

# Uttlesford CIL Developer Contributions

Supplementary Planning Document Consultation Draft

February 2026



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# 1.0 Introduction

## 1.1 Purpose of this Supplementary Planning Document

- 1.1.1 This Developer Contributions Supplementary Planning Document (SPD) sets out how Uttlesford District Council (UDC) will seek planning obligations from developers where financial or other contributions are required to make development acceptable in planning terms but cannot be achieved through conditions on any planning permission. It replaces the previous Developer Contributions SPD of March 2023.
- 1.1.2 This SPD is based upon policies contained in the Uttlesford Local Plan (ULP) 2021-2041. It has been prepared alongside the development of a new Community Infrastructure Levy (CIL) Charging Schedule. Following independent examination in late spring 2026, UDC intends to introduce the CIL across Uttlesford's administrative area later in 2026.

- 1.1.3 Once the CIL has been adopted, most non-strategic developments in the district will be subject to paying the CIL tariff and may also need to enter into additional forms of developer contributions, normally Section 106, in order to mitigate the impact of their development. New development on strategic site allocations in the ULP will be CIL zero-rated and will be covered by S.106 agreements. Details of the adopted CIL Charging Schedule will be made available on the Council website.<sup>1</sup>
- 1.1.4 Section 3 of this Uttlesford SPD sets out developer contributions specific to proposed developments in the Uttlesford district only. Section 4 lists county-led infrastructure categories to which Essex County Council (ECC) expects developers to contribute. Details of those

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1. See the Council's Community Infrastructure Levy web pages: <https://www.uttlesford.gov.uk/cil>



ECC contribution types can be found in the ECC Developers' Guide to Infrastructure Contributions.<sup>2</sup>

- 1.1.5 This SPD is for use by developers, local parish and town councils, other statutory bodies operating in the district and other applicants as appropriate. It will aid the consistent application of planning policies in the ULP 2021-2041. A key aim is to assist developers in the making of planning applications, including during pre-application negotiations, and to provide greater certainty and reduce delay. It will ensure new development will contribute appropriately to improvements to existing or additional facilities to support growth and help to meet increased demands for infrastructure.

## 1.2 Council Priorities

- 1.2.1 UDC's Corporate Plan 2023-2028 (UDCCP) states its overall vision as "making Uttlesford the best place to live, work and visit". It highlights four strategic priorities:
- Putting residents first;
  - Protecting and enhancing our environment;
  - Building strong communities; and
  - Encouraging economic growth.
- 1.2.2 Improvements to infrastructure is a recurring theme which runs through the UDCCP as a means to realising these priorities, recognising the importance of developer contributions and the introduction of CIL to help fund new infrastructure.

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2. Essex County Council's "Developer's Guide to Infrastructure Contributions" can be found at: <https://www.essex.gov.uk/sites/default/files/2025-12/Developers%20Guide%20to%20Infrastructure%20Contributions.pdf>



## 2.0 Statutory and Planning Policy Background

### 2.1 Statutory Planning Policy Requirements

- 2.1.1 Planning obligations are legally-binding commitments that are entered into to mitigate the impact of new development. Section 106(1) of the Town and Country Planning Act 1990 (as amended) (TCPA) allows planning obligations to be secured in order to:
- Restrict development or use of land in any specified way;
  - Require specified operations or activities to be carried out in, on, under or over the land;
  - Require the land to be used in any specified way; or
  - Require a sum or sums to be paid to the authority once particular development milestones or trigger date or development points have been reached.
- 2.1.2 Sections 106A and 106B of the TCPA set out the circumstances in which planning obligations can be modified or discharged, including the mechanisms for an appeal.

2.1.3 Under Regulation 122(2) of the CIL Regulations 2010 (as amended), planning obligations can only be sought if the obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

These criteria are referred to elsewhere in this SPD as the “CIL Regulation tests”

2.1.4 Planning obligations can be in the form of an agreement (commonly referred to as a Section106 agreement) between a person or organisation with an interest in the land and a local planning authority, or a Unilateral Undertaking (UU) solely by a person or organisation with an interest in the land. Planning obligations run with the land, are registered as a local land charge and are legally binding and enforceable through the courts. A UU is not



binding against a local planning authority as it is not party to it.

