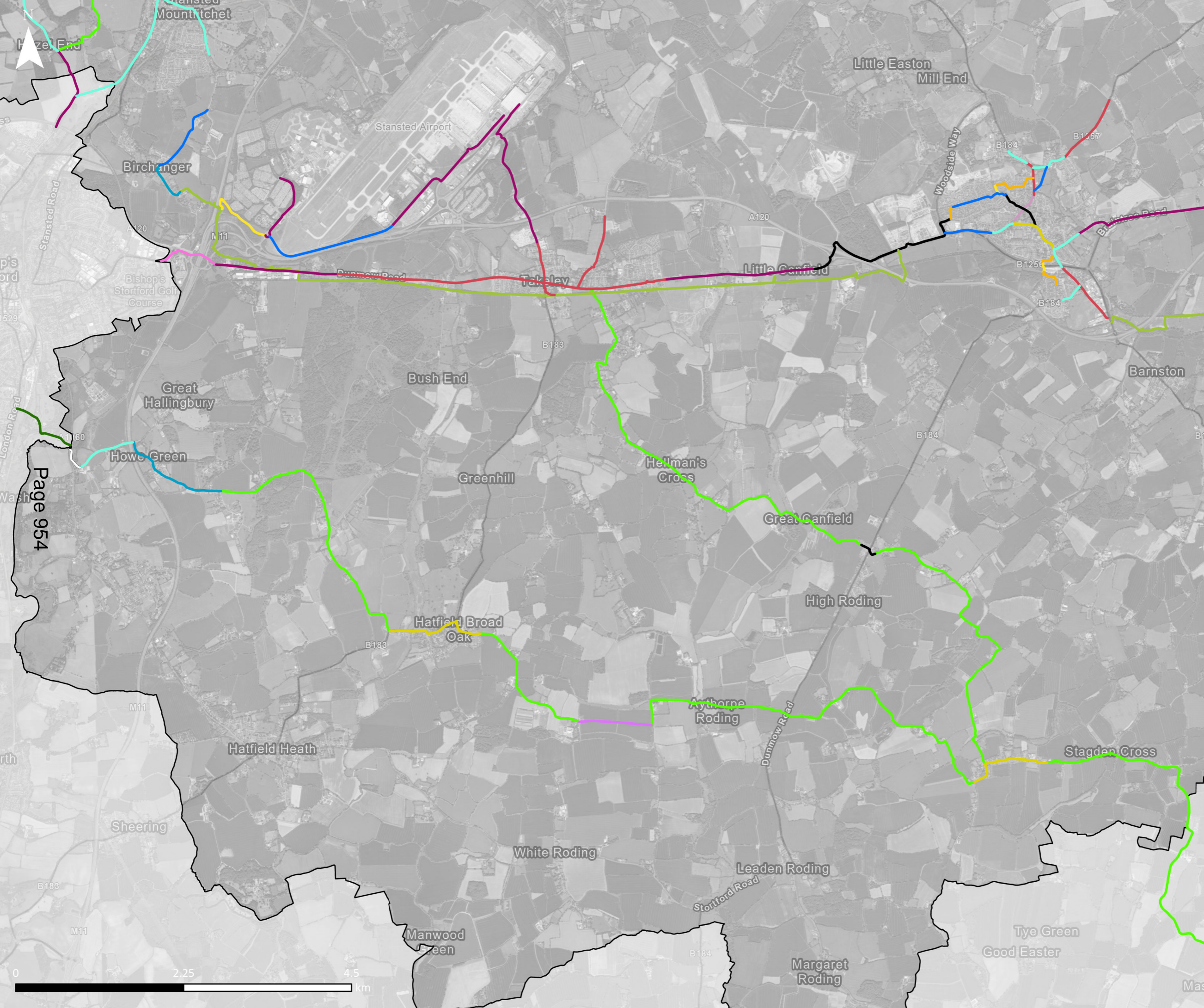
TITLE

**Design Intervention Summary - SCR A (South)**

FIGURE NUMBER	REVISION
78	A

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:40,000	DB	RJ	22/05/2024





- Design Typology (by link)**
- Footway widening and resurfacing
  - Implement Quiet Lane
  - Improve crossing provision along link
  - Improvements to surfacing, crossing points, access controls and localised widening
  - Investigate providing protected cycle facilities
  - Lighting and improvements to perceived safety
  - Major junction improvements
  - Provide high quality shared-use path
  - Public realm enhancements including traffic calming
  - Review dropped kerbs and tactile paving
  - Speed limit reduction
  - Traffic calming
  - Traffic reduction measures (e.g. modal filtering or school street)
  - Upgrade existing shared-use
  - Upgrade existing shared-use path
  - Upgrade public right of way for pedestrians and cyclists
  - Wayfinding improvements
  - Uttlesford District Boundary

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**Design Intervention Summary - SCR B and SCR C (West)**

FIGURE NUMBER	REVISION		
76	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:46,875	DB	RJ	22/05/2024



- Design Typology (by link)**
- Footway widening and resurfacing
  - Improve crossing provision along link
  - Improvements to surfacing, crossing points, access controls and localised widening
  - Investigate providing protected cycle facilities
  - Lighting and improvements to perceived safety
  - Provide high quality shared-use path
  - Public realm enhancements including traffic calming
  - Review dropped kerbs and tactile paving
  - Traffic calming
  - Upgrade existing shared-use
  - Upgrade existing shared-use path
  - Wayfinding improvements
  - Uttlesford District Boundary

