

The Network Rail (Essex and Others Level Crossing Reduction) Order ("the Order")

Planning Policy Note

Introduction

1. The Statement of Matters for the Inquiry sought information as to the extent to which the Order proposals are consistent with the National Planning Policy Framework (NPPF), national transport policy, and local transport, environmental and planning policies. On day 4 of the Inquiry, the Inspector requested a note setting out Network Rail's appraisal of the Order proposals as against such relevant policies. Network Rail (NR) is satisfied that the proposals are consistent with those policies, and this Note is intended to provide further information to support that conclusion.
2. Since the initial consultations with the local planning and highway authority at the development stage of the proposals, the national policy (NPPF) has been revised and some of the local planning policies are in the process of being revised. As set out below, Network Rail is satisfied that its proposals remain consistent with the revised NPPF as well as local adopted local policies. The revised NPPF is addressed in a separate note, submitted to the inquiry on 11th September 2018 (NR111). A copy is appended hereto for ease of reference.

Overview of works

3. The Network Rail (Essex and Others Level Crossing Reduction) Order ("the Order") comprises the closure or downgrade of 58 level crossings within Essex, Hertfordshire, the London Borough of Havering, Thurrock and Southend-on-Sea. As set out in the Statement of Case (NR26) the crossings selected are those where it is considered that the crossing can be closed or downgraded with minimal requirements for new infrastructure and appropriate suitable and convenient diversions provided to alternative existing crossing routes over the railway. The physical works required to achieve the level crossing and any diversion works are minimal and a summary of these works for each crossing is provided in the Design Guide (NR12).
4. Pursuant to Rule 10(6) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 ("the 2006 Rules"), the application for the Order is accompanied by a request for a Direction under Section 90(2A) of the Town and Country Planning Act 1990. If given, the Direction would grant deemed planning permission, so far as it is required, for the development sought to be authorised by the Order, subject to any conditions.
5. Those elements of the proposals requiring deemed planning consent are the works authorised by the Order (particularised in Schedule 1 to the Order) and comprising 5 footbridges, together with other development authorised by the Order (which would otherwise require planning permission).
6. The project also authorises the stopping up, diversion and creation of rights of way. Whilst those powers do not themselves relate to works requiring planning permission, there are planning policies which are likely to be considered relevant in considering the Order.

Consultation with planning authorities

7. The crossings included in the Order are located across 9 district councils, five borough councils, a unitary authority, and a city council – all statutory consultees listed in

Schedules 5 and 6 of the 2006 Rules. The table below lists the relevant councils and the crossings within their administrative boundaries.

Planning Authority	Level Crossings
Basildon District Council	E33- Motorbike
Braintree District Council	E19- Potters E20- Snivellers E21- Hill House 1 E22- Great Domsey E35- Cranes No.1 E36- Cranes No.2 E37- Essex Way E54- Bures
Brentwood Borough Council	E28- Whipps Farmers E29- Brown and Tawse
Broxbourne Borough Council	H01- Trinity Lane H02- Cadmore Lane
Castle Point Borough Council	E30- Ferry E31- Brickyard Farm
Chelmsford City Council	E16- Maldon Road E15- Margaretting/Parsonage Lane E17- Boreham E18- Noakes E38- Battlesbridge
Colchester Borough Council	E23- Long Green E25- Church 2 E41- Paget E51- Thornfield Wood E52- Golden Square
East Hertfordshire District Council	H04- Tednambury H05- Pattens H06- Gilston H08- Johnsons H09- Fowlers

Epping Forest District Council	E01- Old Lane
Harlow District Council	E02- Camps E04- Parndon Mill
London Borough of Havering	HA01- Butts Lane HA02- Woodhall Crescent HA03- Manor Farm HA04- Eves
Rochford District Council	E26- Barbara Close
Southend-on-Sea Borough Council	E32- Woodgrange Close
Tendring District Council	E43- High Elm E45- Great Bentley Station E46- Lords No. 1 E47- Bluehouse E48- Wheatsheaf E49 – Maria Street E56 - Abbots
Thurrock Council	T01- No. 131 T04- Jeffries T05- Howells Farm
Uttlesford District Council	E05- Fullers End E06- Elsenham Emergency Hut E07- Ugley Lane E08- Henham E09- Elephant E10- Dixies E11- Windmills E12- Wallaces E13- Littlebury Gate House

8. Essex County Council (ECC) and Hertfordshire County Council are non-metropolitan county councils, and as the local highway authorities, are statutory consultees for the purpose of the 2006 Rules.
9. Pre-application consultation has been carried out with the local planning authorities and ECC since summer 2015. Details of engagement between Network Rail / Mott

MacDonald and the local authorities are set out in Network Rail's proofs of evidence and appendices and attention is drawn in particular to the meeting minutes in annex 5 of Susan Tilbrook's Appendices (NR 32-2).

10. As required, the local planning authorities were provided with the EIA Screening Request and submitted comments to the Secretary of State.
11. Three planning authorities objected to the Order: Southend-on-Sea (Obj/140); Colchester Borough Council (Obj/141) and Thurrock Council (Obj/186).
12. Southend-on-Sea has objected to the closure of E32 Woodgrange Close.
13. Colchester Borough Council (Obj/141) does not object to the closure of crossings E22 (Great Domsey), E23 (Long Green Marks Tey), E24 (Church 1 Marks Tey), E25 (Church 2 Marks Tey), E57 (Wivenhoe Park – [now withdrawn]), but does object to the closure of E51 (Thornfield), E52 (Golden Square), E41 (Pagets) and E42 (Sandpit – [now withdrawn]).
14. Thurrock Council (Obj/186) objects to the closure of E29 (Browne & Tawse), and T04 (Jefferies).
15. During 2016 Network Rail wrote to the local planning authorities updating them on the scheme proposals and asking for information on land allocations and development proposals in close proximity to the level crossings. The project team, through the landowner, public and strategic consultation, have developed further knowledge of consented, proposed and aspired development in the vicinity of the level crossings within the Order. This knowledge has been used to help develop and appraise the proposals.

The Development Plan

Basildon District Council

16. The current plan is the Basildon District Local Plan Saved Policies 2007. Network Rail does not consider that this contains policies relevant to the Order proposals.

Braintree District Council

17. The local plan is made up of a number of documents, including the Local Plan Review 2005 and the Core Strategy 2011. The relevant policies are as follows:

- Policy CS7 Promoting Accessibility for All
- Policy CS9 - Built and Historic Environment

Brentwood Borough Council

18. The Brentwood Replacement Local Plan was formally adopted by the Council on 25 August 2005. The Council is currently preparing a new Local Plan for the Borough for 2015-2030, which, once adopted, will supersede saved policies in the current Replacement Local Plan (2005). The relevant policies of the Replacement Local Plan are as follows:

- Policy T12 - Rail Services
- Policy GB27 - Access to the Countryside

Broxbourne Borough Council

19. The Broxbourne Local Plan Second Review covers the period 2001-2011 and was adopted in December 2005. A number of these policies have been saved. The relevant policies are as follows:

- Policy T9 - Pedestrian Needs
- Policy GBC 17 - Protection and Enhancement Of Public Rights Of Way

Castle Point Borough Council

20. The current Local Plan was adopted in November 1998 and a number of the policies in the plan have been saved. The relevant saved policies of the Local Plan are as follows:

- Policy RE12 - Public Rights Of Way

Chelmsford City Council

21. Chelmsford City Council's existing local plan is called the Local Development Framework (2008). The Plan is made up of five key documents which set out proposals and policies about where the Council expects development and change until 2021. The Council is currently working on its new Local Plan which will help it plan growth until 2036. It intends to replace all of the existing plans with the new Local Plan in 2018/19. The relevant policy in the Local Development Framework is:

- Policy CP13 - Minimising Environmental Impact

Colchester Borough Council

22. The adopted Local Plan comprises a set of adopted Development Plan Documents. The Core Strategy (adopted 2008, amended 2014) , the Development Policies DPD (adopted 2010, amended 2014) , Proposals Maps (adopted 2010) and the Tiptree Jam Factory DPD (adopted 2013) (which is not relevant to the Order proposals). The relevant policies in the Core Strategy are as follows:

- Policy TA2 – Walking and Cycling
- Policy ENV1 – Environment

The relevant policy in the Development Policies DPD is:

- Policy DP1 - Design and Amenity

East Hertfordshire District Council

23. The Council's current planning policies are set out in the Local Plan 2007.

The new District Plan will set out the planning framework for the District for the period of 2011-2033. The Secretary of State has issued a holding direction in relation to the adoption of this plan preventing the Council from formally adopting it. The relevant District Plan policies are as follows:

- Policy LRC9 - Public Rights of Way
- Policy Env 13 Development and SSSIs

Epping Forest District Council

24. The development plan for Epping Forest District Council's area comprises the Combined Policies of Epping Forest District Local Plan 1998 and Alterations 2006 (published 2008). The Epping Forest Local Plan Local Plan document was adopted in 1998. In 2006 the Council adopted the Local Plan Alterations, which replaced parts of the 1998 Local Plan and includes the following relevant policies.

- Policy CP1 – Achieving Sustainable Development Objectives
- Policy CP2 – Protecting the quality of the rural and built environment
- Policy CP9 - Sustainable Transport
- Policy RST2 – Enhance rights of way network
- Policy RST3 – Loss or diversion of rights of way

Harlow District Council

25. The development plan for Harlow District Council comprises the Adopted Replacement Harlow Local Plan 2006. The Council is currently preparing and has consulted on a new Local Plan for Harlow. Relevant policies of the Adopted Replacement Harlow Local Plan 2006 are:

- Policy SD3 - Sustainable development
- L13- Public Rights of Way

London Borough of Havering

26. The current development plan for the London Borough of Havering (LBH) comprises the Core Strategy and Development Control Policies Development Plan Document 2008, Site Specific Allocation 2008, Romford Area Action Plan 2008 and Joint Waste Development Plan 2012. The LBH has submitted its Havering Local Plan (2016-2031) for examination on 27 March 2018.

27. The Core Strategy and Development Control Policies DPD contains the following policies which are relevant to the proposals:

- Policy CP7 – Recreation and Leisure
- Policy CP10 – Sustainable Transport
- Policy CP15 – Environmental Management
- CP16 – Biodiversity and Geodiversity
- Policy DC22 – Countryside Recreation

Rochford District Council

28. The Council's local development plan comprises:

- Core Strategy (adopted December 2011) which sets out the spatial vision, strategic objectives and core policies up to 2025;
- Allocations Plan (adopted February 2014) which sets out site specific policies and land use allocations over the plan period;
- Development Management Plan (adopted December 2014) which sets out detailed policies for managing development across the District;
- London Southend Airport and Environs Joint Area Action Plan (adopted December 2014), produced in conjunction with Southend Borough Council, which sets out detailed policies for managing growth and change at the airport and in the surrounding area (not relevant to the Order proposals);

- Hockley Area Action Plan (adopted February 2014) sets out detailed policies for managing development in the centre of Hockley (not relevant to the Order proposals);
- Rochford Town Centre Area Action Plan (adopted April 2015) sets out detailed policies for managing development in and around Rochford town centre (not relevant to the Order proposals);
- Rayleigh Centre Area Action Plan (adopted October 2015) sets out detailed policies for managing development in the centre of Rayleigh (not relevant to the Order proposals).

The relevant policies in the Core Strategy are:

- Policy T1 - Highways
- Policy T6 – Cycling and Walking

Southend-on-Sea Borough Council

29. The Council's development plan documents comprise: Core Strategy (adopted 2007); Development Management (adopted 2015); Joint Area Action Plan for London Southend Airport (adopted 2014) (not relevant to the Order proposals) and Southend Central Area Action Plan (adopted 2018). The Council is currently preparing a new Local Plan for the Borough. The relevant policies in the Core Strategy are:

- Policy KP2 – Development Principles
- Policy CP3 – Transport and Accessibility

Tendring District Council

30. The current Local Plan was adopted in 2007, although some policies are out of date and not in accordance with the national planning policy. In October 2017, the Council submitted its new Local Plan to the Planning Inspectorate. The relevant policies of the current Local Plan are:

- QL11- Environmental Impacts and Compatibility of uses
- EN5- Areas of Outstanding Natural Beauty (AONBs)
- Policy TR4 – Safeguarding and Improving Public Rights of Way

Thurrock Council

31. The current Local Plan is the Core Strategy and Policies for Management of Development (adopted in January 2015). The relevant policies are:

- Policy CSTP14 – Transport in the Thurrock Urban Area
- Policy CSTP15- Transport in Greater Thurrock
- Policy CSTP16 National and Regional Transport Networks

Uttlesford District Council

32. The adopted local plan for Uttlesford is the 2005 Local Plan. The relevant policies are:

- Policy GEN2 – Design
- Policy GEN7 – Nature Conservation
- Policy ENV7 - The Protection of the Natural Environment - Designated Sites

Other material considerations

The NPPF

33. The NPPF was revised in July 2018. The note on the revised NPPF has been submitted to the Inquiry (NR111) and is attached for reference.

National Networks NPS

34. The National Policy Statement for National Networks (2014) (National Networks NPS) relates to Nationally Significant Infrastructure Projects but contains policy which is relevant to this Order (see also Mark Brunnen's Proof of Evidence, para 5.1). Relevant policies within the NPS include the following:

- "2.2 *There is a critical need to improve the national networks to address..... crowding on the railways to provide safe, expeditious and resilient networks that better support social and economic activity; and to provide a transport network that is capable of stimulating and supporting economic growth...*
- 2.9 *Broader environment, safety and accessibility goals will also generate requirements for development. In particular, development will be needed to address safety problems, enhance the environment or enhance accessibility for non-motorised users. In their current state, without development, the national networks will act as a constraint to sustainable economic growth, quality of life and wider environmental objectives.*
- 2.10 *The Government has therefore concluded that at a strategic level there is a compelling need for development of the national networks – both as individual networks and as an integrated system.*
- ...
- 2.29 *In the context of the Government's vision for the transport system as a driver of economic growth and social development, the railway must:*
- *offer a safe and reliable route to work;*
 - *facilitate increases in both business and leisure travel;*
 - *support regional and local public transport to connect communities with public services, with workplaces and with each other, and*
 - *provide for the transport of freight across the country, and to and from ports, in order to help meet environmental goals and improve quality of life.*
- ...
- 3.12 *It is the Government's policy, supported by legislation, to ensure that the risks of passenger and workforce accidents are reduced so far as reasonably practicable. Rail schemes should take account of this and seek to further improve safety where the opportunity exists and where there is value for money in doing so by focussing domestic efforts on the achievement of the European Common Safety Targets."*

Essex County Council Policy

35. Essex County Council (ECC), as the local highways authority, is responsible for keeping the definitive rights of way maps up to date and developing Rights of Way Improvement Plans.
36. ECC's policies do not form part of the statutory development plan but may be material considerations. Key policy documents include:

- Local Transport Plan (2011 – 2025)
- Rights of Way Improvement Plan
- Essex Cycling Strategy
- Essex Highways Maintenance Strategy
- Highways and Transportation Asset Management Strategy
- Essex Walking Strategy

Hertfordshire County Council Policy

37. Similarly, Hertfordshire County Council's policies do not form part of the statutory development plan but may be material considerations. The key policy document, for the purposes of this Order, is Hertfordshire's Local Transport Plan 2018-2031

Planning Policy Assessment

Principle of the level crossing closures

38. The evidence of Mark Brunnen and Eliane Algaard considers the purposes of the Order and the reasons for seeking to close or downgrade level crossings.
39. In terms of safety for level crossings users and rail users, national and local planning policy supports the provision of safe transport networks (including the railway and non-motorised users):
- a. the NPPF supports the provision of safe routes for pedestrians and cyclists (see NR111 for consideration);
 - b. Providing a safe railway is a key objective of the National Networks NPS;
 - c. Epping Forest Policy CP9 supports the provision of "a safe and efficient transportation network that improves the accessibility of local communities"
 - d. Rochford District Council Policy T6 states the Council's commitment "to ensure that a safe and convenient network of cycle and pedestrian routes is put in place to link homes, workplaces, services and town centres".
40. In terms of improving the operational efficiency of the railway, and enabling future enhancements to the rail network, again national and local planning policy supports the Order. The particular provisions of the local development plans which are of note include:
- a. Southend-on-Sea BC Policy CP3 promotes improvements to transport infrastructure by, inter alia, *"improving the road and rail network to deliver improvements to accessibility, traffic flows, travel choice and freight distribution"*.
 - b. LB Havering Core Strategy Policy CP10 provides (inter alia) that *"a choice of sustainable transport modes, where travel is necessary, will be promoted by ... working in partnership with the relevant agencies to seek funding for and deliver the following public transport improvements to support development priorities and ensuring that new development is designed and laid out with regard to these to facilitate its deliverability"*

...