## 2.2 National Planning Policy Context

2.2.1 Paragraphs 55-58 of the National Planning Policy Framework (NPPF) 2024 set out the Government’s policies on planning obligations. Paragraph 56 states that planning authorities should consider using planning obligations where this could make an otherwise unacceptable development acceptable, but only where it is not possible to address unacceptable impacts through planning conditions. The tests referred to in paragraph 2.1.3 are reiterated from paragraph 58 of the NPPF 2024.

2.2.2 Online guidance on planning obligations is available in the Planning Practice Guidance (PPG) via GOV.UK Planning Obligations<sup>3</sup>.

## 2.3 Local Planning Policy Context

2.3.1 The development plan for UDC consists of:

- Uttlesford Local Plan 2021-2041;
- Essex Minerals Local Plan;

- Essex and Southend-On-Sea Waste Local Plan; and
- Made Neighbourhood Plans.

2.3.2 The following ‘made’ Neighbourhood Plans within Uttlesford are:

- Ashdon Neighbourhood Plan;
- Felsted Neighbourhood Plan;
- Great and Little Chesterford Neighbourhood Plan;
- Great Dunmow Neighbourhood Plan;
- Newport and Quendon & Rickling Neighbourhood Plan;
- Saffron Walden Neighbourhood Plan;
- Stebbing Neighbourhood Plan; and
- Thaxted Neighbourhood Plan.

Other Neighbourhood Plans are in preparation or under review including those in larger village settlements for which the Local Plan identifies the need for a major housing allocation.

3. See the Planning Obligations guidance: <https://www.gov.uk/guidance/planning-obligations>



## 2.4 Uttlesford Local Plan 2021-2041

2.4.1 Development proposals must be considered in line with the adopted ULP 2021-2041<sup>4</sup>. Proposals which require planning obligations should be considered in accordance with the relevant policies.

2.4.2 The following ULP 2021-2041 policies set out the rationale and justification for requiring planning obligations:

*Table 1: Policy Rationale and Justification*

Policy	Description
Core Policy 5	Providing Supporting Infrastructure and Services
Core Policy 7	Delivery of Transport Schemes within the North Uttlesford Area
Core Policy 9	Green and Blue Infrastructure in the North Uttlesford Area
Core Policy 13	Delivery of Transport Schemes within the South Uttlesford Area
Core Policy 15	Green and Blue Infrastructure in the South Uttlesford Area
Core Policy 26	Providing for Sustainable Transport and Connectivity
Core Policy 38	Sites Designated for Biodiversity or Geology
Core Policy 39	Green and Blue Infrastructure
Core Policy 40	Biodiversity and Nature Recovery

4. See the Uttlesford Local Plan: <https://www.uttlesford.gov.uk/new-local-plan>



Policy	Description
Core Policy 49	Employment and Training
Core Policy 56	Affordable Dwellings
Development Policy 9	Public Art
Core Policy 58	Custom and Self-Build Housing
Core Policy 61	The Historic Environment
Core Policy 67	Open Space, Sport and Recreation
Core Policy 67a	Management of Public Open Space

2.4.3 Site-specific policies across Uttlesford (ULP 2021-2041 Core Policy 6, 6a, 10, 10a and 16) set out the amount and type of development provided within each site allocation, as well as specific supporting infrastructure and other requirements needed for each site.

## 2.5 Uttlesford Infrastructure Delivery Plan

2.5.1 The Uttlesford Infrastructure Delivery Plan (IDP)<sup>5</sup> is a live document and provides the Council with the

understanding of infrastructure deficit and requirements in the context of planned growth and inform the ULP 2021-2041. Appendix C of the IDP sets out the schedule of required infrastructure to deliver Uttlesford’s growth over the Plan period, including information on the type of infrastructure, location, project importance, indicative costs and indicative phasing.