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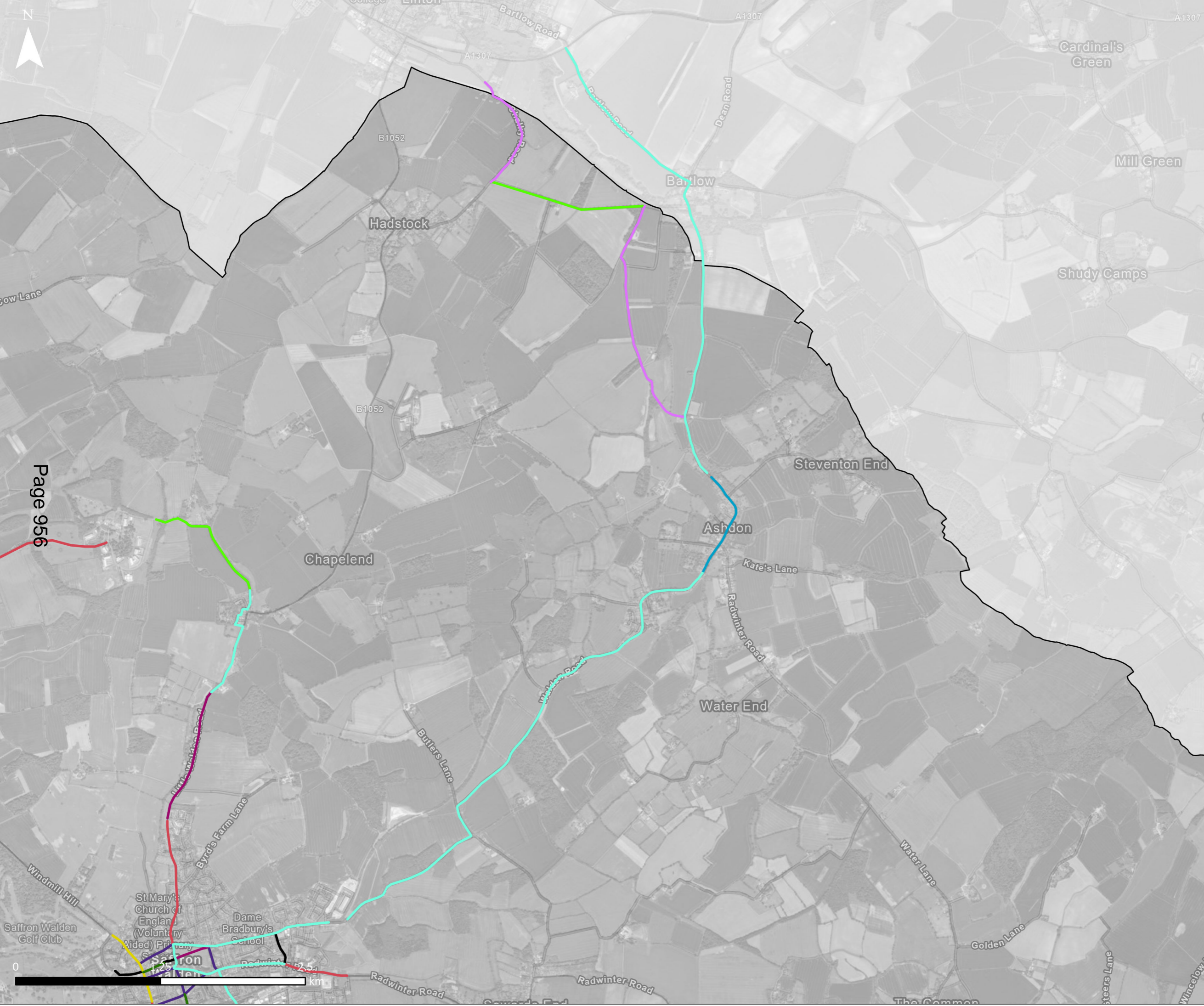
TITLE

**Design Intervention Summary - SCR C (East)**

FIGURE NUMBER	REVISION
77	A

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:35,000	DB	RJ	22/05/2024

N



- Design Typology (by link)**
- Enable contra-flow cycling
  - Implement Quiet Lane
  - Improve crossing provision along link
  - Investigate providing protected cycle facilities
  - Provide high quality shared-use path
  - Public realm enhancements including traffic calming
  - Speed limit reduction
  - Traffic calming
  - Traffic reduction measures (e.g. modal filtering or school street)
  - Upgrade public right of way for pedestrians and cyclists
  - Uttlesford District Boundary

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TITLE

**Design Intervention Summary - SCR D (Saffron Walden to Linton)**

FIGURE NUMBER	REVISION		
75	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:30,000	DB	RJ	22/05/2024



# APPENDIX D RURAL CONNECTIONS

# INTRODUCTION

## Overview

This chapter summarises the Rural Connections workstream that was undertaken alongside the LCWIP and the Strategic Cycle Route workstreams as a standalone exercise to identify rural routes within the study area and help to link up selected villages with the nearest towns and railway stations.

As shown on the diagram opposite, the goal of the Rural Connections workstream was to identify a selection of key and provide routes that would improve connectivity between these villages and the nearest large settlements or public transport hubs.

The brief provided by UDC identified two potential Rural Connections routes which are listed below and shown on the opposite plan:

- Clavering to Newport
- Felsted, Flich Green and Bannister Green

As well as providing connections to and from these villages, the goal of this workstream was to also identify potential improvements within the villages to improve walking and cycling conditions, as well as identifying opportunities for improved public realm.

## Approach

This chapter sets out the network development, route auditing and design development for each Rural Connection. The design recommendations have been supplemented by best practice examples from elsewhere in the UK and beyond to provide inspiration for the types of measures that could be implemented along these routes.