- *Improvements to the c2c railway line from London to Southend via Rainham and Upminster including the new Beam Reach Station*

- c. Thurrock Council's Core Strategy Policy CSTP16 set out that *"The Council will work with partners to deliver improvements to national and regional transport networks to ensure growth does not result in routes being above capacity"*.
- d. Brentwood Borough Council's Policy T12 states that the Council *"will continue to seek, as a minimum, retention of existing services, and, where possible encourage the introduction of improved and new services"*.
- e. Braintree BC CS7 Key Transport provision table (mentions feasibility study of branch lines).

41. In terms of the County transport policies, ECC acknowledges that *"The principles underlying the Anglia Level Crossing Reduction Strategy are therefore broadly in line with ECC's long term transport strategy and stated aim to improve connectivity and support economic growth"* – see Proof of Evidence Alastair Southgate paragraph 5.

NR would draw attention, in particular, to the following policies of the ECC Local Transport Plan:

- a. Policy 4: Public Transport; and
- b. Policy 5: Connectivity

42. Similarly, Policy 10 – Rail - of the Hertfordshire County Council Transport Plan supports improvements to the rail network, with the policy providing (inter alia) that:

"The county council will support and promote rail use in the county, especially in order to reduce car use. To do this it will:

- a) *Work with the rail industry and other partners to seek improvements to train services in regards to capacity, journey times, frequency and range of destinations served.*
[...]"

43. The overall objectives of the Order scheme therefore accord with the development plan and other material considerations.

Impact on rights of way network and provision of alternative routes

44. National and local planning policy support the protection and enhancement of the rights of way network.
45. In line with national policy framework, the importance of public rights of way is recognised in all local development plans, which also support the promotion of walking and cycling.

Examples include:

- a. Harlow District Council's Policy L13;
- b. Tendring District Council Policy TR4;
- c. Epping Forest DC Policies RST2 & 3;
- d. Brentwood Borough Council Policy GB27;
- e. Broxbourne Borough Council Policy GBC17;
- f. Castle Point Borough Council Policy RE12;

46. East Hertfordshire District Council Policy LRC9 states:

"Any proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the rights of way network".

47. NR would highlight, however the following in respect of the local plan policies:

- a. A number of the policies are concerned with provision of new PROWs associated with new developments, or seeking enhancements/improvements to the PROW network (see also the ECC ROWIP). That is not the purpose of this Order, nor what is required under s.5(6) TWA 1992;
- b. To the extent that local plan policies (for example, Harlow Local Plan Policy L13) stipulate requirements that new PROW should meet, if and to the extent that those policies depart from (and/or go beyond) the 'policy' test set out in the TWA Guidance NR would respectfully submit that it clearly cannot 'trump' the same. Nor can it require a different, or more onerous, test to be applied in considering the replacement PROW to be provided within that area to that which applies to the other crossings within the Order.

48. The evidence of Susan Tillbrook addresses how the provision of alternative routes has sought to protect the rights of way network as a whole and provide enhancements where possible, focusing on the provision of convenient and suitable alternatives to the routes which would be affected by level crossing closures. That approach (as endorsed by the Guide to TWA Procedures, and subject to other submissions) accords with relevant planning policy.

Policies relevant to authorised works

Works design

49. The NPPF emphasises the importance of design, and principles of good design are also enshrined in the relevant development control policies in respect of each local planning authority's area (see above).
50. The works promoted by the order and deemed planning consent are minor in nature and already common place within the rural setting – for example public right of way finger posts, public right of way foot and bridleway bridges over local drains and ditches, unsurfaced field margin footpaths etc. The order requires the design of these features to be agreed with the relevant authorities. Maintenance liability is being addressed with ECC through the provision of commuted sums (see NR118).

Ecology and Environment

51. The Network Rail Note (NR111) confirms that Network Rail considers that the Order proposals are consistent with the ecological and environmental policies of the revised NPPF.
52. Network Rail has carried out an extensive programme of environmental surveys to understand local constraints and inform scheme development. Diversion routes have been designed to avoid protected species, and the use of existing gaps in hedges / watercourse crossing points used wherever possible. A Precautionary Method of Works (PMW) has been produced and is currently being consulted on with the local planning authorities. The implementation of the processes and measures set out in the PMW is proposed to be controlled by condition.

Historic Environment

53. The revised NPPF states that "Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats." Paragraph 184 states that "These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance" (paragraph 184). Again, there are similar heritage related policies in the relevant local plans.

Regarding archaeology, there is a draft planning condition included in the request for deemed planning permission (NR10) which will be discussed at the conditions session.

Construction

54. Development plan policies do not routinely address construction impacts which are generally controlled by environmental health regimes. For completeness, Network Rail contractors are required to comply with Network Rail's Contract Requirements Environment (CR-E) document NR/L2/ENV/015 Issue 6 (2011), all construction work will be carried out in accordance with the standard principles outlined in the CR-E (located in Appendix D of the EIA Screening submission). In addition to the CR-E, a Construction Environmental Management Plan (CEMP) will be prepared and implemented by the appointed contractor and will be agreed with the LPAs. The CEMP will be aligned to the principles in the CR-E and will set out the general environmental management principles to be implemented including specific measures to manage and reduce impacts on air quality, biodiversity, cultural heritage, land quality, noise and vibration, surface water and groundwater, traffic and transport and waste and materials.

Environmental Impact Assessment Screening

55. An EIA Screening opinion was submitted to the DfT on the 31st January 2017. The response received on the 15th of March 2017 confirmed that no environmental impact assessment was required (NR11).

Planning Conditions

56. As part of the submission documents (NR10), Network Rail have suggested conditions in regard to ecology, archaeology, landscaping, and design approval of footbridges. The need for such conditions is accepted and the wording of these is the subject of ongoing discussion with the LPAs and highway authorities.

Once agreed, these conditions will give assurance that the control and mitigation measures set out in the various submissions will be implemented in full.

Conclusion

57. The proposed works, which form part of this application (the closure / downgrade level crossings), will result in improvements to the safety of users of level crossings and the operational railway.
58. Connectivity will be maintained through the provision of upgrades and new additions to the surrounding public right of way network. Local and national planning policy has been considered through the scheme development process and the proposals comply with the NPPF and policies set out within the adopted Local Plans and transport plans.

59. For that reason, NR submits that the Inspector may properly report that the proposals are consistent with the NPPF, national transport policy, and local transport, environmental and planning policies because they further public safety, improve the operational efficiency of the railway, and assist in the delivery of future enhancements to the railway.

In so doing, they promote sustainable transport and economic growth. The public rights of way diversions do not have a material adverse effect on the rights of way network and therefore are acceptable in terms of those policies.

The operational development authorised by the Order is modest and consistent with local and national planning and other relevant policies. The planning conditions assist in securing compliance with other relevant policies in respect of design, ecology and heritage matters.

Winckworth Sherwood LLP

16 October 2018

National Planning Policy Framework

Proposed Network Rail (Essex and Others Level Crossing Reduction) Order (the Order)

Note on relevance of revised National Planning Policy Framework (NPPF) to the case for the applicant

11 September 2018

Introduction

1. This note is provided in response to the Inspector's request, dated 7 August, to submit comments on the relevance of the revisions made to the 2012 NPPF to Network Rail's case.
2. On 24 July 2018, the Government published a revised NPPF. This provides at Annex 1: *Implementation*, paragraph 212:

"The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. "

Network Rail is satisfied that its proposals are consistent with the revised NPPF, just as they were with the 2012 NPPF, and that there are no substantive changes to the NPPF of relevance to its application.

12 core planning principles

3. Although the list of 12 core principles set out in paragraph 17 the 2012 NPPF has been removed from the revised NPPF, the principles themselves remain applicable, and are set out in the relevant chapters of the revised framework.

Sustainable development

4. At paragraph 2.6.1 of her Proof of Evidence (PoE), Dr Eliane Algaard refers to the principle of sustainable development set out in paragraph 14 of the 2012 NPPF and states that in her view "Network Rail's proposals accord with that principle". The revised NPPF reiterates the overriding principle of sustainable development in paragraphs 10 and 11.
5. Paragraph 8 of the revised NPPF focuses on achieving sustainable development through three overarching objectives:
 - a) an economic objective – to help build a strong, responsive and competitive economy, including by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, including by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
6. NR maintains that the proposed Order scheme would contribute to each of these three objectives, which are entirely consistent with its strategic case for the reduction of level

crossings, including its safety case and the removal of constraints on the operation and enhancement of the railway network for the provision of public transport services.

7. At paragraphs 2.6.12 and 2.6.13 of her PoE, Dr Algaard addresses how the Order proposals will contribute to economic growth. She refers specifically to paragraphs 18, 19 and 28 of the 2012 NPPF. Those policies can now be found in Chapter 6 of the revised NPPF.

At paragraphs 2.6.12 and 2.6.13 of her PoE, Dr Algaard set out that the Order proposals would provide a positive improvement to quality of life by contributing to improvements in the conditions in which people live, work, travel and take leisure; maintain the openness of the countryside, and assist in supporting local strategies to improve health and deliver sufficient facilities to meet local needs. She refers, inter alia, to paragraphs 9 and 17 of the NPPF.

Paragraph 9 has been deleted from the revised NPPF, however the revised NPPF generally sets out to achieve these aims and they are covered in the relevant chapters. References stating that development should positively improve people's quality of life are expressed differently, e.g. the emphasis is on the principle that developments, and noise resulting from developments, should not undermine the quality of life.

Similarly, paragraph 17 (core principles) has been deleted in the revised NPPF. However, similar references are made elsewhere in the document:

Paragraph 170.b) "**recognising the intrinsic character and beauty of the countryside**" – NB reference to 'supporting rural communities' has been deleted

Paragraph 103: The planning system should **actively manage patterns of growth in support of these objectives**.

Paragraph 92: To provide the **social, recreational and cultural facilities and services the community needs**, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, **community facilities** (such as local shops, meeting places, sports venues, open space, **cultural buildings**, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- b) take into account **and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community**;

[emphases added]

8. At paragraph 2.6.14 of her PoE, Dr Algaard sets out how the Order proposals accord with the 'environmental objective'. Specific reference is made to paragraph 75.
9. Paragraph 75 of the NPPF stated that planning policies should protect and enhance public rights of way and access and that local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
10. This is now addressed through Chapter 8 of the revised NPPF, which addresses safe and accessible development as well as clear and legible pedestrian routes and high quality public space. Paragraph 98 states that planning decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.
11. Again, there is no substantive difference between the 2012 NPPF and the revised NPPF, and the Network Rail proposals remain consistent with both.

12. Dr Algaard sets out in paragraph 2.6.13 of her PoE how the Order proposals would support the promotion of sustainable transport.
13. Chapter 4 of the 2012 NPPF was concerned with promoting sustainable transport. It required local authorities to plan for the use of sustainable modes of transport. Paragraph 35 stated that developments should *"give priority to pedestrian and cycle movements, and have access to high quality public transport facilities"*; and *"create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians"*.

The promotion of sustainable transport is now considered in chapter 9 of the revised NPPF. It also requires local authorities to plan for the use of sustainable modes of transport. Paragraph 102 provides that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised ... and
- c) opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 110 provides that applications for development should:

- a) give priority first to pedestrian and cycle movements... and second – so far as possible – to facilitating access to high quality public transport;
 - b) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
14. The strategic case for the proposed Order is clearly consistent with the principles expressed in the revised framework. In particular, high quality public transport would be better realised by the removal of level crossings on the route.
15. In paragraph 2.6.13 of her PoE, Dr Algaard refers to paragraph 35 of the 2012 NPPF, which is now reflected in paragraph 110 of the revised NPPF mentioned above.

Design

16. Paragraph 124 of the revised NPPF provides that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
17. The works promoted by the order and deemed planning consent are minor in nature and already commonplace within the rural setting (public right of way finger posts, public right of way foot and bridleway bridges over local drains and ditches, unsurfaced field margin footpaths etc.) The request for deemed planning permission contains a condition which requires approval by the local planning authority of the design and external appearance (including finishing materials) of a footbridge, and that the works are carried out in accordance with the approved details.

Biodiversity

18. Chapter 15 of the revised NPPF is concerned with conserving and enhancing the natural environment. There are no substantive differences between the revised framework and the 2012 NPPF. As set out in Susan Tilbrook's Proof of Evidence, NR has carried out an extensive programme of environmental surveys to understand local constraints and inform scheme development. A Precautionary Method of Works (PMW) has been sent out to the local planning authorities for agreement and is proposed to be controlled by planning condition.

Historic environment

19. Paragraph 9 of the 2012 NPPF explained that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life. Chapter 12 was concerned with preserving and enhancing the historic environment. There is no difference of substance between chapter 12 of the 2012 NPPF and chapter 15 of the revised NPPF and, in particular, paragraph 184 of the revised NPPF provides that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance. A draft archaeological condition was proposed in the conditions originally submitted with the Order, but NR considers that that proposed condition is no longer required to satisfy both local and national policy requirements. Network Rail awaits comments and confirmation from the local planning authorities of their agreement to the deletion of this condition, and this will be addressed further during the conditions session.

Conclusion

The changes to the revised NPPF of relevance to the application do not alter the effect of the policy framework. As set out above, Network Rail is satisfied that its proposals remain consistent with the revised NPPF.

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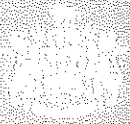
Braintree District Council
Local Development Framework

Core Strategy



Adopted September 2011

Braintree
District Council



Transport

proposed Freeport Bridge would provide pedestrian and cycle access across the Braintree Branch line to Freeport Factory Outlet Centre and Braintree Retail Park and to Freeport railway station for residents in the Mill Hill area of the town, which would reduce vehicle movements between these locations. The proposed Motts Lane foot/ cycleway bridge would improve safety for pedestrians and cyclists by replacing a level crossing across the main London to Norwich railway line. It would provide a route from the northern part of Witham, and from the proposed Forest Road growth location for pedestrians and cyclists to employment areas, avoiding the congested Braintree Road railway bridge.

Policy CS7

Promoting Accessibility for All

The Council will work with partners to improve accessibility, to reduce congestion and reduce the impact of development upon climate change.

Future development will be provided in accessible locations to reduce the need to travel.

Sustainable travel will be encouraged through the requirement for travel plans from major developments, employers and institutions.

Sustainable transport links will be improved, including provision of and contributions for cycling and walking and quality bus partnership.

Traffic and car parking will be carefully managed to encourage sustainable travel.

The promotion of community based initiatives such as car pools, car sharing and voluntary mini- bus services will be encouraged.



Table CS7 Key Transport Projects Provision

Witham Station Footbridge across railway line
Freeport, Braintree Cycle/Footbridge across railway line
Feasibility Study of Braintree Railway Branch Line improvements to improve frequency of service
Capacity improvements at Pods Brook Road / Rayne Road roundabout in Braintree
Spine road from Springwood Drive to Panfield Lane, Braintree designed for local traffic only
Creation of new access and improvements at the A131 / Cuckoo Way roundabout
Motts Lane foot and cycle bridge in Witham
Capacity improvements at Hatfield Road / Gershwin Boulevard roundabout in Witham
Improvements to the Cypress Road / Braintree Road roundabout in Witham

Environment

Policy CS9

Built and Historic Environment

The Council will promote and secure the highest possible standards of design and layout in all new development and the protection and enhancement of the historic environment in order to:

- **Respect and respond to the local context, especially in the District's historic villages, where development affects the setting of historic or important buildings, conservation areas and areas of highest archaeological and landscape sensitivity**
- **Promote and encourage the contribution that historical assets can make towards driving regeneration, economic development, tourism and leisure provision in the District**
- **Create environments which are safe and accessible to everyone, and which will contribute towards the quality of life in all towns and villages**
- **Create good quality built environments in commercial and business districts and in the public realm as well as in residential areas**
- **Incorporate the principles of sustainable design and construction in accordance with recognised national standards securing the use of:**
 - **Energy efficient design and materials**
 - **recycled materials**
- **Be capable of meeting the changing future of occupiers, especially in housing developments**
- **Promote the sympathetic re-use of buildings, particularly where they make a positive contribution to the special character of the local environment, and can contribute to the delivery of sustainable development and regeneration**

Renewable energy proposals will be supported where impacts on amenity, wildlife, heritage assets and landscape are acceptable.