5. See the Infrastructure Delivery Plan: [https://www.uttlesford.gov.uk/media/13304/Uttlesford-Infrastructure-Delivery-Plan-for-Regulation-19-Consultation/pdf/Uttlesford\\_Infrastructure\\_Delivery\\_Plan\\_for\\_Regulation\\_19\\_Consultation.pdf?m=1722951490763](https://www.uttlesford.gov.uk/media/13304/Uttlesford-Infrastructure-Delivery-Plan-for-Regulation-19-Consultation/pdf/Uttlesford_Infrastructure_Delivery_Plan_for_Regulation_19_Consultation.pdf?m=1722951490763)



2.5.2 The IDP contains information provided by infrastructure providers will alter over time, reflecting changing needs. The details within it should be treated as indicative. The Council will keep the IDP under review and update it when new information becomes available.

2.5.3 Applicants should refer to the latest version of the IDP on the Council’s website. Although the IDP does not form part of the development plan, its latest version will be a material consideration when determining planning application against ULP 2021-2041 Core Policy 5: Providing Supporting Infrastructure and Services.

## 2.6 Uttlesford Community Infrastructure Levy (CIL)

2.6.1 The CIL is a locally set charge or levy on new development. Most new non-strategic developments in the district will be subject to paying this levy. The Council is the CIL Charging Authority. The levy is based on the size and type of development and, once set, is mandatory to pay and non-negotiable. The funds raised will be distributed by the Council, as the CIL Collecting Authority,

to provide infrastructure which is required to support new development within the local area.

2.6.2 The CIL<sup>6</sup> will apply to new development, a new building or an extension which results in 100 m<sup>2</sup> or more of net increase in gross internal floor space. Development which is less than 100 m<sup>2</sup> but which involves the creation of an additional dwelling will also be liable. The conversion of a building that has not been in use for some time will also be liable for the levy. The following types of development are not required to pay the levy in accordance with Regulation 42 of the CIL Regulations 2010 (as amended):

- development of less than 100m<sup>2</sup>, unless this consists of one or more dwelling and does not meet the Government’s self-build criteria);
- buildings into which people do not normally go;
- buildings into which people go only intermittently for the purpose of inspecting or maintaining fixed plant or machinery; and

6. See the Government’s CIL guidance: <https://www.gov.uk/guidance/community-infrastructure-levy>



- structures which are not buildings (e.g., pylons, solar farms and wind turbines).

Further information about CIL processes can be found in Section 5.2.

2.6.3 To support the preparation of the Uttlesford CIL Charging Schedule, the Council has had to evidence the need to introduce the levy by identifying the total cost of infrastructure that it wishes to fund wholly or partly through the levy<sup>7</sup>. It has used the latest Infrastructure Delivery Plan to set out what additional infrastructure is needed in the area to support development and the approximate cost and funding sources available to deliver that infrastructure. The Infrastructure Funding Gap Technical Paper builds on the IDP to demonstrate the need for CIL. As of February 2026, the Council has identified a total infrastructure cost of £6.27 billion to support the Local Plan. This total comprises £243.8 million for ‘Essential’ Infrastructure projects and approximately £6.02 billion for projects that are considered ‘important for placemaking’. This totals £6.27

billion and against this cost £6.01 billion has been secured through national funding arrangements and £42.3 million has been committed via locally secured funding, such as S106 agreements. After accounting for these, the Council faces an overall infrastructure funding gap of £211.6 million.

2.6.4 Subject to the adoption of the CIL Charging Schedule, the Council will put in place a process to allocate the use of collected CIL funds to priority infrastructure projects. This will be informed by the Council’s existing infrastructure evidence base and further engagement with infrastructure providers. Details of the infrastructure projects to be funded in whole or in part by CIL will be updated annually in the Council’s Infrastructure Funding Statement (IFS).<sup>8</sup>

## 2.7 Other kinds of Developer Contributions

### *S.106 agreements*

2.7.1 Although CIL will apply to many new developments in the district, there are many circumstances in which the Council will continue to secure S.106 agreements such

7. The proposed levy rates prepared for the Charging Schedule have been informed by a Viability Assessment.

8. See the Council’s Infrastructure Funding Statements: <https://www.uttlesford.gov.uk/article/7448/Infrastructure-funding-statement>



as for strategic site allocations in the Uttlesford Local Plan 2021-2041 or for other planning obligations, such as affordable housing. Further information on governance arrangements in Sections 5.3 and 5.5,

2.7.2 S.106 agreements are legal agreements between a planning authority and one or more developers or persons/organisations with an interest in the land that ensure that certain extra works related to a development (of 10 or more homes) are undertaken. They are a legal charge on the land, so their obligations transfer automatically with any change in ownership.