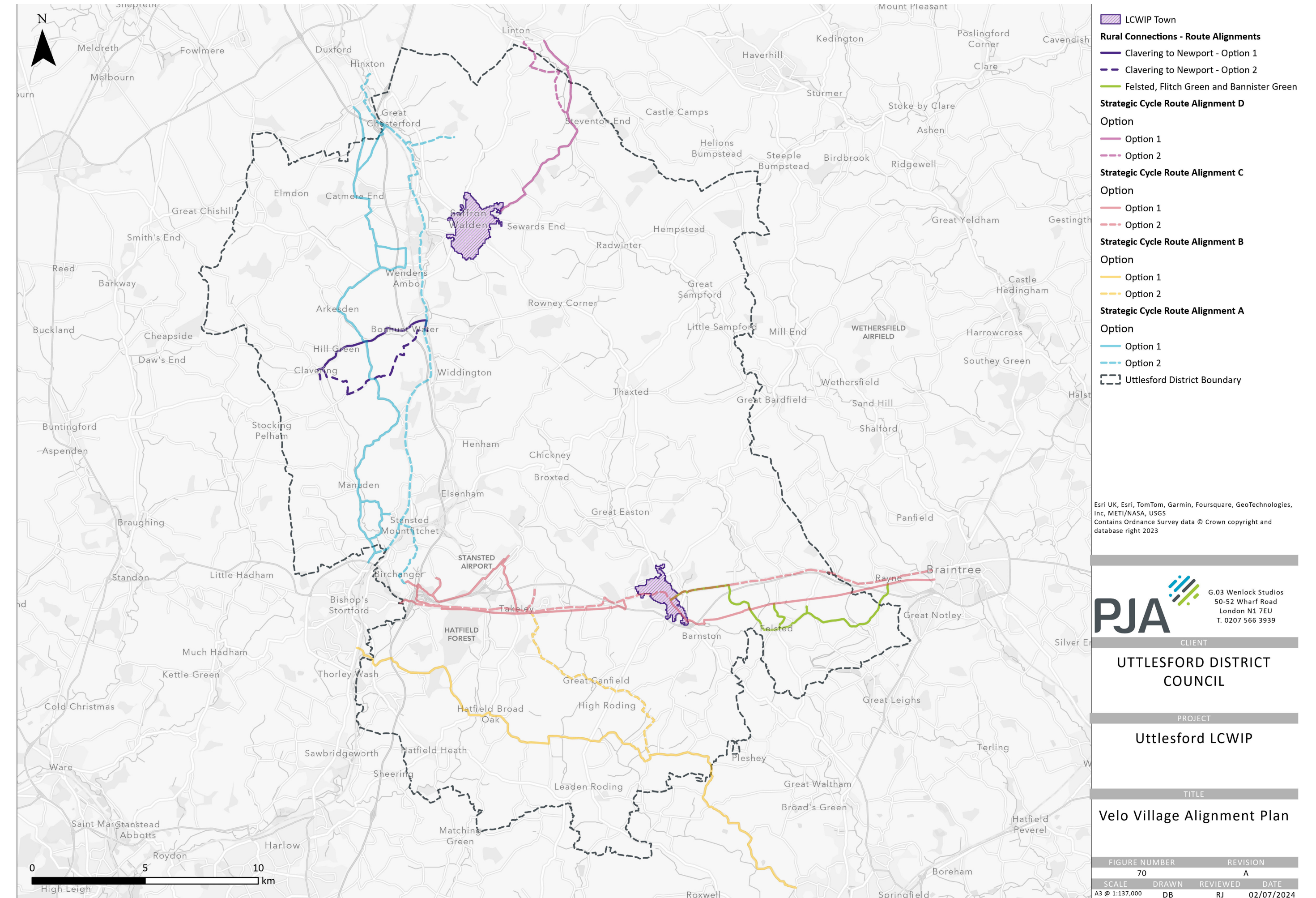
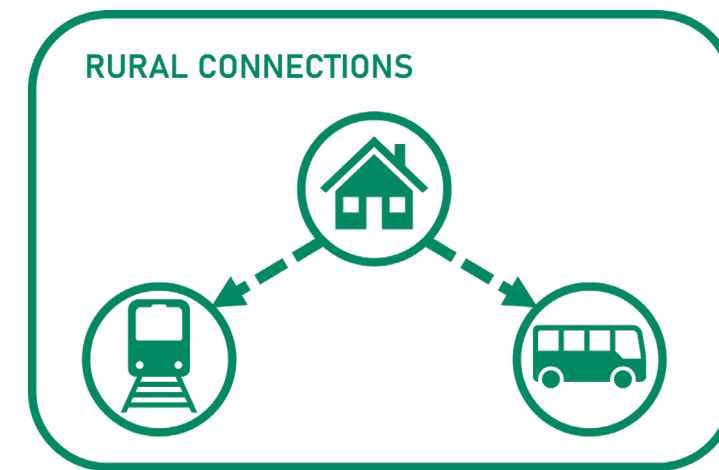
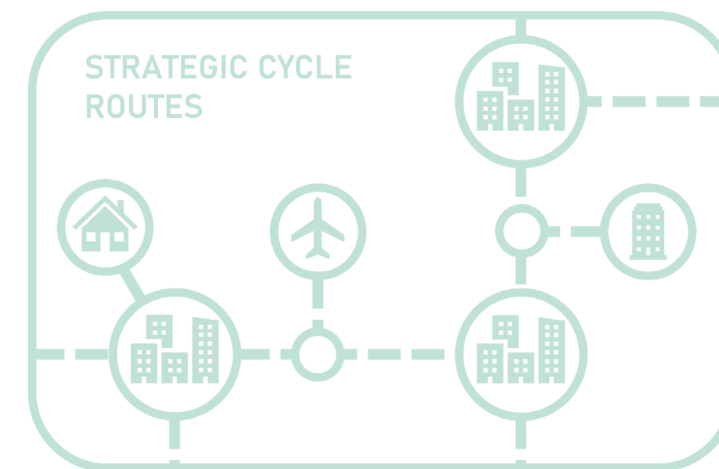


Figure 8.1. Rural Connection Alignments

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**Uttlesford LCWIP**  
 TITLE  
**Velo Village Alignment Plan**

FIGURE NUMBER	REVISION		
70	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:137,000	DB	RJ	02/07/2024

# CLAVERING TO NEWPORT

## Overview

This route aims to provide a connection between the villages of Clavering and Newport. The most direct route between them (alignment option 1) follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.

Option 2 for this route primarily follows PROWs to provide the connection between the two villages. This route option benefits from mostly being traffic-free, however current surface conditions and widths are not suitable for cycling so various upgrades would be required. This route is also less direct than the main road alignment (Option 1).