BRENTWOOD REPLACEMENT LOCAL PLAN

ADOPTED PLAN

25 August 2005

SAVED POLICIES

25 August 2008

Brentwood Borough Council, Town Hall, Ingrave Road, Brentwood, Essex CM15 8AY

T: 01277 312500 | www.brentwood.gov.uk | planning@brentwood.gov.uk

commuter parking).

- 6.61 For a number of years, proposals have been discussed for a new rail link between east and west London, referred to as Crossrail, and previously involving both Brentwood and Shenfield stations. Transport for London and the Strategic Rail Authority are working in partnership through Cross London Rail Links Ltd, which has been allocated a budget to carry out feasibility work, and to determine the optimum route, stations and service pattern. In July 2003, the Government authorised work to proceed on a public consultation prior to a draft hybrid Bill being put before Parliament for construction of the rail link. The Secretary of State for Transport introduced the hybrid Bill into Parliament in February 2005, and also issued Directions under the Town and Country Planning (General Development Procedure) Order 1995 safeguarding the route and associated works for the Crossrail project. These are not proposals of the local planning authority and will not be determined through the development plan process, but will be considered in Parliament under the hybrid Bill procedures, which provide opportunities for petitions to be made by those directly affected by the scheme. The extent of the 'Safeguarded Area' is shown on the Proposals Map.
- 6.62 Whilst the Council is supportive of the principle of Crossrail, this must be subject to the case being made for an overall improvement in rail services for the Borough and subject to the Council being assured that there will be no detrimental environmental or transport impacts, particularly in the vicinity of the rail stations, as a consequence.

T12 Rail Services

THE COUNCIL, IN CONSULTATION WITH NETWORK RAIL, THE TRAIN OPERATORS AND OTHERS, WILL CONTINUE TO SEEK, AS A MINIMUM, RETENTION OF EXISTING SERVICES AND, WHERE POSSIBLE, ENCOURAGE THE INTRODUCTION OF IMPROVED AND NEW SERVICES. SUPPORT AND ENCOURAGEMENT WILL BE GIVEN TO THE REFURBISHMENT OF RAIL STATION BUILDINGS AND OTHER IMPROVEMENTS IN FACILITIES FOR RAIL PASSENGERS INCLUDING TRANSPORT INTERCHANGE IMPROVEMENTS.

THE COUNCIL WILL SUPPORT THE DEVELOPMENT OF CROSSRAIL, SUBJECT TO THE CASE BEING MADE FOR AN OVERALL IMPROVEMENT TO RAIL SERVICES FOR THE BOROUGH, AND SUBJECT TO NO UNACCEPTABLE ENVIRONMENTAL OR TRANSPORT IMPACTS AS A CONSEQUENCE OF THE PROPOSALS.

WHERE APPROPRIATE, CONTRIBUTIONS WILL BE SOUGHT TOWARDS THE IMPROVEMENT OF RAIL SERVICES AND FACILITIES IN ASSOCIATION WITH PLANNING PERMISSION FOR NEW DEVELOPMENT

Taxis

- 6.63 Where bus services have been lost altogether or run less frequently, alternative forms of transport have become more important for those people who have no access to private transport. Taxis can assist in filling this need. The Council will, therefore, continue to improve taxi facilities particularly in the shopping areas and at rail interchanges.

and several minor settlements surrounded by a substantial rural area maintained its Green Belt designation. This is served by an extensive network of footways, bridleways, byways and minor local roads providing access to, and informal enjoyment of, the countryside. This proximity of the countryside to town dwellers also provides an opportunity by recognising the importance of this relationship to those who live or work there, and also in providing the nearest and most accessible countryside to urban residents. Paragraph 26 of PPS7, "Sustainable Development in Rural Areas" (August 2004) requires Local Plans to address the particular land use issues and opportunities to be found in the countryside around all urban areas. Planning authorities should aim to secure environmental improvements and maximise a range of beneficial uses of this land, whilst reducing potential conflicts between neighbouring land uses. This should include improvement of public access (e.g. through support for the country parks and community forests) and facilitating the provision of appropriate sport and recreation facilities.

- 7.86 The Council will undertake to safeguard the existence and the amenity of these rights of way. Development proposals likely to have a detrimental effect on a footpath, bridleway or byway will not be permitted. Before accepting diversions of any rights of way, the Council will consider whether the intended diversion provides a suitable alternative in terms of amenity and interest value and that it would not have an adverse effect on the right of way network as a whole. Many footpaths have become overgrown through under use. The Brentwood Countryside Management Service works to improve the standard of these rights of way including the maintenance of stiles and bridges, waymarking and clearance of vegetation. Furthermore, where a right of way has been ploughed up or obstructed the appropriate action will be taken against the offenders, and the right of way reinstated.
- 7.87 The local authority can also assist landowners in maintaining and improving their land in the Green Belt by working together with them through the Brentwood Countryside Management Service, with voluntary organisations and with the statutory bodies such as the Countryside Agency and the Forestry Commission. The aim should be to enhance especially those areas of land within the Green Belt that are suffering from disuse or neglect, while possibly improving access to these areas by voluntary agreement. This is particularly important in areas that are close to existing urban development, which can be especially vulnerable to neglect or damage. Access to the countryside is also a core objective of the Thames Chase Community Forest and the Council will continue to work with and support the project team to improve access to the countryside within the Forest area.

GB27 Access to the Countryside

THE COUNCIL WILL SAFEGUARD THE EXISTENCE AND AMENITY OF RIGHTS OF WAY INCLUDING FOOTPATHS, BRIDLEWAYS, BYWAYS AND MINOR RURAL ROADS AND WILL, THROUGH ITS COUNTRYSIDE MANAGEMENT SERVICE AND ENCOURAGEMENT OF LOCAL LAND OWNERS, SEEK TO IMPROVE ACCESS TO THE COUNTRYSIDE THROUGH ESTABLISHMENT AND MAINTENANCE OF FOOTPATHS AND BRIDLEWAYS AND THROUGH VOLUNTARY AGREEMENTS TO MANAGE GREEN BELT LAND ON OR NEAR THE RURAL-URBAN FRINGE.

See also Policies T15, LT13 and LT14

Broxbourne Borough Council

9.5.9 Key elements of the masterplan will include

- Improving accessibility between different parts of the centre for pedestrians and cyclist and the disabled
- Improving public transport services.
- Addressing the existing circulatory system.
- The Turnford Interchange on the A10 assessing the possibility of providing a link road though to Halfhide Lane and southbound slip road adjacent to Canada Fields.

T8 GREATER BROOKFIELD AREA

PROPOSALS TO IMPROVE ACCESSIBILITY AND MOVEMENT WITHIN THE GREATER BROOKFIELD AREA WILL BE SUPPORTED PROVIDED THAT:

- (a) THEY ARE PROMOTED IN CONJUNCTION WITH A COMPREHENSIVE APPROACH TO LAND USES IN THE AREA;
- (b) PROVIDE AN INTEGRATED APPROACH TO PUBLIC TRANSPORT PROVISION WITH LINKAGES TO SURROUNDING RESIDENTIAL AND COMMERCIAL AREAS;
- (c) ADDRESS THE LONG-TERM MOVEMENT NEEDS OF THE AREA THROUGHOUT THE WHOLE PLAN PERIOD.

9.5.10 The implications of the masterplan in respect of any development coming forward in the Greater Brookfield Area is covered in Policy [BFC7](#) in the Greater Brookfield chapter.

9.6 Pedestrians, Cyclists and Other Users

Pedestrians

9.6.1 The ease with which people can move in and around town centres and surrounding neighbourhoods is as important in establishing their character and vitality as the buildings and spaces that make up these areas. Over the last plan period, enhancement schemes in Waltham Cross and Hoddesdon have helped contribute to pedestrian safety and access in the town centres. New developments will be expected to demonstrate that pedestrian access is given full, integral consideration in the design of all new developments. The policy will also apply to the needs of wheelchair users.

T9 PEDESTRIAN NEEDS

DEVELOPMENT PROPOSALS WILL BE EXPECTED TO PROVIDE FOR IMPROVED PEDESTRIAN ACCESSIBILITY BY:

- (a) AIDING PEDESTRIAN PRIORITY IN BOTH NEW DEVELOPMENTS AND EXISTING LOCATIONS WHENEVER & WHEREVER POSSIBLE;
- (b) AIDING PEDESTRIAN ACCESS TO AND BETWEEN MODES OF PUBLIC TRANSPORT;
- (c) ENSURING THAT CONSTRUCTION STANDARDS FOR FOOTWAYS, FOOTPATHS AND CROSSING FACILITIES MAKE THEM SUITABLE FOR ALL;
- (d) UPGRADING FOOTWAYS AND TOWPATHS
- (e) IMPROVING SIGNAGE
- (f) INCREASING SAFETY AND PERCEPTIONS OF SAFETY IN THE WALKING EXPERIENCE VIA THE USE OF PLANNING OUT CRIME MEASURES

Cycling

9.6.2 Cycling can be an economical, healthy and environmentally-friendly form of urban transport. The need for positive intervention has increased if cycling is to be encouraged as a realistic option to residents and workers in the Borough and as a safe means of personal transport. Cycling is also an important recreational activity and the Council will support schemes which link to routes being developed through the Lea Valley Regional Park and into surrounding districts.

9.6.3 The Borough Council, in conjunction with the County Council, will seek to promote the development and use of a safe network of cycle routes in the district. Special consideration will be given at junctions where the greatest conflict with motor vehicles occurs.

9.6.4 The Council will encourage proposals which secure safe routes between schools and residential areas avoiding the most heavily trafficked roads. The design of major new residential developments will be expected to take account of the needs of cyclists and, where appropriate, provide cycle storage and changing facilities. The Council will also seek to ensure that attention is given to protecting the safety of pedestrians where shared pedestrian/cycle routes are proposed.

(I) THE COUNCIL EXPECTS ALL DEVELOPMENT PROPOSALS AFFECTING LAND WITHIN THE METROPOLITAN GREEN BELT TO INCORPORATE APPROPRIATE LANDSCAPE ENHANCEMENT MEASURES APPROPRIATE TO THE LOCAL CONTEXT.

(II) DEVELOPMENT LIKELY TO SERIOUSLY DETRACT FROM THE CHARACTER OR APPEARANCE OF THE COUNTRYSIDE WILL BE RESISTED.

2.7 Public access to the countryside

2.7.1 The Council will continue to investigate opportunities as they arise to provide improved public access to the countryside, both in connection with the extension of existing open spaces and elsewhere, in accordance with its Leisure and Facilities Strategy. Meanwhile, protection will continue to be afforded to existing rights of way and all development proposals must take full account of the need to protect and enhance the public right of way network (footpaths, bridleways, RUPPs etc) in accordance with policy 18. Hertfordshire County Council has developed and adopted a good practice guide which sets out principles and standards for the treatment of public rights of way. This should be consulted before proposals are put forward for development which affects the public rights of way network.

GBC 17 PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY

(I) PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH ADVERSELY AFFECTS ANY PUBLIC RIGHT OF WAY UNLESS THE PROPOSAL INCLUDES DIVERSION OF THE PUBLIC RIGHT OF WAY TO A ROUTE WHICH IS NO LESS SAFE AND CONVENIENT FOR PUBLIC USE. DEVELOPMENT ADJOINING OR OTHERWISE AFFECTING AN EXISTING PUBLIC RIGHT OF WAY WILL BE EXPECTED TO DEMONSTRATE THAT CONSIDERATION HAS BEEN GIVEN TO THE EXISTENCE OF THE RIGHT OF WAY IN THE DESIGN OF THE DEVELOPMENT.

(II) IN ASSOCIATION WITH THE COUNTY COUNCIL AND OTHER ORGANISATIONS, THE COUNCIL WILL SEEK TO ENSURE THAT EXISTING RIGHTS OF WAY ARE MAINTAINED AND ENHANCED WHEREVER POSSIBLE.

2.8 Nature conservation

2.8.1 As highlighted in the introduction to this chapter, the Borough of Broxbourne contains some very valuable wildlife habitats despite its image as a predominantly urban area. These include a Special Area of Conservation (SAC) affecting Broxbourne Woods and a Special Protection Area (SPA) at Turnford and Cheshunt Gravel Pits within the Lee Valley, both of which are afforded protection by international legislation which includes a strong presumption against any form of development. The Council supports the protection afforded to these sites and will subject proposals for development which may affect a European Site, a proposed European Site or a RAMSAR site to rigorous examination in accordance with Policy [GBC 18](#).

GBC 18 PROTECTION OF INTERNATIONALLY IMPORTANT WILDLIFE SITES

DEVELOPMENT THAT WOULD HARM THE NATURE CONSERVATION OR GEOLOGICAL INTEREST OF AN INTERNATIONALLY IMPORTANT WILDLIFE SITE WILL NOT BE PERMITTED UNLESS:

(I) IT IS REQUIRED IN CONNECTION WITH THE MANAGEMENT OR CONSERVATION OF THE SITE; AND

(II) THERE IS A CLEAR NEED TO SUPPORT THE DEVELOPMENT IN THE PUBLIC INTEREST; AND

(III) THERE IS NO LESS ENVIRONMENTALLY DAMAGING SOLUTION

2.8.2 Within the Borough there are also several Sites of Special Scientific Interest (SSSIs) as well as approximately 100 individual areas of land which have been identified "Local Wildlife Sites". These are all defined on the Proposals Map and meet the guidelines set down in PPG9. Local wildlife sites are selected on the basis of agreed scientific criteria for important habitats and species in Hertfordshire. They are defined by English Nature, the Hertfordshire Biological Records Centre and the Herts and Middlesex Wildlife Trust. A formal ratification committee meets annually to review their status. Current wildlife sites as at 2004 and sites whose status is subject to ratification are shown on the proposals map. Any additions or deletions will be shown in Borough-wide Supplementary Planning Guidance.

2.8.3 Given that SACs, SPAs and SSSIs are all designated because of their international or national significance, the Council will also oppose any development on or adjacent to such sites which is considered likely to adversely affect their ecological and scientific value. Advice will be sought from English Nature, the Environment Agency and non government organisations as appropriate. The Council will also seek to protect, as far as practically possible (having regard to other policies and objectives in this Plan,) the "Local Wildlife Sites" identified in the Borough.

GBC19 PROTECTION FOR SITES OF WILDLIFE AND NATURE INTEREST

(I) DEVELOPMENT WILL NOT BE PERMITTED IF IT WOULD HAVE AN ADVERSE EFFECT ON:

- (a) SPECIAL AREAS OF CONSERVATION
- (b) SPECIAL PROTECTION AREAS (spas)
- (c) SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- (d) LOCAL WILDLIFE SITES
- (e) LOCAL NATURE RESERVES

UNLESS THE NEED FOR THE DEVELOPMENT OUTWEIGHS ITS NATURE CONSERVATION OR GEOLOGICAL VALUE.

(II) WHERE NECESSARY, ANY ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SHOULD IDENTIFY THE EXTENT OF ANY HARM TO THE NATURE CONSERVATION OR GEOLOGICAL INTEREST OF THE SITE AND ANY REMEDIAL MEASURES TO MITIGATE THE IMPACT OF DEVELOPMENT, AND THE MEANS OF IMPLEMENTATION OF SUCH MEASURES THROUGH PLANNING CONDITIONS AND/OR PLANNING OBLIGATIONS

2.8.4 In addition to affording protection to the above, the Wildlife and Countryside Act 1981 states that the presence of a protected species is a material consideration in the determination of a development proposal which might result in harm to the species or its habitat. The Council will accordingly apply the following policy to all development proposals potentially affecting species protected by the 1981 Act, wherever they may be found.

GBC20 PROTECTED SPECIES

(I) PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD HAVE A MATERIAL ADVERSE IMPACT ON ANY SPECIES AFFORDED PROTECTION BY THE WILDLIFE AND COUNTRYSIDE ACT 1981 AS AMENDED.