2.7.3 As the principal signatory to the S.106 agreement, the Council is responsible for the collection and spending of the Uttlesford developer contributions (as set out under Section 3), including those secured for third parties who are not a signatory to the S106 agreement. Other signatories to S.106 agreements can be included where they are beneficiaries, including (but not limited) to Essex County Council, the Environment Agency, Natural England, Historic England, National Highways, and Mid and South Essex Integrated Care Board (ICB).

### *Unilateral Undertaking (UU)*

2.7.4 A unilateral undertaking is a legal deed where applicants covenant to perform planning obligations (e.g., agreeing to pay particular developer contributions). It is 'unilateral' in that it is not an agreement that is entered into with a local authority. See the governance arrangements in Sections 5.4 and 5.5.

2.7.5 Although a UU is not usually appropriate for major development (which will be addressed by a S.106 agreement instead), it may be used for minor developments of fewer than 10 homes.

2.7.6 A UU can only be entered into by the owner of the land to be developed. Where the land is owned by more than one person, each landowner must enter the agreement. If there is a mortgage on the property, the mortgagee will also be required to sign the Unilateral Undertaking.

### *S.278 and S.38 agreements*

2.7.7 Section 278 of the Highways Act 1980 allows developers to enter into a legal agreement with the Highway Authority (i.e., Essex County Council) to make permanent alterations or improvements to a public highway, as part of a planning approval. Works included as part of S.278



works are new or changed points of access into or in close proximity to a development site. Section 38 of the same Act allows developers to agree to construct a highway and then offer it to the Highway Authority for adoption.

2.7.8 Applicants / developers are required to pay for S.278 and S.38 agreements and are encouraged to liaise with ECC<sup>9</sup>

as Highway Authority, at the earliest opportunity to understand likely costs of such works.

2.7.9 More details about the developer contributions required by the County Council and other organisations can be found in Section 4.

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9. See the County Council's Planning advice and guidance web pages: <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/planning-advice-and-guidance>



## 3.0 Developer Contribution Categories

### 3.1 Mitigating the Impact of Development

3.1.1 The Uttlesford Local Plan 2021-2041, Core Policy 5 (Providing Supporting Infrastructure and Services), confirms that all new development will be required to provide the necessary on-site and, where appropriate, off-site infrastructure to mitigate any impacts arising from the proposal. Development proposals will be required to demonstrate that infrastructure can be delivered in a timely manner.

3.1.2 This section of the SPD sets out the range of contributions that might be considered in negotiations on planning applications that require a planning obligation. The obligations are a guide to assist negotiations with the Council.

### 3.2 Affordable Housing

3.2.1 Annex 2 of the NPPF 2024 defines affordable housing as:  
“Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for

essential local workers); and which complies with one or more of the following:

- Social rent;
- Other affordable housing for rent;
- Discounted market sales housing;
- Other affordable routes to home ownership.”

3.2.2 UDC’s local housing needs assessment (2024) confirms that the district has an affordability ratio of 12:18. The Council is committed to taking all opportunities to deliver high quality affordable housing. Core Policy 56 of the ULP 2021-2041 requires major residential development (defined as 10 or more homes or a site area of greater than 0.5 hectares or more) to provide 35% of the total dwellings as affordable. Of this 35% provision, 30% should be available as affordable home ownership (including First Home) and the remaining 70% should be available as affordable / social rented. The exact tenure split on each site will be a matter for negotiation, taking account of up-to-date need assessments and the



characteristics of the area. To support the re-use of brownfield land, where vacant buildings are being re-used or redeveloped, any affordable housing contribution would be proportionately reduced.

3.2.3 Where development in the Green Belt is brought forward, affordable housing provision should comply with the ‘Golden Rules’ requirements, set out in paragraphs 67-68 and 156-157 of the NPPF 2024.