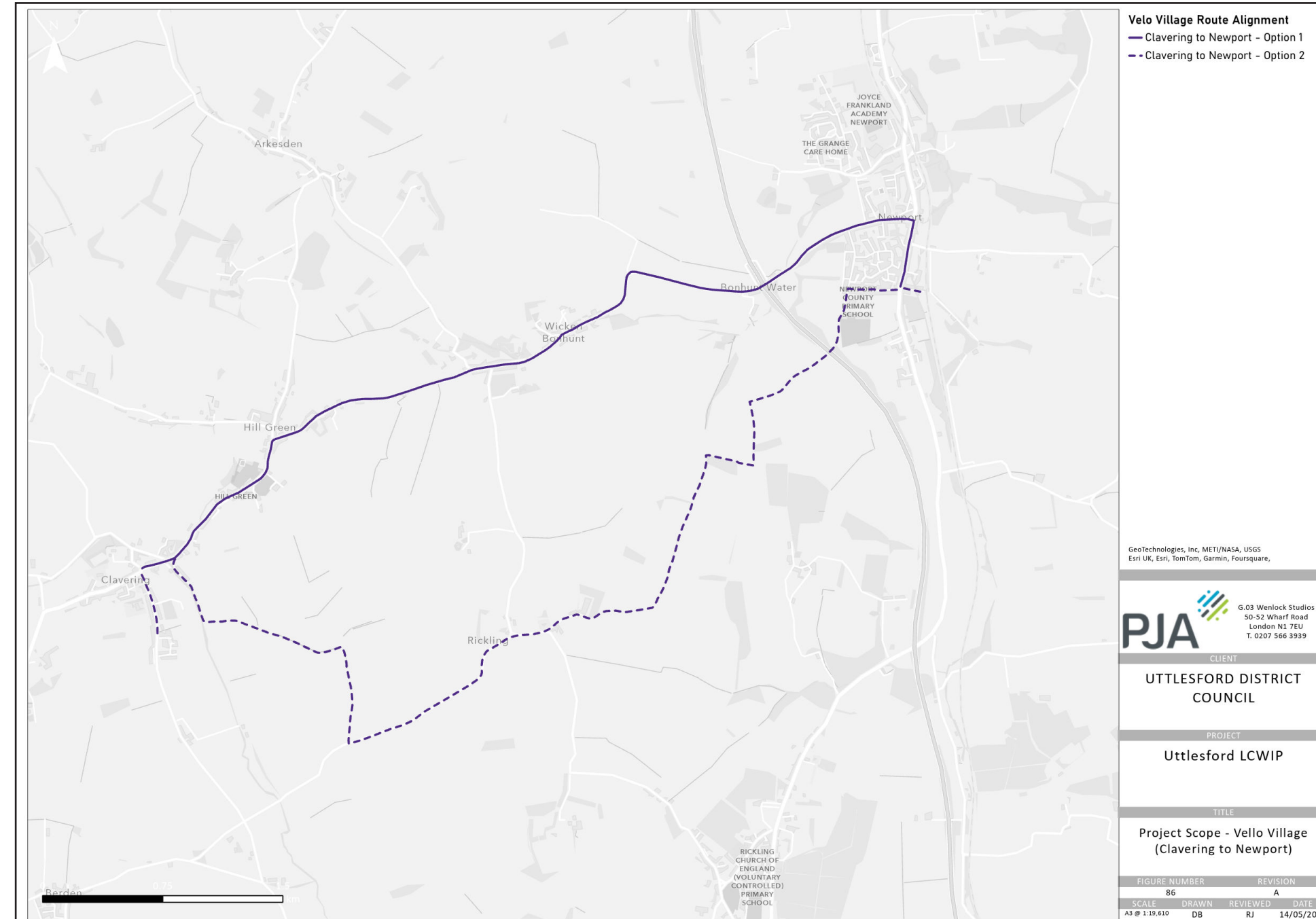


Figure 8.2. Clavering to Newport Alignment Options

# AUDITING RESULTS

## RST Commentary

**Directness:** Alignment 1 along the B1038 follows the same route as the equivalent trip by car and therefore this route scores well for directness (**100%**). As previously mentioned, alignment 2 uses public rights of way and is therefore scores **100%** as it is able to provide connections not achievable by car.

**Gradient:** The route scores relatively well for gradient, with alignment 1 scoring **70%** and alignment 2 scoring **72%**. The majority of gradients along sections of the route are no steeper than 3%, however there are a few sections of steeper gradient over a longer slope which brings down the average score, including the approach to Wicken Bonhunt from Clavering on alignment 1 and some of the public rights of way near Rickling on alignment 2.

**Safety:** Alignment 1 scores poorly for safety (**7%**) as it primarily utilises roads with a traffic volume greater than 2,500 AADT and therefore automatically scores 0. The safety score for alignment 2 is higher at **44%**, however is this score is mainly brought down by a lack of lighting and natural surveillance.

**Connectivity:** Alignment 1 scores poorly for connectivity, with an average score of **43%**. This reflects the isolated and rural nature of the route. alignment 2 also scores low for this category, with a lower score of **28%**. This is due to the majority of the route following isolated public rights of way.

**Comfort:** Alignment 1 scores particularly poorly for comfort, with an average score of **0%**. This is primarily due to requiring cycling in mixed traffic streets with an AADT of greater than 2,500. Alignment 2 mainly uses public rights of way, which are unsurfaced which reduces the score for comfort. Notwithstanding this, the overall average comfort score for alignment 2 is **60%**, which is higher than alignment 1.