(II) WHERE DEVELOPMENT IS PERMITTED WHICH MAY HAVE AN IMPACT ON A PROTECTED SPECIES, THE COUNCIL WILL IMPOSE PLANNING CONDITIONS TO:

- (a) FACILITATE THE SURVIVAL OF INDIVIDUAL MEMBERS OF THE SPECIES;
- (b) REQUIRE DISTURBANCE TO HABITATS TO BE MINIMISED;
- (c) PROVIDE ADEQUATE ALTERNATIVE HABITATS TO SUSTAIN CURRENT LEVELS OF POPULATION.

Castle Point Borough Council

- (ii) AFFECT SITES OF NATURE CONSERVATION INTEREST OR;
- (iii) BE DETRIMENTAL TO THE RESIDENTIAL AMENITIES OF NEARBY PROPERTIES BY VIRTUE OF NOISE, SMELL OR GENERAL DISTURBANCE.

STABLES WILL NOT BE PERMITTED WHERE THE EXTENT OF ACTIVITY WOULD GIVE RISE TO AN UNACCEPTABLE LEVEL OF TRAFFIC GENERATION OR WOULD BE LIKELY TO CAUSE DANGER TO OTHER ROAD USERS.

STABLES AND ALL OTHER ASSOCIATED FACILITIES SHALL BE SMALL SCALE, OF GOOD QUALITY DESIGN AND OF BRICK OR TIMBER CONSTRUCTION AND SHALL BE SENSITIVELY SITED IN ORDER TO MAINTAIN THE CHARACTER AND APPEARANCE OF THE OPEN LAND IN WHICH IT IS LOCATED.

WHERE APPROPRIATE ENCOURAGEMENT WILL BE GIVEN TO THE RE-USE OF EXISTING BUILDINGS FOR EQUESTRIAN USE.

Public Rights Of Way

- 8.38. It is estimated that at least 20% of the residents of the Borough participate in some form of informal recreation at least once a week, with walking being one of the most popular activities. Boroughwide, Castle Point offers substantial opportunities for such activities in the form of the Hadleigh Castle Country Park, and woods of the mainland, and the circular path on Canvey, in addition to other shorter paths.
- 8.39. It is the intention of the Council to maintain its existing network of public rights of way in accordance with its statutory obligations, and with the County Council, to support the extension and enhancement of the public rights of way network, where appropriate. The effect of development on public rights of way will be considered at the earliest possible stage in the planning process by reference to the definitive map of public rights of way and all public rights of way affected by a development shall be appropriately advertised.
- 8.40. The Borough suffers a marked deficiency in the provision of public bridleways having only some 3½ miles Boroughwide. This shortage, coupled with the lack of any comprehensive network of permissive rides and the high density of urban development tends to intensify the number of riders using roads to the mutual danger and inconvenience of both riders and drivers.
- 8.41. The development of a programme of provision of public rights of way is the responsibility of the County Surveyor. However, as opportunities arise, consideration will be given to the possibility of incorporating new public rights of way and associated facilities within development schemes, with a view to producing a variety of circular routes and a comprehensive coastal path, with appropriate ancillary facility provision, including crossing points and parking/turning facilities.
- 8.42. In addition to such definitive routes, the Council will seek to continue to support and extend the equestrian rides scheme in the Borough.

POLICY RE12 - PUBLIC RIGHTS OF WAY

THE COUNCIL WILL ENCOURAGE THE PROVISION OF A HIGH QUALITY NETWORK OF PUBLIC RIGHTS OF WAY WHICH ARE ACCESSIBLE TO PEOPLE WITH DISABILITIES AND WILL SEEK THE INCLUSION OF SUCH FACILITIES WITHIN APPROPRIATE DEVELOPMENT SCHEMES. PARTICULAR ENCOURAGEMENT SHALL BE GIVEN TO THE PROVISION OF PUBLIC BRIDLEWAYS, EXCEPT WHERE THIS

WOULD PREJUDICE THE INTERESTS OF WALKERS AND OTHER USERS OF EXISTING PUBLIC FOOTPATHS.

ALL PUBLIC RIGHTS OF WAY IDENTIFIED ON THE DEFINITIVE MAP WILL BE SAFEGUARDED, IMPROVED AND EXTENDED WHERE POSSIBLE.

Cycleways

8.43. Provision of cycleways is contained in the Transport Chapter (see **Policy T10** and **T11**).

Tourism And Leisure

8.44. Despite the popularity of the Borough, and particularly Canvey Island, as a holiday destination during the 1950's and 1960's, the advent of package holidays and a rise in expectations has led to a decline in the attractiveness of the Borough as a holiday destination and a decline in the importance of holiday-makers as a significant economic factor in the Borough. However, in the future it is considered that daytrips and shortbreaks will become a growth area with visitors being attracted to South East Essex, not only because of its coastal location but because of the opportunities for recreation, such as that provided by local sports facilities and events such as the Annual Beer Festival, Castle Point Show and Firework Fiesta organised by this Authority and the Airshow organised by Southend Borough Council. Development of these popular events is currently restricted by the limited availability of short term accommodation in the surrounding area. In the future it is considered that tourism within the south-east will benefit from the provision of a better range and quality of short term accommodation.

Caravan And Holiday Camps

8.45. The decline in the number of holiday - makers visiting the Borough has already manifested itself in the gradual transformation of one holiday camp from a site of temporary accommodation to a site of permanent residential accommodation and may result in another following a similar path. Such development results in low standards of privacy and amenity and will be resisted by the Council.

POLICY RE13 - RESIDENTIAL USE OF CARAVAN SITES

EXCEPT WHERE PROVIDED IN PURSUANCE OF THE PROVISIONS OF S65 OF THE HOUSING ACT, 1985, THE COUNCIL WILL REFUSE PERMISSION FOR THE EXPANSION OR INTENSIFICATION OF PERMANENT RESIDENTIAL ACCOMMODATION ON CARAVAN SITES.

8.46. On a national scale the Borough has limited attractiveness for the holiday-maker, and it is not considered that in the future, caravan holidays will achieve their earlier popularity. It is not considered necessary to identify any new sites for holiday camp purposes.

Development And The Provision Of Recreational Facilities

8.47. In view of the identified deficiencies in recreational facilities, it is important that the demands generated by new development do not exacerbate existing deficiencies.

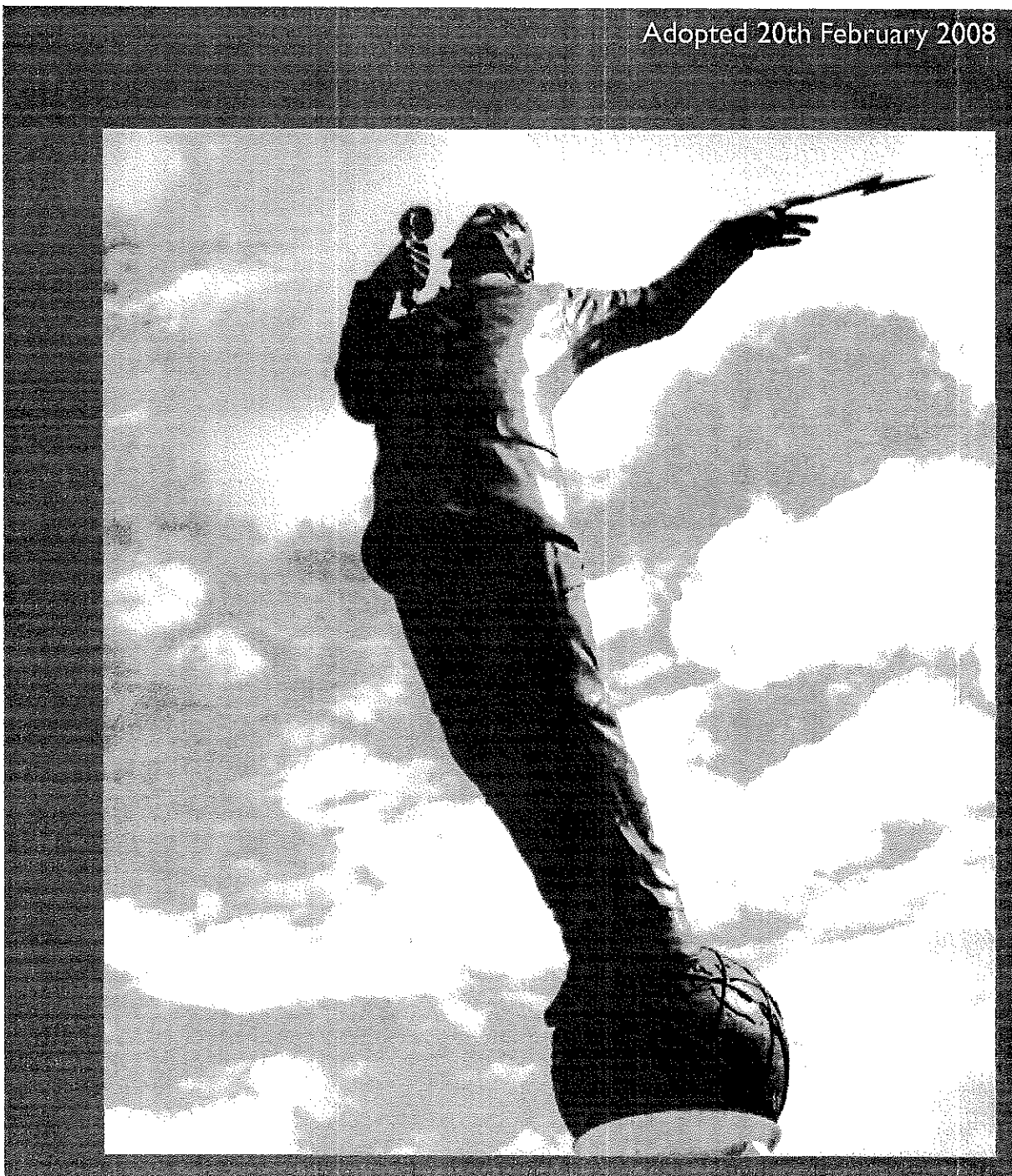
8.48. Where the development proposed would either cumulatively, or in isolation, place undue pressure on existing recreational facilities developers will be expected to enter into planning agreements to meet the recreational needs related to the development.

POLICY RE14 - PLANNING AGREEMENTS AND RECREATIONAL DEVELOPMENT

CORE STRATEGY AND DEVELOPMENT CONTROL POLICIES

CHELMSFORD BOROUGH LOCAL DEVELOPMENT FRAMEWORK 2001- 2021

Adopted 20th February 2008



Development Plan Document

Chelmsford
BOROUGH COUNCIL

2.106 The existing outdoor and built sport and leisure facilities of the Borough represent important assets serving the communities in which they are located and in some instances the wider area. This importance relates to their function and also the amenity value and the contribution these facilities have in providing a 'green lung' and visual break in the built environment. Where appropriate and especially in the context of the new residential neighbourhoods, new public gardens, local and/or country parks will form part of the masterplan for these areas. When considering proposals, the Borough Council will have regard to the changing needs or demands for such facilities.

POLICY CPI3 - MINIMISING ENVIRONMENTAL IMPACT

1 2 3

The Borough Council will seek to ensure that development proposals minimise their impact on the environment and that they do not give rise to significant and adverse impacts on health, amenity including air quality, and the wider environment.

2.107 The Borough Council recognises that all development has some environmental impact, however, development should minimise any negative impact. The Borough Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, health and air quality.

POLICY CPI4 - ENVIRONMENTAL QUALITY AND LANDSCAPE CHARACTER

22 28 SPD

The Borough Council will promote and support the enhancement of the environmental quality of the Borough's countryside and settlements. This is being informed through the preparation of a Landscape Character Assessment and Village Design Statements.

Local Development Framework

Core Strategy

Adopted December 2008

Selected policies revised July 2014

Colchester Borough Council

Accessibility can be improved by locating development at accessible locations and improving public transport, walking and cycling facilities and services. Providing good accessibility can change travel behaviour towards more sustainable modes, however travel planning, education and demand management are essential elements of the overall transport strategy. It is a priority for the Local Strategic Partnership to change travel behaviour through Travel Planning.

Improving accessibility and reducing car dependence helps to improve equality, reduce congestion, and respond to the challenges of climate change and environmental sustainability. It also helps to promote an active and healthy population in accordance with the aims of Policy PR1.

TA2 – Walking and Cycling

The Council will work with partners to promote walking and cycling as an integral and highly sustainable means of transport. Regional and rural links, including national cycle routes, will be improved and better connected with local destinations. The design and construction of facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads.

Walking and cycling improvements will be focused on centres, schools, workplaces, and public transport interchanges. In particular, the Council will seek to provide excellent walking and cycling connections into and through the Town Centre. Development shall contribute towards these connections and quality cycle parking where appropriate.

Explanation

Walking and cycling are essential and highly sustainable means of transport which also support a healthy lifestyle. Census data shows that 65% of people who live within Colchester town work within the town. The majority of Colchester residents live within 5 kilometres of the Town Centre and therefore walking and cycling has great potential in a town of this size. At present, only 14% of people walk or cycle to work in Colchester. Unfortunately, walking or cycling to the Town Centre is not attractive, because major roads (e.g. Southway) and roundabouts act as barriers to pedestrians and cyclists.

Walking is part of almost every trip, and people are less likely to walk to a local shop or bus stop if the pedestrian environment is poor or appears threatening. Unfortunately some roads and junctions have been designed to place walking and cycling as subordinate to the free flow of traffic. The subways to the town centre, for example, are often indirect, unattractive, and perceived to be unsafe.

5.7 Environment and Rural Communities Policies

ENV1 – Environment

The Borough Council will conserve and enhance Colchester's natural and historic environment, countryside and coastline. The Council will safeguard the Borough's biodiversity, geology, history and archaeology through the protection and enhancement of sites of international, national, regional and local importance. In particular, developments that have an adverse impact on Natura 2000 sites or the Dedham Vale Area of Outstanding Natural Beauty will not be supported.

Within the Coastal Protection Belt development will not be permitted that would adversely affect the open and rural character of the undeveloped coastline, and its historic features, sites of nature conservation importance and wildlife habitats.

The network of strategic green links between the rural hinterland, river corridors, and key green spaces and areas of accessible open space that contribute to the green infrastructure across the Borough will be protected and enhanced.

Development will be supported at appropriate locations to improve public access, visual amenity and rehabilitate the natural environment. Development will need to minimise and mitigate adverse impacts on river, coastal and ground water quality.

The Council will seek to direct development away from land at risk of fluvial or coastal flooding in accordance with PPS25, including areas where the risk of flooding is likely to increase as a result of climate change.

Unallocated greenfield land outside of settlement boundaries (to be defined/reviewed in the Site Allocations DPD) will be protected and where possible enhanced, in accordance with the Landscape Character Assessment. Within such areas development will be strictly controlled to conserve the environmental assets and open character of the Borough. Where new development needs, or is compatible with, a rural location, it should demonstrably:

- i. be in accord with national, regional and local policies for development within rural areas, including those for European and nationally designated areas; and
- ii. be appropriate in terms of its scale, siting, and design; and
- iii. protect, conserve or enhance landscape and townscape character, including maintaining settlement separation; and
- iv. protect, conserve or enhance the interests of natural and historic assets; and
- v. apply a sequential approach to land at risk of fluvial or coastal flooding in line with the guidance of PPS25; and

- vi. protect habitats and species and conserve and enhance the biodiversity of the Borough; and
- vii. provide for any necessary mitigating or compensatory measures.

Explanation

Colchester's countryside and coastline is extremely diverse and important in terms of its natural environment, biodiversity, landscape character, archaeology and cultural heritage. The countryside provides the attractive landscape setting that defines and characterises the villages and rural communities of Colchester Borough. The countryside and coastal areas also provide important agricultural, tourism and recreational opportunities that support local economies and communities. The Dedham Vale Area of Outstanding Natural Beauty extends into the northern part of the Borough and has the highest status of protection in relation to landscape and scenic beauty.

This policy reflects Government Guidance (for example PPS7: *Sustainable Development in Rural Areas*, PPS9: *Biodiversity and Geological Conservation*, PPG15: *Planning and the Historic Environment*, PPG16: *Archaeology and Planning* and PPS25: *Development and Flood Risk*).

The Council has statutory obligations under the Habitats Directive to protect important habitats and species designated as Natura 2000 sites. This policy aims to protect the undeveloped areas of the Colne Estuary and coast and support regeneration that enhances the river's recreation and nature conservation values.

The Coastal Protection Belt is a county-wide designation that protects the sensitive character of the undeveloped coastline which could be harmed by development that might otherwise be acceptable in a countryside area.