3.2.4 As set out in Core Policy 56, affordable dwellings should be delivered on-site. However, in exceptional circumstances, off-site provision or a financial contribution in lieu may be accepted where alternative sites are more appropriate to provide affordable dwellings than the site of the proposed development. Any affordable housing payment in lieu will be calculated to recognise the full financial uplift achieved by selling the required affordable units on the open market.

3.2.5 Where questions of viability remain by the time a planning application is submitted, the developer will be required to submit a PPG compliant viability assessment. The Council will seek an independent audit of that

assessment as part of the consideration of the planning application.

3.2.6 A S.106 agreement should be put in place to secure the necessary restrictions on the use and subsequent resale of the property (i.e., to avoid losing affordable housing to the general housing market). Local authorities and Neighbourhood Planning Groups have the discretion to seek a higher minimum discount of either 40% or 50% if they can demonstrate a need for this. In accordance with the Written Ministerial Statement of 24 May 2021, Neighbourhood Planning Groups are able to set lower price caps through their plan-making process if they can demonstrate a need for this. Through the Neighbourhood Plan-making process, they can also set an evidenced lower price cap.

### 3.3 Self-Build & Custom-Build Housing

3.3.1 In accordance with Core Policy 58 of the ULP 2021-2041, proposals for 100 or more dwellings will provide serviced plots to deliver at least 5% of the total number of dwellings on the site as self-build or custom-build homes, provided that the Uttlesford self and custom build register demonstrates a demand for self-build and/or custom-build homes at the point at which the application is being



determined. Self-build and custom-build plots should be secured via S.106 agreement and comply with the criteria set out in parts viii–xi of Core Policy 58.

### 3.4 Biodiversity

3.4.1 Under Core Policy 40 of the ULP 2021-2041, the majority of development proposals should meet the BNG (Biodiversity Net Gain) requirements and should demonstrate a minimum of 20%, calculated using the Statutory Metric.

3.4.2 All proposals for Green and Blue Infrastructure should align with the relevant requirements of the ULP 2021-2041 policies CP9, CP15, CP39 and CP40 and the Council’s Green and Blue Infrastructure Strategy<sup>10</sup>. In addition, the Essex Local Nature Recovery Scheme (LNRS), published in July 2025, identifies a range of locations to create or improve habitat most likely to provide the greatest benefit for nature and the wider environment. The measures relate to the following habitat priorities:

- Trees and woodland;
- Grasslands and meadows;
- Scrub and mosaic habitats;
- Hedgerows;
- Farmland;
- Urban;
- Freshwater and wetlands;
- Coastal and marine; and
- Geology and soils.

3.4.3 The habitat priority areas are mapped across Essex to confirm where measures to encourage nature recovery should be focussed. Developers are encouraged to proactively engage with the LNRS process and liaise with UDC and ECC to understand what measures can be incorporated into development proposals and enhance meeting BNG targets.

10. See the Council’s Local Plan evidence base, which includes the Green and Blue Infrastructure Strategy: [https://www.uttlesford.gov.uk/media/13359/Uttlesford-Green-and-Blue-Infrastructure-Strategy/pdf/Uttlesford\\_Green\\_and\\_Blue\\_Infrastructure\\_Strategy\\_FINAL.pdf?m=1723110316070](https://www.uttlesford.gov.uk/media/13359/Uttlesford-Green-and-Blue-Infrastructure-Strategy/pdf/Uttlesford_Green_and_Blue_Infrastructure_Strategy_FINAL.pdf?m=1723110316070)



### 3.5 Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy (RAMS)

- 3.5.1 The Council has adopted the Essex Coast RAMS Supplementary Planning Document<sup>11</sup>, prepared in 2020 (with an update expected in 2026/27). This focusses on the mitigation that is necessary to protect the wildlife and their habitats on the Essex coast from the increased visitor pressure associated with new residential or hospitality development.
- 3.5.2 Although Uttlesford is not coastal, research has shown that some residents from the district, who live within the zone of influence (Zoi) for the Essex Coast RAMS, are likely to travel to the coast for recreational purposes. Parts of the parishes of Barnston, Felsted, High Easter and Stebbing are within this zone. All development within the Zoi, where there is a net increase in homes, is required to make a contribution to the Essex Coast RAMS.
- 3.5.3 The Essex Coast RAMS identifies a detailed programme of strategic mitigation measures that are to be funded by

developer contributions from residential and hospitality development schemes. This applies, without exemption, to all full applications, outline applications, hybrid applications, prior approvals and permitted development which is required to comply with the Habitats Regulations. Applications for outline planning permission should state a maximum number of homes.