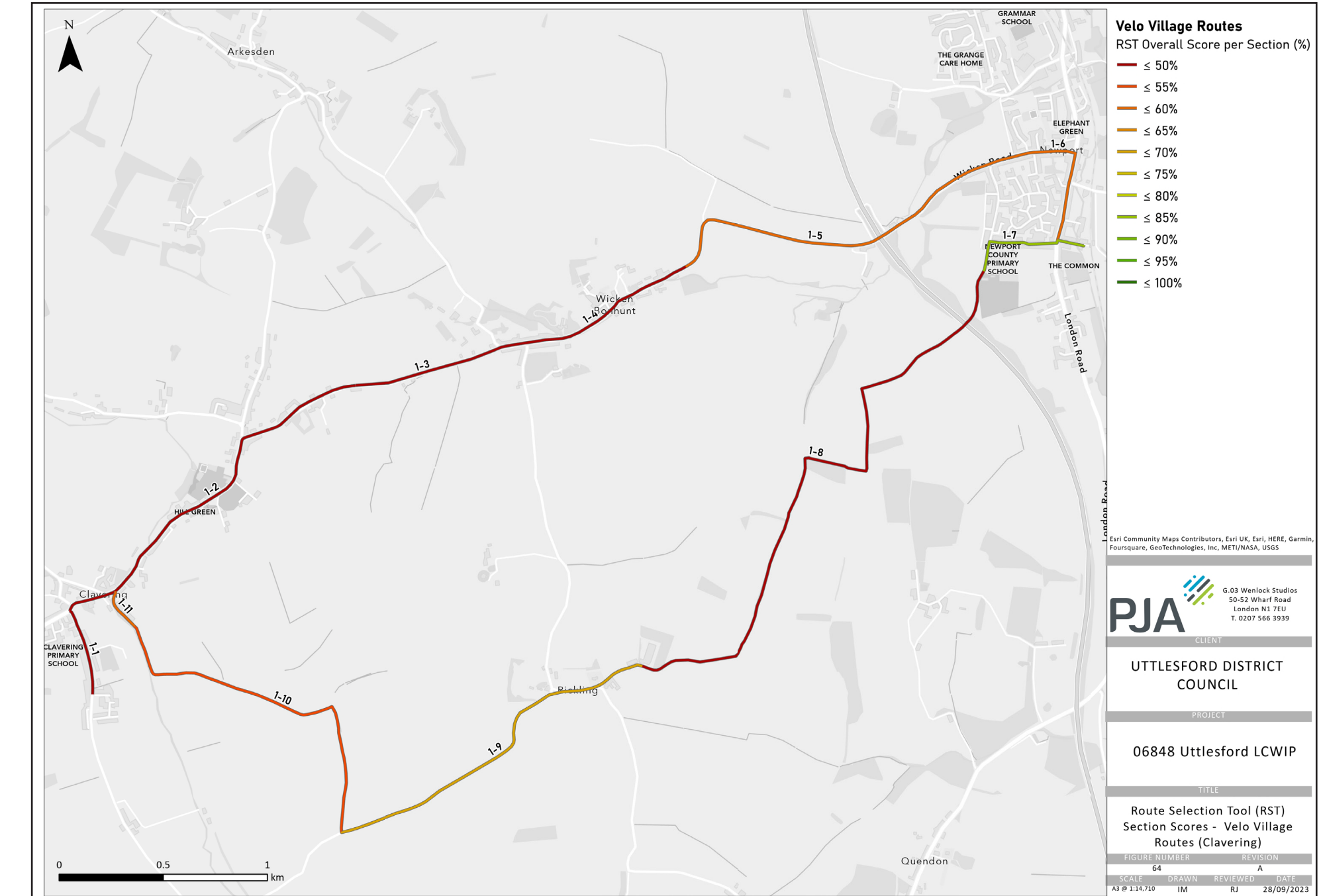


Figure 8.3. Clavering to Newport RST Section Scores

# DESIGN COMMENTARY - CLAVERING TO NEWPORT

## Alignment 1

The most direct route between Clavering and Newport follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.

Segregated cycling infrastructure could be difficult due to carriageway widths and design complexity. Instead, improvements should focus on reducing speed limits along the corridor. The minimum aim should be a consistent 30mph limit to increase compliance. A 20mph zone could be investigated within the villages but would likely need traffic calming to bring vehicle speeds down to a level that facilitates safer cycling.

Corridor-wide scheme could implement a combination of corridor measures and discrete improvements to calm traffic along this route. This could include physical traffic calming (vertical and horizontal), visual narrowing and centre-line removal and footway widening.

Crossings should also be provided on key desire lines within Clavering – including at the village hall, junction with Stortford Road and where the PROW network interfaces with the B1038.

A junction improvement scheme at the High Street / Stortford Road junction would improve pedestrian and cycling conditions on a key route to school. This should focus on improved crossing provision and tightening corner radii which is excessively wide at present.

On Stortford Road, which is a route to school, a scheme could be implemented to widen footways and reduce speeds along this corridor. As part of this, the crossing outside the school should be improved and could be done as part of a build-out to reduce crossing distance and reduce vehicle speeds.

## Alignment 2

The second option for an alignment between Clavering and Newport primarily utilises PROW. It is a less direct route however benefits for mostly being traffic-free

The initial section of the route south from Clavering follows Chalkpit Lane, which is a designated Byway. To improve conditions for cycling, it is likely that some resurfacing would be required, as well as wayfinding to direct cyclists towards Newport.

The western section of the route through Rickling could be converted to a Quiet Lane due to its low traffic volumes.

The eastern section of the route connects Rickling with Newport via a byway and bridleway. The route would require improvements to ensure it is usable as a utility route and for all bicycle types. This would involve resurfacing to ensure the route is clear of mud and ponding, widening at pinch points, wayfinding for pedestrians and cyclists and investigate whether lighting (likely recessed stud lights to minimise ecological impact and impact on rural setting of the route).

## Design Summary

The plan on the opposite page (Figure 8.4) provides a high level summary of the various design recommendations, specifying a design typology for each link of the route options.



Figure 8.4. Clavering to Newport Design Summary Plan

# FELSTED, FLITCH GREEN & BANNISTER GREEN

## Overview

This route provides a connection between the three villages of Felsted, Flitch Green and Bannister Green. It also connects with the Flitch Way and B1256 to enable connections west to Great Dunmow and east to Rayne and Braintree.

The bulk of the route, although a minor road, feels fairly car-dominated due to the character of the road which encourages high vehicle speeds and has limited facilities for pedestrians and cyclists at present. Most of the road is unclassified, apart from the section through Bannister Green and Felsted which is a B-road.

The route passes through three village centres. Flitch Green is oriented away from Station Road and therefore there is no active frontage though this village which encourages faster driving speeds. In contrast, Felsted has frontage along its length and is centred around the road, with schools, local amenities, footway provision and crossing points. Likewise, there is frontage along Rayne Road through Bannister Green however there are less local amenities which gives the village more of a residential character.

The route also includes a short spur along Stebbing Lane which connects to the Flitch Way and is designated as a quiet lane by ECC.