The green infrastructure network of open spaces and links is important in providing alternative areas of accessible natural green space to alleviate pressure on Natura 2000 sites as well as contributing to the landscape character of Colchester Borough. The LDF will make a major contribution towards achieving the objectives of the Essex Biodiversity Action Plan (BAP).

A major threat to these low lying coastal and estuary areas is rising sea levels as a result of climate change. This will be addressed through increasing the network of green corridors and sites to aid the dispersal of species that will need to move as climate change renders their existing habitat unsuitable. Climate change will also be addressed by accommodating future flood waters without harm to the built environment.

The risk from flooding to property and people will be minimised by applying the sequential test in accordance with PPS25. New developments will be directed away from areas at risk from fluvial and coastal flooding, as identified in the Strategic Flood Risk Assessment (SFRA). Where development occurs

Local Development Framework

Development Policies

Adopted October 2010

Selected policies revised July 2014

Policy DP1: Design and Amenity (Revised July 2014)

All development must be designed to a high standard, avoid unacceptable impacts on amenity, and demonstrate social, economic and environmental sustainability. Development proposals must demonstrate that they, and any ancillary activities associated with them, will:

- (i) Respect and enhance the character of the site, its context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, proportions, materials, townscape and/or landscape setting, and detailed design features. Wherever possible development should remove existing unsightly features as part of the overall development proposal;**
- (ii) Provide a design and layout that takes into account the potential users of the site including giving priority to pedestrian, cycling and public transport access, and the provision of satisfactory access provision for disabled people and those with restricted mobility;**
- (iii) Protect existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution (including light and odour pollution), daylight and sunlight;**
- (iv) Create a safe and secure environment;**
- (v) Respect or enhance the landscape and other assets that contribute positively to the site and the surrounding area; and**
- (vi) Incorporate any necessary infrastructure and services including recycling and waste facilities and, where appropriate, Sustainable Drainage Systems (SuDS), and undertake appropriate remediation of contaminated land.**
- (vii) Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.**

For the purpose of this policy ancillary activities associated with development will be considered to include vehicle movement.

Explanation

3.1 New development can play an important role in achieving a high quality environment. Applicants submitting new proposals will need to demonstrate that new development will relate well to the existing surrounding context, both natural and built, resulting in development of a coherent and interesting character. Requests for information to demonstrate these points will be reasonable and proportionate to the nature and scale of the proposal, in line with the Government's efforts to streamline the planning system. For many applications, a Design and Access Statement will be the main source of justification on the design of a proposal. In simple terms this will explain how the design has come about and what the scheme is trying to achieve. For larger schemes, applicants may wish to refer to the Urban Place Supplement developed by Essex County Council, which provides detailed guidance on the

East Hertfordshire District Council

10. LEISURE, RECREATION AND COMMUNITY FACILITIES

10.9 Lee Valley Regional Park

10.9.1 The Lee Valley Regional Park Authority has been creating a strategic leisure resource to meet the ever-increasing needs of people in London, Essex and Hertfordshire. Since its inauguration in 1967, it has created a wide range of facilities for land and water based pursuits. 445 hectares (1,100 acres) of the Regional Park fall within East Hertfordshire District.

10.9.2 The Lee Valley Regional Park Authority is required, under the Lee Valley Regional Park Act 1966, to prepare a plan showing the future use and development of the Park. Land within the statutory boundaries of the Lee Valley Regional Park is subject to the proposals of the Park Plan. These policies and proposals must be included in the Local Plan by virtue of Section 14(2) of the 1966 Act.

10.9.3 The review of the Lee Valley Regional Park Plan was adopted in April 2000. The proposals of the Park Plan are supported in Policy LRC8 below.

10.9.4 The District Council will support the proposals of the Lee Valley Regional Park Authority Plan, within the area defined on the Proposals Map, subject to their general compliance with the Local Plan. In open areas of the park between settlements fishing, horse riding, picnicking, sailing, walking, cycling and like informal recreational activities should be promoted.

LRC8 Lee Valley Regional Park

Proposals for leisure related developments within the Regional Park will be permitted provided that intensive land-use leisure activities and associated buildings are located near existing settlements.

10.10 Public Rights of Way

10.10.1 The County Structure Plan requires development proposals to take full account of the need to protect and enhance the Public Rights of Way network. Public Rights of Way have increasingly become used for recreation purposes, most commonly walking and horse riding. The District Council wishes to encourage the management and maintenance of the existing

Rights of Way network and, where appropriate, improve and rationalise it. Improvement should not be at the expense of nature conservation. The network could be used to promote alternative, more sustainable, methods of transport, such as walking, cycling, or horse riding. The Meads towpath between Hertford and Ware is an example of this kind of Right of Way.

10.10.2 Structure Plan Policy 49 encourages the establishment of strategic footpaths, bridleways, and leisure cycling routes. This includes the London Orbital Bridleway, promoted by the British Horse Society, known as the H25. The route is based on existing bridleways and minor roads and is also available to walkers and cyclists. A diagrammatic route of the H25 is shown in Diagram 1 on page 116. The District Council will encourage the provision of this route in East Hertfordshire.

10.10.3 The District Council will support the County Council, other District Councils, organisations and groups in the preservation, improvement, rationalisation, management and maintenance of the public rights of way network, for recreational purposes and where appropriate, promoting the use of more sustainable methods of transport such as walking, cycling and horse riding.

LRC9 Public Rights of Way

Any proposals for development must not adversely affect any Public Right of Way and, where possible, should incorporate measures to maintain and enhance the rights of way network.

10.11 Tourism

10.11.1 Tourism encompasses not only the annual family holiday, but also shorter visits, weekend breaks, day and part-day trips, and non-leisure tourism e.g. business tourism. PPG17 states that Local Plan policies should take into account the recreational needs of tourists.

8. ENVIRONMENT AND DESIGN

cannot be ascertained that the proposals would not adversely affect the integrity of the site, will not be permitted unless the District Council is satisfied that:

- (a) there is no alternative solution; and
 - (b) there are imperative reasons of overriding public interest for the development or land use change.
- (II) Where the site concerned hosts a priority natural habitat type and/or a priority species, development or land use change will not be permitted unless the District Council is satisfied that it is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

8.13.6 The Conservation (Natural Habitats, &c.) Regulations 1994 and PPS9 highlight that any development under permitted development rights comes under the control of local authorities where there is likely to be a significant effect on Special Areas of Conservation, Special Protection Areas, and Ramsar Sites. Advice should be sought from Natural England prior to the submission of a planning application for any proposals that may potentially affect International or National Sites.

8.13.7 Nationally important sites within the District are classified as Sites of Special Scientific Interest (SSSI's) and notified to the District Council by Natural England. SSSI's are designated for a variety of ecological, geological or geomorphological reasons. All international sites are also SSSI's.

ENV13 Development and SSSI's

- (I) Proposals for development in, or likely to affect, Sites of Special Scientific Interest will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the

nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

- (II) Where the site concerned is a National Nature Reserve (NNR), or a site identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR), particular regard will be paid to the individual site's national importance.
- (III) Where development is permitted the District Council will impose conditions or use planning obligations (or as subsequently revised), to ensure the protection and enhancement of the site's nature conservation interest.

8.13.8 Wildlife Sites are of local and regional importance and are identified by the Wildlife Sites Project. The main partners in the project are the Hertfordshire Biological Records Centre (HBRC), Herts and Middlesex Wildlife Trust, and Natural England.

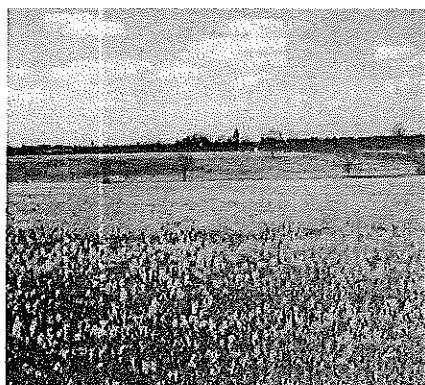
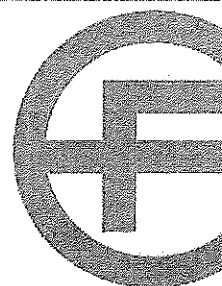
8.13.9 Wildlife Sites are defined as discrete areas of land considered to be of significance for their wildlife features in at least a District context. They are the most important places for wildlife outside legally protected land such as SSSI's. There are approximately 500 sites of local or regional significance in East Hertfordshire.

8.13.10 Whilst Wildlife Sites are designated for the flora and fauna located within them, sites containing important geological or geomorphological features are designated as Regionally Important Geological/Geomorphological Sites (RIGS). Currently there are no RIGS located in the District.

8.13.11 Local Nature Reserves (LNR's) are areas designated by local authorities because of their wildlife or geological features that are of special interest locally. There is one LNR in the District at Waterford Heath.

Epping Forest District Council

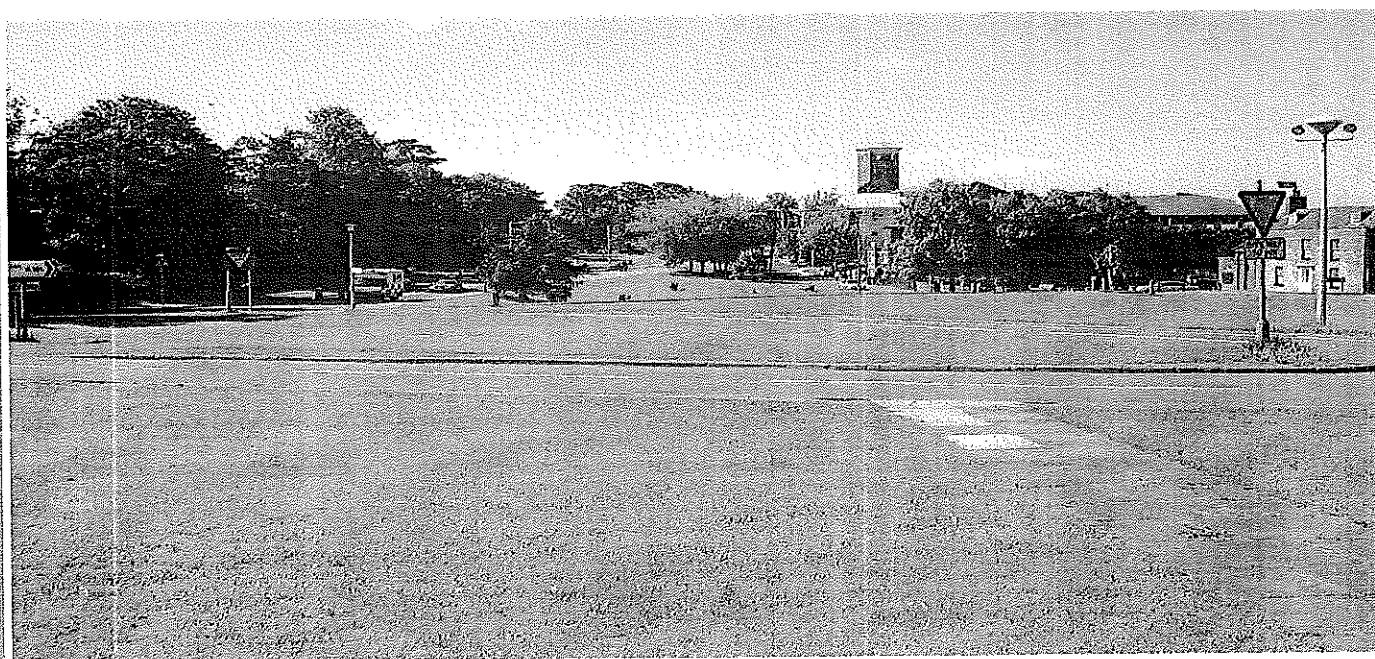
www.eppingforestdc.gov.uk



COMBINED POLICIES

OF EPPING FOREST DISTRICT
LOCAL PLAN (1998) AND ALTERATIONS (2006)

Published February 2008



POLICY CP1 - ACHIEVING SUSTAINABLE DEVELOPMENT OBJECTIVES

Planning powers and actions will be used to:

- (i) avoid, or at least minimise, impacts of development upon the environment, particularly in ways likely to affect future generations. Where negative impacts cannot be avoided, compensatory measures will be required to offset such impacts, taking into account that social and economic activities depend upon the maintenance of a stable and healthy environment for their continuance;
- (ii) secure the provision of sufficient types and amounts of housing accommodation, and different facilities, to meet the needs of the local population, and to retain and improve land resources to meet the recreational and countryside needs of the metropolitan area;
- (iii) give effect to the Epping Forest Community Strategy (produced by the Local Strategic Partnership) which is in force at the time;
- (iv) meet the employment needs of those who are unemployed and secure/achieve a mix of local employment and commercial activities that both meet local needs and reduce the need to travel, and reduce reliance on use of the private car;
- (v) avoid further commuting, especially where it is dependent upon private car use;
- (vi) help achieve prudent use of natural resources; and
- (vii) minimise the use of non-renewable resources, including greenfield land.

POLICY CP2 – PROTECTING THE QUALITY OF THE RURAL AND BUILT ENVIRONMENT

The quality of the rural and built environment will be maintained, conserved and improved by:

- (i) sustaining and enhancing the rural environment, including conserving countryside character, in particular its landscape, wildlife and heritage qualities, and protecting countryside for its own sake;
- (ii) enhancing and managing, by appropriate use, land in the Metropolitan Green Belt and urban fringe;
- (iii) retaining the best and most versatile land for agriculture;
- (iv) safeguarding and enhancing the setting, character and townscape of the urban environment;
- (v) preserving and enhancing the biodiversity and networks of natural habitats of the area, including river and wildlife corridors and other green chains;
- (vi) giving priority to protecting and enhancing areas designated as having intrinsic environmental quality at international, national and strategic levels, in compliance with policy NC1 and PPS9;
- (vii) managing the demand for water resources and sewerage infrastructure by controlling the location, scale and phasing of development so as to protect environmental and wildlife interests.

- (ii) re-use of existing buildings by refurbishment, conversions, changes of use and extensions;
- (iii) re-use of urban sites, which are no longer appropriate to their existing or proposed use in the foreseeable future, for alternative land uses; and
- (iv) use of higher densities where compatible with the character of the area concerned and urban design controls.

POLICY CP8 – SUSTAINABLE ECONOMIC DEVELOPMENT

Provision will be made for economic, commercial and housing development and transport investment which will:

- (i) facilitate economic regeneration in areas of relative social deprivation to reduce disparities in economic success across the district;
- (ii) reflect capacity and result in balanced and sustainable economic and housing growth in urban areas and across the district as appropriate;
- (iii) within the rural areas, make provision for environmentally and economically sustainable activities and adequate housing to encourage renewal and maintain vitality;
- (iv) encourage local economic diversity;
- (v) encourage the development of appropriate high value-added economic activities where this is economically beneficial and environmentally acceptable;
- (vi) satisfy other plan policies.

POLICY CP9 – SUSTAINABLE TRANSPORT

Where appropriate, development schemes will be required to:

- (i) provide for a sustainable and integrated transportation system;
- (ii) include investment in transport infrastructure to facilitate and support economic success;
- (iii) promote and provide for sustainable means of transport, especially to key community facilities, particularly by public transport, cycling and walking;
- (iv) improve and make the best use of existing infrastructure, including demand management and reducing the need to travel;
- (v) ensure access by all sectors of the community, including the mobility impaired and the economically disadvantaged;
- (vi) improve passenger transport services;
- (vii) provide for a safe and efficient transportation network that improves the accessibility of local communities.

POLICY RST1- RECREATIONAL, SPORTING AND TOURIST FACILITIES

The Council will permit the development of additional recreational, sporting and tourist facilities where it is satisfied that these are:

- (i) in the best interests of the local community; and
- (ii) unlikely to result, either directly or indirectly, in the character of the surrounding area being affected adversely.

POLICY RST2- ENHANCE RIGHTS OF WAY NETWORK

In determining planning applications the Council may seek:-

- (i) the appropriate expansion and enhancement of the rights of way network; and
- (ii) to secure public access onto privately-owned land for informal leisure purposes.

POLICY RST3- LOSS OR DIVERSION OF RIGHTS OF WAY

The Council will not grant planning permission for development proposals which entail the loss, stopping-up, or unreasonable diversion of public rights of way.