### 3.6 Hatfield Forest Strategic Access Management and Monitoring (SAMM)

- 3.6.1 Hatfield Forest is both a Site of Special Scientific Interest (SSSI) and a National Nature Reserve. Natural England and the National Trust have developed a mitigation strategy outlining a package of on-site Site Access Management and Monitoring to protect and restore the condition of Hatfield Forest. The mitigation strategy sets out a range of costed measures which relate to four key areas:
- Access management and infrastructure;
  - Ride and path mitigation;

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11. See the Council's web page on the East Coast RAMS: <https://www.uttlesford.gov.uk/article/6829/Essex-Coast-Recreational-disturbance-Avoidance-and-Mitigation-Strategy>



- Human resources; and
- Monitoring.

3.6.2 The mitigation strategy identifies the Zone of Influence for the SAMP measures which covers a significant proportion of south Uttlesford. For more details, see **Appendix B, Q8**. All development within the ZoI, where there is a net increase in homes, is required to make a contribution to the Hatfield Forest SAMP to mitigate the recreational impact. The current tariff is available in the Council’s website.

3.6.3 Applications for development within the Zone of Influence for the Hatfield Forest SAMP will be refused if a mitigation payment has not been secured via a planning obligation. In addition, for development within the ZoI, developers are required to provide open space in line with criteria set out by Natural England. This Suitable Alternative Natural Greenspace (SANG) is in addition to open space requirements as part of the development. This is designed to provide an alternative source of outdoor space to Hatfield Forest and is therefore part of the remediation measures. Contributions towards or

provision of the SANG will be required by S.106 and in accordance with Local Plan policy CP15.

### 3.7 Green Infrastructure

3.7.1 Major development is expected to prioritise the role of Green and Blue Infrastructure in responding to climate change, managing flood risk, protecting and enhancing heritage assets, supporting sustainable transport options, supporting biodiversity and the natural environment and ensuring open space for sports and recreation is secured for the community.

3.7.2 Core Policy 39 of the ULP 2021-2041 sets out the criteria which major development will need to address. The precise amount of provision will be negotiated on a site-by-site basis. Provision of Green and Blue Infrastructure (GBI) should include stewardship arrangements for not less than 30 years. This is to cover maintenance, management and funding arrangements: the latter could include an endowment sum, which should be provided for the maintenance of the GBI and/or a revenue contribution depending in the nature of the proposed GBI element.

3.7.3 Contributions towards local and strategic green infrastructure projects, as set out in Table 5.1 of the



Green and Blue Infrastructure Strategy, will be sought where they are related to the development and mitigate the impacts of new development. The precise contributions will be negotiated on a site-by-site basis.

3.7.4 A number of strategic projects have been identified through the Uttlesford Local Plan 2021-20241 process. Once a costed programme has been agreed, developers will be required to make an appropriate contribution to its implementation. These strategic projects include but are not limited to:

- Country Parkland at Saffron Walden (Core Policy 9 i);
- The Flitch Way (Core Policy 13 iv);
- Country parkland at Church End, Great Dunmow (Core Policy 15).

3.7.5 For open space and recreation provision, major residential development will be required to maximise opportunities to incorporate new open space and/or enhance existing provision commensurate to the need generated by the new development. Where open space cannot be provided on-site, a financial contribution

towards new and/or improved off-site facilities in the locality would be appropriate.

3.7.6 For the ongoing management of public open space, and in accordance with ULP 2021-2041 Core Policy 67a, the Council's preferred hierarchy of management bodies for public open space is for these areas to be transferred over to the relevant Parish or Town Council. If that is not possible, then the next preference would be transfer to Uttlesford District Council or, if not that, then finally management by the developer or a private management company. Where the transfer of land to either the Town/Parish Council or UDC is agreed, the requirement of a commuted payment, equal to 30 years management from the developer, will apply.