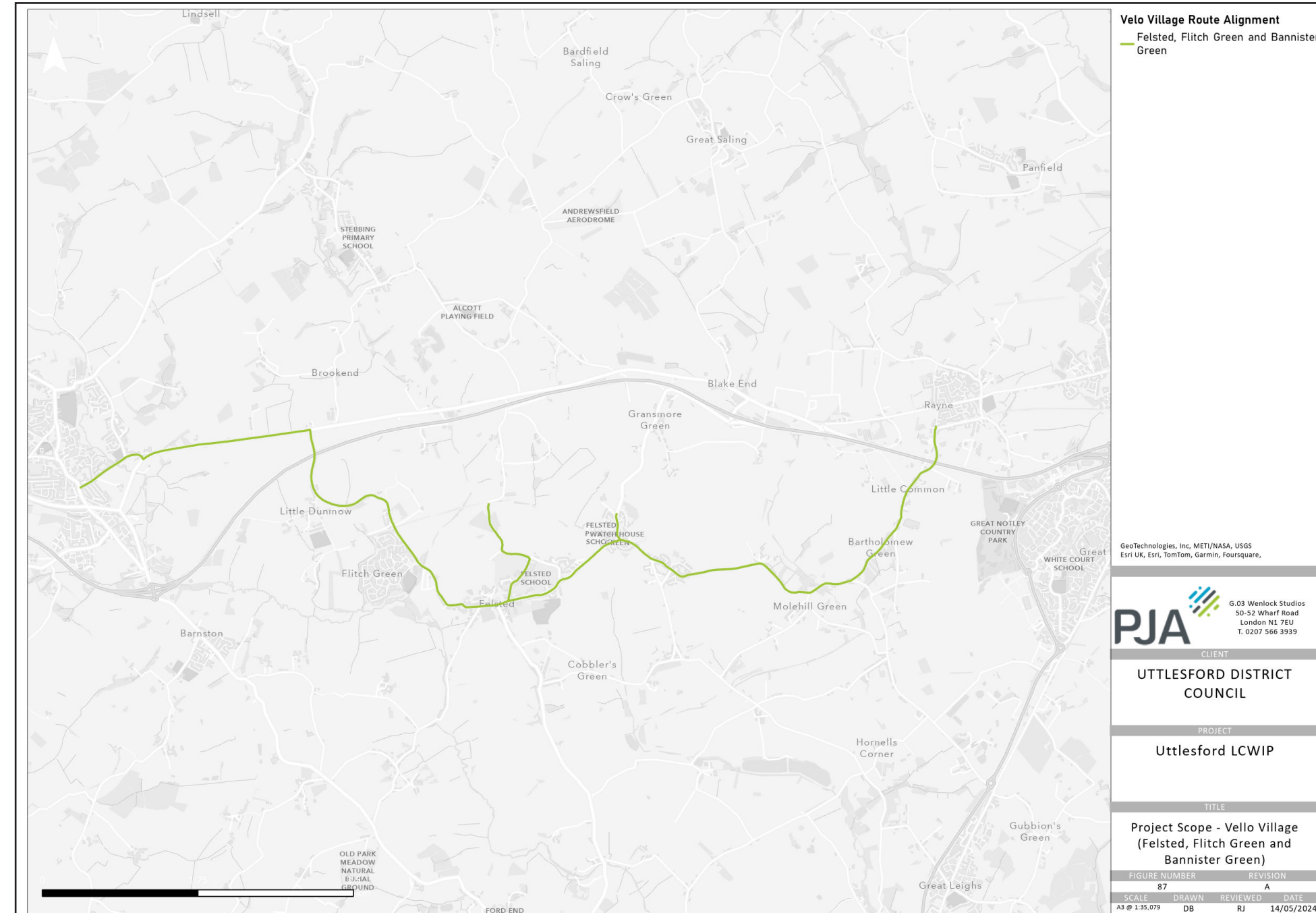


Figure 8.5. Felsted, Flitch Green and Bannister Green Alignment Option

# AUDITING RESULTS

## RST Commentary

**Directness:** The route scores highly for directness as it follows the equivalent route if travelled by car.

**Gradient:** The route scores reasonably well for gradient, with an overall score of 79%. The majority of the route is fairly flat, with gradients generally in the region of 0-5%. The only section with a gradient that exceeds 4% is along Braintree Road at the western extents of the route.

**Safety:** The route scores poorly for safety (8%), with the majority of the route following road sections where flows are in the region of 2500-5000 AADT, with speed limits often higher than 30mph. Moreover, many sections of the route are unlit and/or lack passive surveillance which further brings down the safety score.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 47%. Although there are some connections provided to the Flitch Way and within the villages, there are long sections of the route which are fairly rural in nature.

**Comfort:** The route scores poorly for comfort, with an overall score of 10%. This is primarily due to the route requiring cyclists to mix with traffic volumes greater than 2,500 AADT. There are some short spurs from the route along Quiet Lanes connecting with the Flitch Way which score well and bring up the overall score slightly.