POLICY RST4- HORSE-KEEPING

The use of land for the keeping of horses or ponies for domestic or commercial use (other than agricultural) will be permitted provided that:

- (i) the development would not have a significantly adverse impact upon the character and appearance of the landscape; and
- (ii) the amount of horseriding that is likely to result would not lead to excessive highway danger on or across roads; and
- (iii) the amount of horseriding that is likely to result would not have a significantly adverse impact upon the management, ecology or public use of open spaces (e.g. Epping Forest) and rights of way; and
- (iv) the amount of land is adequate for the welfare requirements of the number of horses intended to use it; and
- (v) appropriate fencing or other means of enclosure is provided.

POLICY RST5- STABLES

Stables will be permitted provided that:

- (i) they do not have a significantly adverse impact upon the character and appearance of the landscape and are appropriate in scale, location, design, materials and landscaping; and

Harlow District Council

- a) a) Maximise the re-use of previously developed land and the conversion and re-use of existing buildings, particularly where they are empty or under-used, within the town's urban area before using greenfield sites;
 - b) b) Planned extensions to the urban area, which maximise the development potential of sites, are the next most sustainable option after building on appropriate sites in the urban area;
 - c) And finally, new development around nodes in good public transport corridors.
- 5.5.2 Development must also be located where there are adequate jobs, public transport, infrastructure, utilities, services and facilities, and be assessed against constraints such as unstable land, contamination and flood risk.
- 5.5.3 The development sites in the Local Plan have been assessed against the above, and this is described in more detail in the "sustainability appraisal".

SD3 In allocating land for development and when considering development proposals the following should be taken into consideration:

- 1. The promotion of sustainable development;**
- 2. Social inclusion and the improvement of quality of life and well being;**
- 3. The sequential test, so that preference is given to the use of previously developed land and existing buildings;**
- 4. The facilitation of regeneration;**
- 5. There should be no loss of BAP (Essex Biodiversity Action Plan) habitats or species, other protected species or areas of statutory or non-statutory designated sites or other habitats that can be shown to be of similar value.**

5.6 Mixed Uses: Intergrated Development and Travel

- 5.6.1 A major challenge for the Local Plan is to provide people with a choice so that it is possible for them to live much closer to their jobs, the shops and community facilities so that the need to travel long distances is reduced. This enables a choice of travel modes, so that walking or cycling is preferred and public transport can be used instead of the car. The Local Plan will seek to achieve this by encouraging compatible mixed uses; of housing, employment, leisure, shops, social and community uses and services on the same site or in close proximity. The Local Transport Plan is also material to this aim.
- 5.6.2 Structure Plan Policy BE2 supports mixed use town centres, and urban regeneration areas, in major new developments and in other urban areas well supported by public transport.
- 5.6.3 The Town Centre and neighbourhood centres present the best opportunities for achieving a compatible mix of uses which are also essential to maintain their vitality and viability. Within existing residential and industrial areas the need to avoid incompatible uses mean that there will be few occasions where alternative uses, to those generally existing, will be acceptable. Opportunities arise to build-in compatibility between uses in new developments and mixed use proposals will be required in development briefs, in the Newhall Master Plan and in urban regeneration schemes. When considering mixed uses in major residential

areas and the open countryside. The network provides an informal recreation resource, especially those routes which form part of the Town Trail, the Heritage Trail, Forest Way, Harcamlow Way and the 40th Anniversary Trail. The fine woodland areas in Harlow also serve as valuable recreation areas, to which the public should have ready access. These and all other public rights of way provide an important sports, leisure and recreational resource that should be protected, enhanced and expanded ensuring the highest standards of design, accessibility and personal safety for all users.

L13 The existing network of definitive public rights of way within Harlow will be safeguarded.

New footpaths, bridleways and cycleways will be required as part of new developments, to link with existing routes outside and within the town's boundary, and to provide better access to the surrounding countryside and areas of woodland within the town. Proposals for new or the enhancement of existing public rights of way will be required to meet the highest standards of design, accessibility and personal safety.

9.17 Joint Provision and Dual Use

9.17.1 The joint provision and dual use of leisure facilities is an efficient use of land and resources and can also add to the range of facilities available. Harlow's schools, particularly at secondary level offer a wide range of facilities, ranging from swimming pools to gyms and outdoor sports pitches, which the wider community can use. The use and provision of schools, and facilities of local firms and sports clubs are particularly encouraged for multi leisure and cultural activities. The Council seeks the active involvement of the Sports Trust, Essex County Council, schools, voluntary organisations, individuals, and other public and private bodies, to operate in partnership to finance and provide new facilities, and offer joint use with the community.

9.18 Art, Culture and Entertainment

- 9.18.1 The Council has always encouraged the arts in the town, particularly in the areas of theatre, museums, sculpture and the visual arts, and these activities are important to regeneration, employment creation and quality of life.
- 9.18.2 The Council has consulted on a Cultural Strategy for the town. The intention is to integrate cultural issues into the development plan and other Council strategies for the town, and express and realise a vision in response to the needs and aspirations of the local community. It will enable our cultural assets and services to be recognised and used to help boost the local economy; encourage regeneration and improve qualities of life. The need for specific new cultural and entertainment facilities may arise from this strategy. Facilities have improved by relocating the museum to a single site, and the need to expand the Play House has been identified.

L14 Encouragement is given to the provision of new cultural and entertainment facilities. In particular those which overcome specific deficiencies identified in the Council's strategy:



**Core Strategy and
Development Control Policies
Development Plan Document**
Adopted 2008



Havering
LONDON BOROUGH

CP7 – RECREATION AND LEISURE

The Council will, in partnership with other bodies, seek to retain and increase access to recreation and leisure opportunities by:

- retaining existing facilities where a need exists
- addressing quantitative and qualitative deficiencies in open space and recreation facilities
- improving opportunities for creative play and physical activity in parks and open spaces
- improving opportunities for informal recreation in the countryside, particularly through the implementation of the Thames Chase Plan and London Riverside Conservation Park, and also by improving footpaths and bridleways and the links between open spaces, the urban areas, the open countryside and the Thames including a continuous Thames Path
- supporting implementation of the following complementary initiatives
 - Thames Chase
 - Green Grid
 - Green Arc
 - London Outer Orbital Path
 - Blue Ribbon Network
 - Thames Chase Forest Circle
- seeking developer contributions towards improvements to the quality and quantity of open space, recreation and leisure facilities

REASONED JUSTIFICATION

- 1.1 Access to informal and formal recreation and leisure opportunities are important to the quality of life of all age groups. Not only are these sources of enjoyment but also impact on other aspects of quality of life, for example the health benefits of formal and informal recreation and the education benefits to children of creative play.

Meeting the need for leisure and recreation activities

- 1.2 In line with PPG17 the Council has completed an Open Space and Sports Needs Assessment.⁴⁷ This shows that Havering has a relatively good quantity of public parks but that there are local pockets of deficiency across the borough. In particular, there are significant areas which are deficient in access to dedicated children's play areas. Figure 1 (page 107) shows deficiencies in general terms - a more detailed assessment of deficiency will be undertaken in individual cases where necessary. In terms of sports facilities, the assessment identifies that up to 2016 there will be a need for a further twenty

⁴⁷ Havering Open Space and Sports Needs Assessment, LB Havering, 2005

CP10 - SUSTAINABLE TRANSPORT

A choice of sustainable transport modes, where travel is necessary, will be promoted by:

- achieving integration and convenient interchange between different transport modes
- requiring the submission of a travel plan and transport assessment for proposals with material transport implications
- ensuring that new development does not overload the capacity of the public transport and strategic road networks, including the motorway network
- working in partnership with the relevant agencies to seek funding for and deliver the following public transport improvements to support development priorities and ensuring that new development is designed and laid out with regard to these to facilitate its deliverability:
 - East London Transit
 - Crossrail Line 1
 - Improvements to the c2c railway line from London to Southend via Rainham and Upminster including the new Beam Reach Station
 - General improvements to the local bus network through the London Bus Priority Network and in particular in London Riverside where bus links are vital to the achievement of sustainable communities.
- welcoming facilities which support the use of green fuels for public transport
- where appropriate relating maximum car parking standards to public transport accessibility
- ensuring that new developments in their design and layout prioritise the needs of pedestrians and cyclists and minimise the distance to local public transport nodes
- ensuring new development does not have an adverse impact on the road hierarchy
- increasing accessibility to Romford Town Centre by considering the potential to introduce a Park and Ride facility as part of a wider strategy to encourage modal shift
- seeking contributions for improvements to public transport accessibility and capacity and other transport improvements where this is necessary to serve the new development
- maximising the use of river and rail freight facilities within and outside the borough where this represents the most sustainable option

CP15 - ENVIRONMENTAL MANAGEMENT

To reduce their environmental impact and to address the causes and adapt to and mitigate the affects of climate change in their location, construction and use new development should:

- minimise their use of natural resources, including the efficient use of land
- reduce and manage fluvial, tidal and surface water and all other forms of flood risk through spatial planning, implementation of emergency and other strategic plans and development control policies
- have a sustainable water supply and drainage infrastructure.
- avoid an adverse impact on water quality
- ensure that it does not singularly or cumulatively breach air quality targets
- take the necessary measures to address contaminated land issues
- avoid a noise sensitive use being exposed to excessive noise
- minimise the negative impact of lighting.

Major new development will be required to adopt high standards of sustainable construction and design and to incorporate on-site renewable energy equipment to reduce predicted CO₂ emissions in line with regional and national policy.

REASONED JUSTIFICATION

- 1.1 In line with PPS1 this policy seeks to enhance and protect the built and natural environment by taking into account environmental issues such as renewable energy; air quality and pollution, land contamination, the protection of groundwater from contamination, and noise, light pollution and climate change adaptation and mitigation.⁸⁰ These are briefly covered under the respective headings below and in more detail in the Development Control Policies.

Sustainable Construction

- 1.2 In line with London Plan Policy 4B.6, this policy promotes a high standard of sustainable design and construction in new development.

Renewable Energy

- 1.3 In Havering, in 2003, over a million tonnes of CO₂ were emitted, approximately 70% from buildings and 30% from transport. The UK Energy Strategy commits the Government to achieve a 20% reduction in CO₂ emissions by 2020. The London Sustainable Development Commission

⁸⁰ Planning Policy Statement 1, Delivering Sustainable Development, ODPM 2005

68	% of main rivers of good or fair chemical and biological quality.	Sustainability Appraisal (SEI)
69	Concentration of 2 main air pollutants (NO2, PM10) at monitoring stations	Sustainable Appraisal (SEI)
69A	Hospital admissions for respiratory disease	Local Output
70	Area of land remediated ready for development	Sustainability Appraisal (SEI)
71	Number of noise complaints	Sustainability Appraisal (SEI)

CP16 - BIODIVERSITY AND GEODIVERSITY

The Council will seek to protect and enhance the borough's rich biodiversity and geodiversity, in particular, priority habitats, species and sites. It will increase public awareness and appreciation of biodiversity and will seek to put in place a strategic framework for the development and delivery of the London Riverside Conservation Park.

REASONED JUSTIFICATION

- 1.1 Biodiversity is the diversity, or variety, of plants, animals and other living things in a particular area or region and has social and economic value for human society.
- 1.2 In line with Planning Policy Statement 9: Biodiversity and Geological Conservation, Planning Policy Statement 7: Sustainable Development in Rural Areas, and the London Plan, this policy aims to maintain, enhance, restore or add to Havering's rich biodiversity and geological conservation interests, and protect valued rural environmental resources.
- 1.3 The Council has the benefit of the Greater London Authority's audit of sites of nature conservation importance in Havering (March 2003). This identified 93 sites of Nature Conservation Importance in Havering. In addition, Havering's Phase 1 Biodiversity Action Plan (April 2003) identifies a range of species and habitats which are either regional or national priorities. Naturally, these are not confined to the designated sites, for example, private gardens are a regionally priority habitat. This policy, therefore, not only considers the protection of identified sites of nature conservation importance but looks at

space. Local authorities will be justified in seeking planning obligations where the quantity or quality of provision is inadequate or under threat, or where new development increases local needs. Havering's Open Space and Sports Assessment (2005) recommended that new development should be accompanied by 1.84 hectares of open space per 1000 population based upon established levels of provision in areas considered to be well served.

DC22 – COUNTRYSIDE RECREATION

Opportunities for informal recreation in the countryside will be increased by:

- the improvement of the public right of way network including links to the urban area
- allowing equestrian and horsekeeping facilities in the Green Belt subject to no adverse effect on the amenity of residents or the countryside
- ensuring that all developments located within the Thames Chase make a positive contribution to the implementation of the Thames Chase Plan by improving, for example, access, recreation opportunities, the landscape and nature conservation
- encouraging the provision for recreational water activities and sport subject to no adverse effect on the amenity of residents or the countryside
- where appropriate, seeking developer contributions towards implementation of the Green Chain network, the London Outer Orbital Path, the Green Arc, the Thames Chase, and the Green Grid.

REASONED JUSTIFICATION

- 1.1 Forming important components of the 'Greening the Gateway Initiative', the Council is working with partners to implement the Thames Chase Plan, the London Outer Orbital Path, the Green Arc, and the Green Grid to create quality opportunities for informal recreation in Havering's countryside.

IMPLEMENTATION

- 1.2 The Council will continue to bid for Local Implementation Plan funding towards the implementation of walking and cycling initiatives within the Green Belt.

Rochford District Council

- 10.9 It is important that new development be accompanied by the requisite highway infrastructure improvements to mitigate their impact on the existing network. The Council will work with Essex County Council to ensure that such highway improvements are delivered, aided through a combination of planning obligations and standard charges for developers (see Preferred Option CLT1 for further details). In addition, the Council believe that existing connections between the west, where the population is focussed, and the more rural east which nevertheless contains a number of local employment uses, is inadequate. The Council will work with Essex County Council to seek necessary improvements to east-west highways in order to help sustain employment uses in the east of the District. The Council will also liaise with developers to ensure the delivery of Transport Impact Assessments alongside any proposed development.

Policy T1 – Highways

Developments will be required to be located and designed in such a way as to reduce reliance on the private car. However, some impact on the highway network is inevitable and the Council will work with developers and the Highway Authority to ensure that appropriate improvements are carried out. The Council will seek developer contributions where necessary.

The Council will work with the Highways Authority to deliver online improvements to the east to west road network, and improvements to the highways serving Baltic Wharf in order to sustain employment in this rural part of the District. The Council will also work with the Highways Authority to find ways to manage congestion along specific routes in the District.



Policy T2 – Highways Improvements

The Council will work with Essex County Council Highways Authority to ensure that highway improvements are implemented to address issues of congestion, road flooding and poor signage. In particular, highway improvements to the following will be prioritised:

- Brays Lane, Ashingdon (improved to access to King Edmund School);
- Ashingdon Road to improve traffic flows and reduce congestion;
- Rectory Road/Ashingdon Road Roundabout;
- Watery Lane;
- Spa Road/Main Road Roundabout Hockley;
- Rayleigh Weir junction;
- Enhancements to the B1013 to improve traffic flows and reduce congestion; and
- Surface access to London Southend Airport.

It should however be noted that Rochford District Council is not the Highway Authority and as such does not have responsibility for the Highway network. The Council will however work closely with the Highway Authority, Essex County Council, in order to ensure any proposed schemes in Rochford are given the appropriate priority.



Policy T6 – Cycling and Walking

The Council will work with Essex County Council, along with other organisations such as Sustrans, to ensure that a safe and convenient network of cycle and pedestrian routes is put in place to link homes, workplaces, services and town centres. Where developments generate a potential demand to travel, developers will be required to contribute to the delivery of such a network. The Council will also continue to require developers to provide facilities for cyclists at all new developments.

The Council will also seek the further development of cyclepaths, footpaths and bridleways that, having regard to ecological interests, open up and develop the access network alongside the District's rivers.

The Council will also encourage new cycle and footpath links with neighbouring authorities.