### 3.8 Sports and Recreation Facilities

3.8.1 Local Plan Core Policy 67 requires new development to meet the minimum standards set out in Appendix 17 of the ULP 2021-2041 and to be provided on site, wherever possible.

3.8.2 In determining the nature of new or improved sports and recreation provision, the Council will be guided by the most up to date evidence, including the latest UDC



strategies for Open Space, Indoor and Built Facilities, and Playing Pitch and Outdoor Sports Strategy, as well as Sport England’s Playing Pitch and Built Facilities Calculators.

3.8.3 Where proposals cannot provide sports and recreation facilities on-site, and it is considered that the creation and/or improvement of off-site facilities in the locality is appropriate, a financial contribution in lieu may be accepted. In this scenario, the contribution would relate to the demand generated from proposed development, using the Sport England’s Playing Pitch and Built Facilities Calculators as a starting point.

### 3.9 Heritage and Landscape / Townscape

3.9.1 In order to ensure the conservation and enjoyment of the historic environment (including heritage assets most at risk through neglect, decay or other threats), and in accordance with paragraph 203 of the NPPF 2024, Core Policy 61 of the ULP 2021-2041 reflects the requirements of the NPPF to protect heritage assets within Uttlesford.

3.9.2 Assets include areas and buildings with statutory designated protection (e.g., listed buildings, scheduled monuments, registered parks and gardens) and also

those which are locally valued and important, as well as the landscape and townscape components of the historic environment.

3.9.3 Developer contributions may be sought to mitigate any direct impact of development on heritage assets. Otherwise impacts on the setting are expected to be managed via detailed design, layout and/or planning conditions.

### 3.10 Public Art

3.10.1 The Council encourages publicly accessible works of art and culture within new developments, landscapes or townscapes. The Council recognises the benefits of art, for both communities and individuals, and is committed to the investment in the public arts, in all forms, across the district.

3.10.2 In the context of Local Plan Policy DP9, ‘Public Art’ refers to a broad range of activities, objects, artefacts and programmes that are of artistic quality, are publicly accessible and engage local residents and community groups in project processes and/or outputs. This could include, but is not limited to:



- painting, sculpture, ceramic, prints, mixed media and artist-in-residence schemes;
- landscape design, tree planting and mazes;
- brickwork, terracotta and patterned tiling or slates;
- doors, gates, engraved and stained glass;
- lighting, metalwork, tapestries and carpets;
- wood and stone letter carving, banners and original graphics;
- seating, bollards, railings, clocks and boundary features; and
- live performances, both indoors, as temporary ‘pop-ups’ or as outdoor events.

3.10.3 Local Plan Policy DP 9 requires Public Art from all major developments. The Public Art contribution will be considered on a case-by-case basis, depending on the scale and type of development.

- In some cases, it may be appropriate for the developer to deliver on-site public art as part of a landscaping scheme or planning obligation, based on proposals

developed in collaboration with the local community and/or the relevant Parish or Town Council. Strategic developments of 100 or more dwellings will normally be expected to consider the delivery of public art projects on or closely associated with the site.

In other cases, it may be appropriate for the developer to pay a S.106 contribution towards off-site public art in the locality of the development. The Council will oversee applications from interested local community groups or relevant Parish or Town Councils which wish to apply for a public art project from the section 106 contribution.

3.10.4 Whichever approach is taken, the public art proposals will be subject to similar scrutiny and approval processes in order to deliver suitable, quality public art which represents an effective and appropriate use of S106 funding.

3.10.5 Regardless of whether the developer delivers the public art on-site or pays a S.106 contribution for off-site public art, the value of the investment in public art is expected to be the same. This will depend on the scale and type of development, as follows:



Table 2: Public Art Development Contributions

Development Type	Size	Contribution
Strategic residential developments	100 or more dwellings	1 % total project construction cost
Major residential development	50 - 99 dwellings	0.5 % total project construction cost
Major residential development	10 - 49 dwellings	0.1 % total project construction cost
Commercial development	5,000+ m <sup>2</sup> gross internal area (GIA)	0.5 % total project construction cost
Commercial development	1,000m <sup>2</sup> – 4,999 m <sup>2</sup> gross internal area (GIA)	0.1 % total project construction cost

3.10.6 Further details of the Council's approach to commissioning public art projects, monitoring project progress and outcomes, and establishing a Public Art Panel to provide specialist advice will be included in a Cultural Arts Strategy Guidance Note that the Council aims to make available by winter 2026.