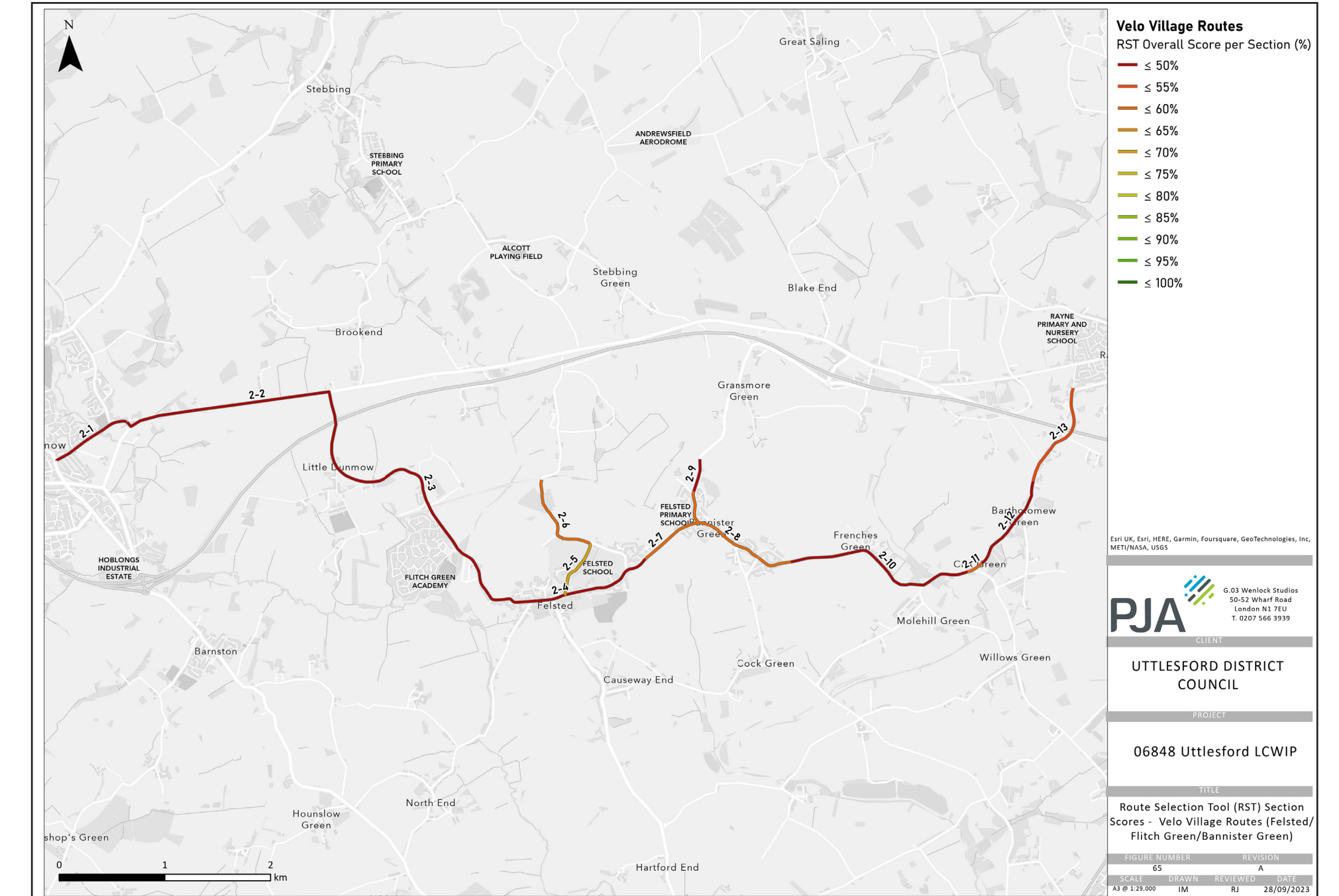


Figure 8.6. Felsted, Flitch Green and Bannister Green RST Section Scores

# DESIGN COMMENTARY - FELSTED, FLITCH GREEN, BANNISTER GREEN

## Design Recommendations

The western section of the route follows the B1256 into Great Dunmow and forms part of the SCR C. Improvements would tie in with the recommendations for this route, which recommends that some form of segregation would likely be required, potentially taking the form of a high quality shared-use route alongside the carriageway given the low pedestrian flow.

The remainder of the route follows the Station Road corridor as it passes through the three villages. The western section of this corridor is unclassified; however the eastern section is a B-road. Vehicle volumes are likely to exceed 2,500vph and the carriageway width lends itself to high vehicle speeds.

The recommended design approach therefore is to aim for a consistent speed and character of road throughout the corridor, acknowledging that there is unlikely design scope for a segregated facility.

As a minimum, a consistent 30mph speed limit could be implemented by extending the existing limits to cover the stretches of road in between villages.

Within Felsted, where there is a cluster of trip attractors, a 20mph zone should be considered to improve road safety. As part of this, the gateway features on the edge of the village could be upgraded to reduce speeds, potentially using build-outs or dragons teeth markings. Within the village, additional crossing points, footway widening and public realm improvements at the focal point of the village would also assist in reducing speeds.

In addition to speed limit changes, other measures to calm traffic along the corridor could be implemented, including changes to road surfacing, new crossing points where road interfaces with PROW, centre line removal and visual narrowing.

The design scope on the eastern section of the corridor is more limited, due to the more isolated and rural nature of the road and lack of frontage or footway. It may therefore be more suitable to

promote the Flitch Way as a traffic-free alternative to connect into Braintree, taking into account the upgrade recommendations for the Flitch Way previously outlined.

There is also a spur along the route from Felsted which connects to the Flitch Way via Stebbing Road. This road already benefits from already being a designated Quiet Lane and therefore the recommendation is that wayfinding is provided to direct users from the rural connection oute and onto the Flitch Way for onward connections to Great Dunmow and Braintree.

## Design Summary

The plan on the opposite page (Figure 8.7) provides a high level summary of the various design recommendations, specifying a design typology for each link of the route options.



Figure 8.7. Felsted, Flitch Green and Bannister Green Design Summary Plan

**Design Typology (by link)**  
 Public realm enhancements including traffic calming  
 Traffic calming  
 Wayfinding improvements

USGS, Maxar, Microsoft  
 Garmin, Foursquare, GeoTechnologies, Inc, METI/NASA,  
 Esri Community Maps Contributors, Esri UK, Esri, TomTom,

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TITLE  
 Design Intervention Summary  
 - Felsted Velo Village

FIGURE NUMBER	REVISION		
74	A		
SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:15,000	DB	RJ	17/05/2024

## Clavering to Newport Velo Village Routes

**Route Description:** This Velo Village route aims to provide a connection between the village of Clavering and Newport. The most direct route between Clavering and Newport follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.

Option 2 for this route primarily follows PROWs to provide the connection between the two villages. This route option benefits from mostly being traffic-free, however current surface conditions and widths are not suitable for cycling so various upgrades would be required. This route is also less direct than the main road alignment (Option 1).

**Route Typologies:** On-Carriageway (Main Roads), On-Carriageway (Minor Roads), PROW (Byways and Bridleways)

### RST Commentary

**Directness:** The route option which uses the B1038 follows the same route as the equivalent trip by car and therefore this route scores well for directness (100%). As previously mentioned, there is an alternative route option using public rights of way that is less direct than travelling by car, however benefits from being traffic-free.

**Gradient:** The route scores relatively well for gradient, with an overall score of 73%. The majority of gradients along the route are no steeper than 3%, however there are a few sections of steeper gradient over a longer slope which brings down the average score, including the approach to Wicken Bonhunt from Clavering and some of the public rights of way near Rickling.

**Safety:** The route scores relatively poorly for safety, with an overall score of 28%. For Option 1, the route follows roads with a traffic volume greater than 2,500 AADT and therefore automatically scores 0. Along the route for Option 2, is also relatively poor, mainly brought down by a lack of lighting and natural surveillance.

**Connectivity:** The route scores relatively poorly for connectivity, with a score of 39%. This reflects the isolated and rural nature of the route, particularly the sections utilising public rights of way.

**Comfort:** The route scores poorly for comfort, with an overall score of 18%. This is primarily due to Option 1 requiring cycling in mixed traffic streets with an AADT of greater than 2,500 and Option 2 requiring cycling along public rights of way which at present are unsurfaced and therefore automatically score 0.