Greenways

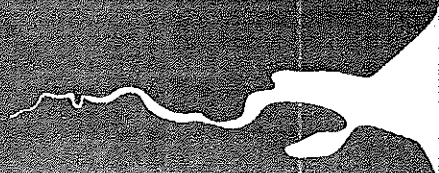
- 10.25 As part of ensuring that the regeneration of the Thames Gateway is sustainable, a strategy has been produced – the Green Grid Strategy – which has a number of aims, including to connect new communities with existing neighbourhoods, the regenerated riverside, local attractions and the countryside; create high quality new green spaces links in areas of opportunity and need; and plan and promote the Green Grid network as part of a sustainable transport strategy.
- 10.26 The Council are a member of the Green Grid partnership and, as such, are committed to seeing the aims of the Green Grid Strategy realised. Part of the Green Grid Strategy proposes the creation of “greenways” – footpaths, cyclepaths and bridlepaths that connect to and through towns and the rest of South Essex area which, in addition to leisure and recreational routes, also provide alternative transport options. A number of the proposed greenways are within Rochford District, and although not directly able to implement greenways alone, the Council will work with partners to see them realised.
- 10.27 It should be noted that the proposed cycle network has the potential to deliver an element of the planned greenways.

Development Planning Document 1

Core Strategy

December 2007

local development framework
delivering regeneration and growth



Policy KP2: Development Principles

All new development, including transport infrastructure, should contribute to economic, social, physical and environmental regeneration in a sustainable way throughout the Thames Gateway Area, and to the regeneration of Southend's primary role within Thames Gateway as a cultural and intellectual hub and a higher education centre of excellence. This must be achieved in ways which:

1. contribute to the achievement of, and do not compromise, the Borough Council's Strategic Objectives;
2. make the best use of previously developed land, ensuring that sites and buildings are put to best use;
3. apply a sequential approach to the location and siting of development, particularly having regard to the need to:
 - a. minimise the use of 'greenfield' land;
 - b. avoid or appropriately mitigate flood risk;
 - c. reduce the need to travel;
 - d. ensure good accessibility to local services and the transport network;
 - e. facilitate the use of travel modes other than the private car; and
 - f. safeguard and promote the vitality and viability of existing town and local centres.
4. respect, conserve and enhance and where necessary adequately mitigate effects on the natural and historic environment, including the Borough's biodiversity and green space resources; ensure that European and international sites for nature conservation are not adversely affected and contribute positively towards the 'Green Grid' in Southend;
5. do not place a damaging burden on existing infrastructure;
6. are within the capacity of the urban area in terms of the services and amenities available to the local community;
7. secure improvements to transport networks, infrastructure and facilities;
8. promote improved and sustainable modes of travel;
9. secure improvements to the urban environment through quality design;
10. respect the character and scale of the existing neighbourhood where appropriate;
11. include appropriate measures in design, layout, operation and materials to achieve:
 - a. a reduction in the use of resources, including the use of renewable and recycled resources. All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide, wherever feasible. How the development will provide for the collection of re-usable and recyclable waste will also be a consideration.
 - b. avoidance of flood risk, or where, having regard to other sustainability considerations (see Section 2(i) and Policy KP1 above) a residual risk remains, the provision of measures to appropriately and adequately mitigate that risk. All development proposals should demonstrate how they incorporate 'sustainable urban drainage systems' (SUDS) to mitigate the increase in surface water run-off, and, where relevant, how they will avoid or mitigate tidal or fluvial flood risk;

- c. avoidance or appropriate mitigation of actual and potential pollution impacts of development;
- d. a reduction in and prevention of crime. All development proposals should demonstrate how they have used design measures to help reduce crime and create environments that are safe, secure and people friendly;
- e. enhancement to the ecological and amenity value of the environment where appropriate;
- f. would avoid areas of land instability or adequately mitigate potential harmful effects.

All development will need to have regard to the Council's guidance set out in its Supplementary Planning Documents.

Policy CP3: Transport and Accessibility

Improvements to transport infrastructure and services will be sought in partnership to secure a 'step change' in provision to achieve a modern integrated transport system necessary to unlock key development sites and to secure the sustainable jobs led regeneration and growth of Southend. This will be achieved by:

1. improving the road and rail network to deliver improvements to accessibility, traffic flows, travel choice and freight distribution. In particular by:
 - a. improving the A127/A1159 east-west strategic transport and freight corridor including junction improvements at Progress Road, Kent Elms, The Bell, Cuckoo Corner, Sutton Road, Fairfax Drive, East/West Street and Victoria Circus;
 - b. improving accessibility to key development opportunity sites, including improved access to Shoeburyness and London Southend Airport to support the potential of the Airport to function as a catalyst for economic growth;
 - c. providing for the development of high quality transport interchanges at Southend (Southend Regional Transport Node*) and the key urban interchanges at Leigh Railway Station, Shoeburyness Railway Station, Southend Hospital and London Southend Airport;
2. widening travel choice, particularly by car share, rail, bus, including social transport, taxi, cycling and walking, including the development of 'showcase' bus priority corridors and completion of the national and regional Sustrans cycle routes;
3. making provision and safeguarding appropriate corridors/land for new modes of passenger transport, such as the 'South Essex Rapid Transit' (SERT) system and potential for 'park and ride' schemes;
4. realising the potential of the River Thames to function as a sustainable transport corridor, including improved access to Leigh Port, subject to environmental considerations;
5. providing for state of the art communications, signing and intelligent transport management systems, including maximising the opportunities of the pan – European fibre optic network;
6. safeguarding and enhancing the environment of 'Environmental Rooms', as defined in the Southend Local Transport Plan; and
7. improving road safety, quality of life and equality of access for all.

Development proposals will be required to contribute to the implementation of the above transport improvements and the provisions of the Southend on Sea Local Transport Plan and its subsequent reviews where such contributions would be related to the development proposed and necessary for the development to proceed.

Higher density development and/or proposals which would generate large traffic movements or which are of sub-regional importance, will be directed to those areas well served by a range of transport modes and in particular to areas close to the Southend Regional Transport Node. All development will

* Southend Regional Transport Node comprises Southend Victoria Railway Station, Southend Central Railway Station and Southend Travel Centre.

need to reduce sole reliance on the car for accessibility having regard to the Council's Local Development Documents relating to:

- a. Planning Obligations and Vehicle Parking Standards' (DPD2); and
- b. Sustainable Transport' (SPD2).

The Council will monitor and assess the delivery of the transport infrastructure priorities set out in both the RTS (Regional Transport Strategy) and Southend LTP (Local Transport Plan). Failure to achieve clear improvements to transport infrastructure and accessibility to and within the town may trigger a review of the Core Strategy to assess whether further new housing and perhaps other development should be delayed until towards the end of the plan period.

Tendring District Local Plan 2007

Adopted

December 2007

Mixed-Use Areas, which is adopted as SPG.

2.62 Detailed policies on accessibility and community safety are set out in the Safer and Healthier Communities Chapter.

Ensuring Compatibility of Uses and Minimising Environmental Impacts

2.63 All developments have the potential to impact on the environment by changing the appearance of land or buildings or affecting the activities that are carried out on a site. Policy QL11 is an overarching policy that sets out the principal concerns to ensure that potentially damaging impacts of development on its surroundings are minimised and that land uses are compatible.

2.64 Large scale proposals may require an Environmental Impact Assessment in accordance with relevant EU Directives, UK legislation and Replacement Structure Plan Policy BE7 (Minimising Pollution Impacts), and some will require Health Impact Assessments. In assessing the environmental implications of development, the Council will take into account the views and recommendations of the Environment Agency and any other bodies with a responsibility or expertise in environmental matters.

Policy QL11 – Environmental Impacts and Compatibility of Uses

All new development should be compatible with surrounding land uses and minimise any adverse environmental impacts. Development will only be permitted if the following criteria are met:

- i. the scale and nature of the development is appropriate to the locality;
- ii. the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;
- iii. the development will not lead to material loss or damage to important environmental assets such as buildings of architectural interest, the historic environment, water courses, important archaeological sites and monuments and areas of conservation, recreation, ecological or landscape value;
- iv. the development, including any additional road traffic arising, will not have a materially damaging impact on air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes or other forms of pollution or nuisance; and
- v. the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use.

Where appropriate, compensatory and/or mitigation measures will be required to resolve or limit environmental impacts.

2.65 Policy QL11 seeks to ensure that land uses are suitably located and controlled so that their environmental impacts are compatible with neighbouring uses, the general character of an area and the amenities of occupiers of existing development. Detailed policies on conservation and environmental assets are contained in the Sustaining Our Environment Chapter. Contaminated and unstable land issues are dealt with in the Safer and Healthier Communities Chapter.

2.66 Many land uses have the potential to cause pollution through the release of substances into the air, ground or water or by noise, smell, dust, light, heat or vibration. The degree of disturbance or pollution which is acceptable will vary from site to site. For example, development such as floodlighting may be acceptable within a settlement, but can form an unacceptable urban intrusion into a rural area.

2.67 Some uses (such as general industrial uses) may generate light, vibration, noise and fumes and problems can arise if they are located in close proximity to uses such as housing, which are sensitive to disturbance. Equally, new development should not be located near to existing or committed uses which generate significant disturbance or pollution, or which handle hazardous substances, if people occupying the new development would be put at risk or be subjected to unacceptable nuisance. In this way, problems and conflicts between neighbours such as those giving rise to a statutory nuisance can be avoided. The main issues relating to potential pollution which may arise in applying Policy QL11 are set out in Chapter 5: Safer and Healthier Communities.

2.68 In many cases the environmental impact of a development can be controlled and mitigated through physical measures such as landscaping or by site management such as restrictions on hours of operation or the range of uses which can be carried out. Planning conditions and appropriate legal agreements will ensure that problems and conflicts are minimised and a mix of uses can be provided.

Ensuring the Social, Environmental and Infrastructure Requirements of New Developments Are Met

2.76 Circular 05/2005 'Planning Obligations' gives planning guidance to Local Planning Authorities highlighting the important role that planning obligations play in achieving sustainable development. All forms of development should be supported by an appropriate range of infrastructure and public services. In some cases measures may be required to mitigate or compensate for adverse impacts or loss of natural resources. Where appropriate the District Council will seek

6.24 The Countryside and Rights of Way Act (CROW) 2000 strengthened the status of AONBs and placed new duties on local authorities regarding their conservation and enhancement. In planning terms, the designation is now equivalent to that of a National Park.

6.25 It is important to the Country's natural heritage that these areas are protected from any development that would be likely to cause harm. The CROW Act has created a new legal right of access on foot to areas of open, uncultivated countryside. The Act includes measures to protect AONBs, raise awareness of their importance at a national and local level, and places a statutory duty on local authorities to produce a Management Strategy.

6.26 There are two AONBs of importance for the Tendring district, and both these AONBs impact upon the management of the landscape and control of development. The first AONB is the Dedham Vale AONB that is located in the north-western part of the district. The second is the Suffolk Coast and Heaths AONB and although no part of this AONB is located within Tendring both Essex County Council and Tendring District Council are proposing that this AONB should be extended to cover the southern side of the Stour Estuary, between Mistley and Parkeston.

6.26a When considering planning applications that will impact on the Dedham Vale AONB and the area within the Tendring district that is proposed for extension of the Suffolk Coast and Heaths AONB, the Council will have particular regard to the Government's advice in PPS7, namely that the primary objective of designation is conservation of the natural beauty of the landscape. The objective of designation as an AONB does not include the promotion of recreation, though the Government considers that these areas should be used to meet the demand for recreation so far as that is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.

6.27 In relation to major development, the Government states that developers must demonstrate that the project is in the national interest before it is allowed to proceed, and proposals must include an assessment of the need for a proposal, alternative locational options and whether appropriate mitigation of environmental impact can be achieved. For all development within AONBs, due regard should also be had to the economic and social well-being of local communities.

6.27a In accordance with section 85 of the CROW Act the Council will have regard to the purposes of conserving and enhancing the natural beauty of the Dedham Vale AONB. It will also have regard to this purpose in the proposed Suffolk Coast and Heaths AONB extension to the South of the Stour. In addition, in keeping with Section 89 of the CROW Act, 2000 the Council recognises that the Dedham Vale and Suffolk Coast and Heaths management strategies are formulated in relation to the management of these areas. This includes the proposed extension to the south of the River Stour.

Dedham Vale

6.28 The Dedham Vale AONB was designated in 1970. The conservation of this area is important to the County's natural heritage, and it should therefore be protected from any development likely to harm its character. Within the limited resources available, the Council works with other local authorities, the Countryside Agency, statutory undertakers and landowners to protect and enhance this attractive landscape with its considerable historical and cultural associations.

6.30 Dedham Vale falls under the control of three Local Planning Authorities (Tendring, Colchester BC and Babergh DC) and two County Councils (Essex and Suffolk). The boundary of the AONB is shown on the Proposals Map and Proposals Map Insets.

Policy EN5- Areas of Outstanding Natural Beauty (AONBs)

- i. Development which would harm or otherwise fail to conserve the natural beauty of the landscape of an AONB, including views towards it from outside, will not be permitted. Major development will only be approved if there is an overriding national need, and in the absence of any alternative sites outside the AONB.
- ii. The Council will have regard to the Dedham Vale Management Strategy when determining applications affecting the Dedham Vale AONB. Conflicting proposals will not be permitted.

Suffolk Coast and Heaths

6.32a The southern boundary of the Suffolk Coast and Heaths AONB runs along the northern shore of the Stour Estuary, which excludes Tendring's estuarial frontage and does not reflect the high scenic quality of the landscape on the south side of this estuary. This area, on the southern shore, is included in the joint Character Area 82: Suffolk Coast and Heaths as defined by the Countryside Agency. It is also included in the Management Strategy for the AONB prepared by the Suffolk Coast and Heaths Unit as required by the CROW Act 2000.

6.35a The Stour Estuary and the southern shore of the estuary were included in the Suffolk Coast and Heaths AONB Project, which started in 1993. Both Tendring District Council and Essex County Council have considered for some time that the existing Suffolk Coast and Heaths AONB should be extended to cover the southern side of the Stour Estuary, between Mistley and Parkeston. This is reflected and supported by Policy NR3 of the Replacement Structure Plan. In support of this Policy, the District Council has undertaken an assessment to define a detailed area for inclusion in an extended AONB as shown on the Proposals Map. The assessment demonstrated that the area is an integral part of the

public transport and car. Walking is the most sustainable form of transport; it also has important health benefits. Promotion of walking supports several of the objectives contained in the Tendring Health Improvement and Modernisation Plan, particularly those to tackle coronary heart disease.

7.15 As stated in the Essex Walking Strategy pedestrians should be planned for at the very early stages of the design process for new developments and integrating new buildings into the existing footpath and rights of way networks will help to make walking as convenient and attractive as possible. The redevelopment of a site may also offer opportunities for creating new links and more direct and attractive routes to public transport, shopping, leisure, education and employment facilities. This will help to encourage people to leave their cars at home, especially for shorter journeys. The Essex Design Guide sets out guidance for designing for pedestrian movement in new residential and mixed-use areas. The key considerations are:

- The provision of good quality footways and footpaths for use by people of all abilities;
- People prefer to walk along streets where they can be seen by drivers, residents and other pedestrians;
- If segregated footpaths are provided, they need to be well-connected and overlooked by houses and other buildings;
- Direct routes should be provided to local facilities, adjacent neighbourhoods and public transport services so that it is more convenient and attractive to walk than to drive to them; and
- All measures to slow down traffic help pedestrians feel safer.

7.16 Economic well being and our quality of life relies on people being able to walk safely around the District's towns and villages. In order to make areas safe and attractive environments for residents and visitors it is necessary to restore priority to pedestrians. The Tendring Transportation Strategy identifies a number of locations where pedestrian priority measures are planned to make it easier for pedestrians of all abilities to move around. These include better crossing points, pavement widening, speed reduction and safe journeys initiatives. New development should be designed to support these proposed improvements to the pedestrian environment.

7.17 In Clacton town centre a combination of pedestrian priority measures and pedestrianisation are proposed to improve the town centre environment whilst maintaining access for emergency vehicles, deliveries, public transport and disabled people who rely on the use of the car. Details of the scheme are contained in the Clacton Chapter.

Policy TR3a – Provision for Walking

Where practicable all developments will be required to link with existing footpath and public rights of way networks and provide convenient, safe, attractive and direct routes for walking.

Where appropriate, development should also improve links to and between pedestrian routes and public transport facilities, and support pedestrian priority measures.

Safeguarding and Improving Public Rights of Way

7.18 Public rights of way (i.e. public footpaths, bridleways and byways) and cycle tracks are a valuable part of the District's transportation network. They are important for their role in recreation and tourism and for providing opportunities for people to benefit from regular exercise and access to the wider countryside and coast. The network provides an alternative to car use for shorter journeys and for longer journeys when combined with public transport. Bridleways are not covered by this policy as they are safeguarded by Policy COM12a – Bridleways.