**RST Overall Score = 51%**

### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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#### Design Recommendations – Option 1

- The most direct route between Clavering and Newport follows the B1038 through Wicken Bonhunt. Daily traffic volumes are likely to be in the region of 5,000vph along this route and speed limits vary along the route between 30mph through the villages and up to National Speed limit (60mph) in between villages. As such, conditions are not suitable for on-carriageway cycling at present.
- Segregated cycling infrastructure could be difficult due to carriageway widths and design complexity. Instead, improvements should focus on reducing speed limits along the corridor. The minimum aim should be a consistent 30mph limit to increase compliance. A 20mph limit within the villages is recommended, but would likely need traffic calming to bring vehicle speeds down to a level that facilitates safer cycling.
- A corridor-wide scheme could implement a combination of corridor measures and discrete improvements to calm traffic along this route. This could include physical traffic calming (vertical and horizontal), visual narrowing and centre-line removal and footway widening.
- Crossings should also be provided on key desire lines within Clavering – including at the village hall, junction with Stortford Road and where the PROW network interfaces with the B1038.
- A junction improvement scheme at the High Street / Stortford Road junction would improve pedestrian and cycling conditions on a key route to school. This should focus on improved crossing provision and tightening corner radii which are excessively wide at present, encouraging higher turning speeds and increasing the crossing distance for pedestrians.
- On Stortford Road, which is a route to school, a scheme could be implemented to improve the route for pedestrians in particular, by widening footways and introducing measures to slow vehicle speeds. As part of this, the crossing outside the school should be upgraded, and could be done as part of a build-out to reduce crossing distance and slow vehicle speeds.

#### Design Recommendations – Option 2

- The second option for an alignment between Clavering and Newport primarily utilises PROWs. It is less direct however benefits for mostly being traffic-free
- The initial section of the route south from Clavering follows Chalkpit Lane, which is a designated Byway. To improve conditions for cycling, it is likely that some resurfacing would be required, as well as wayfinding to direct cyclists towards Newport.
- The western section of the route through Rickling could be converted to a Quiet Lane due to its low traffic volumes
- The eastern section of the route connects Rickling with Newport via a byway and bridleway. The route would require improvements to ensure it is usable as a utility route and for all bicycle types. This would involve resurfacing to ensure the route is clear of mud and ponding, widening at pinch points, wayfinding for pedestrians and cyclists and investigate whether lighting (likely recessed stud lights to minimise ecological impact and impact on rural setting of the route).

### Felsted, Flitch Green and Bannister Green Velo Village Route

**Route Description:** This route provides a connection between the three villages of Felsted, Flitch Green and Bannister Green. It also connects with the Flitch Way and B1256 to enable connections west to Great Dunmow and east to Rayne and Braintree. The bulk of the route, although a minor road, feels fairly car-dominated due to the character of the road which encourages high vehicle speeds and has limited facilities for pedestrians and cyclists at present. Most of the road is unclassified, apart from the section through Bannister Green and Felsted which is a B-road. The route passes through three village centres. Flitch Green is orientated away from Station Road and therefore there is no active frontage though this village which encourages faster driving speeds. In contrast, Felsted has frontage along its length with schools, local amenities, footway provision and crossing points. Likewise, there is frontage along Rayne Road through Bannister Green however there are fewer local amenities which gives the village more of a residential feel.

There is a short spur along Stebbing Lane which connects to the Flitch Way and is designated as a quiet lane by ECC.

**Route Typologies:** On-Carriageway (Main Roads), On-Carriageway (Minor Roads)

#### RST Commentary

**Directness:** The route scores well for directness as it follows the equivalent route if travelled by car.

**Gradient:** The route scores reasonably well for gradient, with an overall score of 79%. The majority of the route is fairly flat, with gradients generally in the region of 0-5%. The only section with a gradient that exceeds 4% is along Braintree Road at the western extents of the route.

**Safety:** The route scores poorly for safety (8%), with the majority of the route following road sections where flows are in the region of 2500-5000 AADT, with speed limits often higher than 30mph. Moreover, many sections of the route are unlit and/or lack passive surveillance which further brings down the safety score.

**Connectivity:** The route scores relatively poorly for connectivity, with an overall score of 47%. Although there are some connections provided to the Flitch Way and within the villages, there are long sections of the route which are fairly rural in nature.

**Comfort:** The route scores poorly for comfort, with an overall score of 10%. This is primarily due to the route requiring cyclists to mix with traffic volumes greater than 2,500 AADT. There are some short spurs from the route along Quiet Lanes connecting with the Flitch Way which score well and bring up the overall score slightly.

**RST Overall Score = 45%**

#### RST Sub-Scores

Directness	Gradient	Safety	Connectivity	Comfort
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#### Design Recommendations

- The western section of the route follows the B1256 into Great Dunmow and forms part of SCR C. Improvements would tie in with the recommendations for this route, which include some form of segregation being required, potentially taking the form of a high quality shared-use route alongside the carriageway given the low pedestrian flow.
- The remainder of the route follows the Station Road corridor as it passes through the three Velo Villages. The western section of this corridor is unclassified; however the eastern section is a B-road. Vehicle volumes are likely to exceed 2,500vph and the wide carriageway width lends itself to high vehicle speeds.

- The recommended design approach therefore is to aim for a consistent speed and character of road throughout the corridor, acknowledging that there is unlikely design scope for a segregated facility.
- As a minimum, a consistent 30mph speed limit could be implemented by extending the existing limits to cover the stretches of road in between villages.
- Within Felsted, where there is a cluster of trip attractors, a 20mph zone is recommended to improve road safety. As part of this, the gateway features on the edge of the village could be upgraded to reduce speeds, potentially using build-outs or 'dragons teeth' markings. Within the village, additional crossing points, footway widening and public realm improvements at the focal point of the village would also assist in reducing speeds.
- In addition to speed limit changes, other measures to calm traffic along the corridor could be implemented, including changes to road surfacing, new crossing points where road interfaces with PROWs, centre line removal and visual narrowing.
- The design scope on the eastern section of the corridor is more limited, due to the more isolated and rural nature of the road and lack of frontage or footways. It may therefore be more suitable to promote the Flitch Way as a traffic-free alternative to connect into Braintree.
- There is also a spur along the route from Felsted which connects to the Flitch Way. Stebbing Road benefits from already being a designated Quiet Lane, and thus requires little change to be a viable connection.
- The existing transition onto the Flitch Way from B1417 should also be upgraded and widened.