Policy TR4 – Safeguarding and Improving Public Rights of Way

Where development affects an existing public right of way, planning permission will be refused unless the development can accommodate the definitive alignment of the path. A formal diversion providing a safe, attractive and convenient alternative may be considered where appropriate.

Where opportunities exist the improvement of existing routes and the creation of additional links in the network of public rights of way and cycle tracks will be sought.

Encouraging Cycling

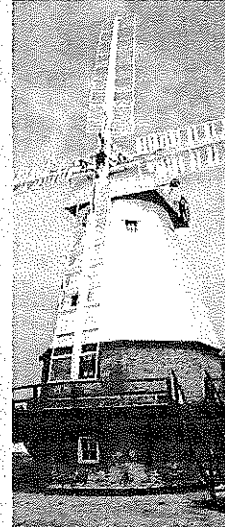
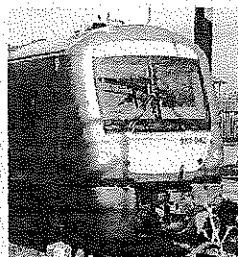
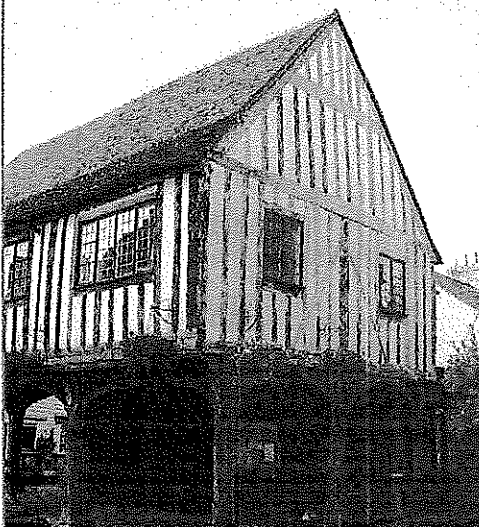
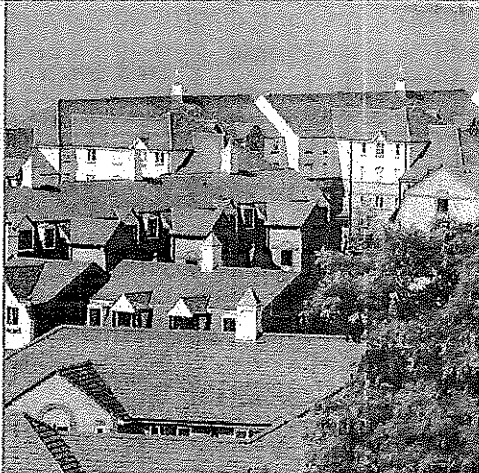
7.20 Cycling is an affordable, healthy transport method with the potential to substitute for short car trips and to form part of longer journeys by public transport. Tendring District with its relatively flat landscape and low rainfall is in a good position to promote cycling as an opportunity for recreation and tourism and a genuine alternative to the car for many journeys. Promotion of cycling supports several of the objectives in the Tendring Health Improvement and Modernisation Plan.

Policy TR5 - Provision for Cycling

All major new developments should provide appropriate facilities for cyclists. These include safe, convenient and clearly defined access to, and circulation within the development site, and secure,

Thurrock

Local Development Framework



Core Strategy and Policies for Management of Development (as amended)

Adopted January 2015

CSTP14 - TRANSPORT IN THE THURROCK URBAN AREA

1. The Council will work with partners to deliver at least a 10% reduction in car traffic from forecast 2026 levels. To achieve this the Council and partners will:
 - I. Phase the delivery of a network of walking and cycling core routes, with priority in growth areas. These will be supported by widespread provision of good quality cycle parking facilities. The core routes will improve access to education, healthcare, transport interchanges, employment, sports facilities, the riverside, Grays town centre, and Lakeside Regional Shopping Centre. They will also form an integral and substantial part of the Greengrid. In fulfilling this role the core routes will also provide sustainable access from the urban doorstep to both strategic and local green space. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.
 - II. Implement widespread 20mph zones in residential areas in the Thurrock Urban Area. Priority will be in areas of deprivation, especially health deprivation, in order to create neighbourhoods that are safer for pedestrians and cyclists as well as residents.
 - III. Deliver the National Cycle Network Route 13 by 2026.
 - IV. Improve public transport infrastructure in the Thurrock Urban Area through the phased delivery of the South Essex Rapid Transit (SERT) and other inter-urban public transport and bus priority, allowing fast and reliable services to the new Community Hospital and Learning Campus at Grays, Lakeside Regional Shopping Centre, and employment opportunities.
 - V. Ensure new development promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.
 - VI. Employ Smarter Choices measures to change travel behaviour to achieve a reduction in forecast traffic and help to deliver better air quality and a better environment for job creation. Priority areas for Smarter Choices programmes include Grays and Lakeside.
 - VII. Identify priority areas such as Grays town centre and Lakeside Basin, for network efficiency improvement measures to address congestion and air quality issues. Other Air Quality Management Areas as well as growth/regeneration areas will undergo transport network improvements, including where improved access is required.
 - VIII. Road space will be reorganised to improve the public realm and give further priority to sustainable modes at transport interchanges, with priority at Grays rail station.
 - IX. The maximum and minimum residential car parking standards and the maximum non-residential car parking standards will be reduced where accessibility is high. This would principally be in areas within the vicinity of transport interchanges,

inter-urban public transport routes, and town centres.

2. New Lakeside Regional Centre

The Council supports the transformation of the northern part of the Lakeside Basin into a new regional centre. This will be achieved in policy through other Local Development Documents. Regeneration and remodelling of the wider Lakeside Basin and West Thurrock areas will be taken forward with the following guiding principles:

- i. Securing more sustainable movement patterns, reduced private motor vehicle dependence and complementary travel demand management measures including an area-wide travel plan.
- ii. Improving local accessibility and connectivity by public transport and pedestrian and cyclist permeability throughout the area including consideration of ways to reconnect the north and the south of the area, a high frequency service rail station in the south, and a personal rapid transit system.
- iii. Providing the necessary improvements to the local and strategic road network.
- iv. Introduction of a car parking charging and management regime.

KEY DIAGRAMS AND MAPS

Key Diagram

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

CSTP15 - TRANSPORT IN GREATER THURROCK

In Greater Thurrock, accessibility, especially to work, education and healthcare, will be improved. To achieve this the Council and partners will:

- I. Promote and support the use of passenger services that respond to demand particularly in areas with poor accessibility.
- II. Integrate local passenger transport services with the inter-urban public transport routes such as SERT.
- III. Prioritise Rights of Way/Bridleway improvements, such as the Mardyke Valley route, that contribute to the development of the Greengrid.
- IV. Develop local walking and cycle routes that link to the Thurrock urban area and that link the National Cycle Network Route 13 to employment. Access to London Gateway will be a priority. These local routes will also form an integral part of the Greengrid strategic and local green links. Wherever possible the design and route selection will assist to deliver biodiversity enhancement and habitat corridors.
- V. Support more sustainable and healthy travel patterns through school and workplace travel plans, particularly in South Ockendon and in accessing London Gateway. The latter should include improved public transport interchange at Stanford-le-Hope railway station and with SERT, to connect with local bus services to London Gateway.
- VI. Growth or regeneration areas will also undergo transport network improvements where new accesses are required, particularly for sustainable transport modes.
- VII. Ensure new development, especially London Gateway, promotes high levels of accessibility by sustainable transport modes and local services are conveniently located to reduce the need to travel by car.

Key Diagrams and Maps**Key Diagram**

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.

CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS

Introduction

- 5.107 Although most of the growth in Thurrock will be in the Thurrock Urban Area, as well as at the London Gateway development, considerable growth will take place just outside the Borough as part of the wider Thames Gateway growth and regeneration. Thurrock is also an area of port-related activity and industry generating considerable and growing numbers of HGVs, which require access to destinations well beyond Thurrock. All this means that travel demand for both HGVs and people along key corridors is considerable and is forecast to grow.
- 5.108 Supporting economic growth by ensuring sustainable, high quality and reliable access to key employment locations and the ports is critical. This will be achieved by enabling more inter-urban movements to be made by public transport, thereby improving accessibility, as well as achieving modal shift and a consequent reduction in emissions.
- 5.109 The NPPF indicates that the transport system needs to be balanced in favour of sustainable transport modes.

Thurrock Plans and Strategies

- 5.110 The *Thurrock Transport Strategy 2008 – 2021* plans to achieve a modal shift onto a high quality inter-urban public transport network, with high quality bus routes where rail does not exist. Where modal shift is not sufficient to ease congestion on those routes important for the Thurrock economy, it plans to ease congestion by improving highway capacity and to complement this with a high priority being given to tackling incidents, such as accidents, that cause sporadic congestion.
- 5.111 According to the *Thurrock Transport Strategy Evidence Base (2008)* and the *Infrastructure Deficit Study 2004 – 2021*, the situation in Thurrock creates many challenges that need addressing including providing transport choices for the high levels of in and out-commuting, continuing the recent increase in bus and train use to facilitate the forecast demand for public transport, improving accessibility to non-local services such as hospital and further education, overcoming the remoteness of London Gateway from the urban area, and addressing congestion and capacity issues adversely affecting key pieces of infrastructure (with knock-on impacts for local roads), such as parts of the A13, M25 and also some rail stations.

CSTP16 - NATIONAL AND REGIONAL TRANSPORT NETWORKS

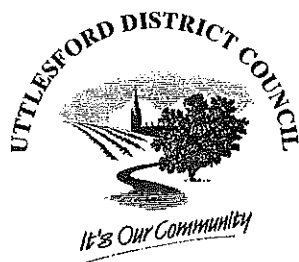
1. The Council will work with partners to deliver improvements to national and regional transport networks to ensure growth does not result in routes being above capacity. Public transport improvements will be prioritised in order to achieve a modal shift. To achieve this the Council and partners will:

- I. Develop a high quality network of inter-urban public transport routes offering a minimum of a half hourly frequency during the day, linking the Thurrock Urban Area with other Regional Transport Nodes and London.
- II. Improve capacity by lengthening platforms at key railway stations.
- III. Provide a route linking Thurrock Urban Area to Basildon through SERT by 2016 followed by additional routes to other Regional Transport Nodes.
- IV. Improve passenger connections that make use of the River Thames, such as linking Tilbury and Gravesend.
- V. Improve capacity and connections between modes of transport at key transport interchanges such as rail stations. Priority will be given to:
 - i. Improvements of inter-urban public transport routes and connections, and especially access to Strategic Employment Sites.
 - ii. Improvements at Grays, Stanford-le-Hope, Chafford Hundred/Lakeside, Tilbury, and Purfleet, and a new rail station at West Thurrock.
- VI. Target key economically important routes for accident reduction interventions.
- VII. Support the delivery of additional highway capacity, including through the use of technology and information, but only where modal shift will be insufficient to address congestion. Opportunities will be taken to improve public transport as part of any enhancements. Priority will be given to routes that provide access, especially for freight, to Strategic Employment Sites, the ports at London Gateway, Tilbury and Purfleet, and regeneration areas. This will include:
 - i. M25 between junctions 27 and 30
 - ii. M25 junction 30
 - iii. A13 from A128 to A1014
 - iv. A13 and A1089 junction improvement
 - v. A1014 from A13 to London Gateway
2. Thurrock Council will, with the Highways Agency and relevant stakeholders where appropriate, identify cost effective interim measures to deliver sustainable and efficient national and regional transportation infrastructure within Thurrock.

Key Diagrams and Maps

Key Diagram

Transport proposals will be included in the Site Specific Allocations and Policies DPD and on the Proposals Map, where appropriate.



**UTTLESFORD LOCAL PLAN
ADOPTED
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the needs of those with physical and sensory impairment. The SPD will also encourage Lifetime Homes, promote compliance with the Association of Chief Police Officers "Secured by Design" Award criteria or any successor initiative and ensure appropriate open space provision and play equipment is provided. Development in accordance with the SPD will be expected to minimise waste generation and enable recycling and also to incorporate design measures to minimise water consumption and to encourage sustainable drainage systems, retention and re-use of grey water. Other aspects of sustainable development design including use of renewable energy, reduction of energy use and planting to enhance new development will also be covered. The Essex Design Guide for Residential and Mixed Use Areas has been adopted as supplementary planning guidance.

Policy GEN2 – Design

Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

- a) It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;
- b) It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;
- c) It provides an environment, which meets the reasonable needs of all potential users.
- d) It helps to reduce the potential for crime;
- e) It helps to minimise water and energy consumption;
- f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.
- g) It helps to reduce waste production and encourages recycling and reuse.
- h) It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.
- i) It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.

Flood Protection

- 3.11 With climate change, assessments of areas with a high potential risk of flooding need to take into account new information and be kept up to date. Areas at high potential risk of flooding from rivers are defined as those where the annual probability of flooding is greater than 1.0%. They will be identified in supplementary planning documents
- 3.12 All the urban extensions and settlement expansions proposed in this Plan are on land above flood plains. The arrangements for surface water run off disposal will need to take the implications for flood risk elsewhere fully into account.

provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

Nature Conservation

- 3.17 Nature conservation interest is not confined to the National Nature Reserves, Sites of Special Scientific Interest, county wildlife sites and special verges, which are specifically covered in the Environment section of this Plan.

Policy GEN7 – Nature Conservation

Development that would have a harmful effect on wildlife or geological features will not be permitted unless the need for the development outweighs the importance of the feature to nature conservation. Where the site includes protected species or habitats suitable for protected species, a nature conservation survey will be required. Measures to mitigate and/or compensate for the potential impacts of development, secured by planning obligation or condition, will be required. The enhancement of biodiversity through the creation of appropriate new habitats will be sought.

Vehicle Parking Standards

- 3.18 A realistic approach is needed. This will try and discourage unlimited car parking provision on new developments and thereby car usage, to help tackle the growing problem of traffic emissions and road congestion, encourage efficiency in the use of fossil fuels, and making it easier to walk or cycle for local short distance trips, but only in appropriate locations. It must avoid the risk of parking being displaced to elsewhere within a neighbourhood. Uttlesford's communities lack high quality public transport. In common with many other rural communities, using the car is the only practical way of getting to work, accessing services and making leisure trips. Car ownership levels are relatively high and existing car parking provision is well used. It is important that car parking for new development is adequate. Where there is a lack of off street parking in older residential areas this results in a high level of on street parking. In some localities this results in obstruction of roads and footpaths, causing particular problems for those with limited mobility. The level of parking on new developments should neither exacerbate existing parking problems in communities nor create problems where they do not presently exist.

Policy GEN8 – Vehicle Parking Standards

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan.

Policy ENV5 - Protection of Agricultural Land

Development of the best and most versatile agricultural land will only be permitted where opportunities have been assessed for accommodating development on previously developed sites or within existing development limits. Where development of agricultural land is required, developers should seek to use areas of poorer quality except where other sustainability considerations suggest otherwise.

Policy ENV6 – Change Of Use of Agricultural Land to Domestic Garden

Change of use of agricultural land to domestic garden will be permitted if the proposal, particularly its scale, does not result in a material change in the character and appearance of the surrounding countryside. Conditions regulating development rights associated with the proposal may be necessary.

Policy ENV7 - The Protection of the Natural Environment - Designated Sites

Development proposals that adversely affect areas of nationally important nature conservation concern, such as Sites of Special Scientific Interest and National Nature Reserves, will not be permitted unless the need for the development outweighs the particular importance of the nature conservation value of site or reserve.

Development proposals likely to affect local areas of nature conservation significance, such as County Wildlife sites, ancient woodlands, wildlife habitats, sites of ecological interest and Regionally Important Geological/ Geomorphological Sites, will not be permitted unless the need for the development outweighs the local significance of the site to the biodiversity of the District. Where development is permitted the authority will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's conservation interest.

Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation

Development that may adversely affect these landscape elements

Hedgerows	Plantations
Linear tree belts	Ponds
Larger semi natural or ancient woodlands	reservoirs
Semi-natural grasslands	River corridors
Green lanes and special verges	Linear wetland features
Orchards	Networks or patterns of other locally important habitats.

will only be permitted if the following criteria apply:

- a) The need for the development outweighs the need to retain the elements for their importance to wild fauna and flora;**