### 3.11 Shared Mobility Schemes

3.11.1 Local Plan Core Policy 26 and Core Policy 27 require new development to implement shared mobility schemes

as essential infrastructure. New development should contribute towards the improvement of all sustainable modes of transport including public transport and the improvement and delivery of walking and cycling routes that serve the new development and, where possible, connect to existing routes.

3.11.2 This will be achieved through the provision of on-site infrastructure or through S.106 contributions from



developers for off-site shared mobility or active travel schemes in the locality.

3.11.3 The on-site infrastructure will be secured through planning obligations. The shared mobility scheme could include the provision of a mobility hub co-locating sustainable transport modes in a central or convenient location with bus stops with real-time information; marked-out car club spaces; and cycle stands for an E-

bike hire scheme. Such facilities should be provided before the first occupation of new development.

3.11.4 The off-site S.106 contributions will be required at commencement of development to fund off-site shared mobility or active travel schemes in the locality, including the supply of E car club vehicles, E bikes and E cargo bikes for the hire schemes.

3.11.5 Details of the contributions are set in **Appendix A**.



## 4.0 County-led Developer Contributions

4.1.1 Uttlesford District Council currently operates within a two-tier local government system, although this will be altered under the local government reorganisation planned to take effect in 2028. Essex County Council has a statutory role as: the Highway and Transportation Authority; the Minerals and Waste Planning Authority (MWPA), the lead local Flood Authority (LLFA); and the lead authority for adult social care, education and libraries. Planning obligations for infrastructure provided for or by ECC must be sought in accordance with ECC's latest Developers' Guide to Infrastructure Contributions<sup>12</sup>. In line with Uttlesford's Local Plan Core Policy 49, developers are expected to work with the County Council in order to deliver appropriate Employment and Skills Plans,

4.1.2 The table on the next page sets out the planning obligations and developer contributions from other

organisations that may be required from new developments in Uttlesford to mitigate their impact. This is not intended as an exhaustive list. Other obligations and contributions may be sought from these and other organisations depending on the size, type and location of proposed development.

4.1.3 Paragraphs 2.7.7-2.7.8 highlight the use of S.278 agreements between developers and the Highway Authority (to make permanent alterations or improvements to a public highway) and S.38 agreements (to construct a highway and then offer it to the Highway Authority for adoption). **Appendix B** outlines which developer contributions routes (CIL, S.106, S.278/S.38 or UU) might apply depending on the nature and scale of the development.

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12. Essex County Council's "Developer's Guide to Infrastructure Contributions" can be found at: <https://www.essex.gov.uk/sites/default/files/2025-12/Developers%20Guide%20to%20Infrastructure%20Contributions.pdf>



Table 3: County-led developer contributions

Organisation	Planning obligations
Essex County Council	Early years and childcare
	Schools
	School transport and sustainable travel
	Employment and Skills Plans
	Highways and transportation
	Sustainable Travel Planning
	Passenger Transport
	Public Rights of Way
	Waste Management
	Libraries
	Flood and Water Management and Sustainable Drainage Systems (SuDS)
	Monitoring Costs
	Adult Social Care
Employment Sites	



Organisation	Planning obligations
Essex Climate Action Commission (Essex Local Nature Partnership)	Nature and environmental enhancement
NHS England	Health care services
Essex Police	Policing infrastructure
Essex County Fire and Rescue	Firefighting infrastructure
East of England Ambulance Service Trust (EEAST)	Ambulance service infrastructure



## 5.0 Governance Arrangements

### 5.1 Taking Stock

5.1.1 Section 2.6 explained that most new developments in the district will be subject to paying the Community Infrastructure Levy. Section 2.7 then outlined that, alongside CIL, there are circumstances in which other developer contributions may also be necessary. For major developments of 10 or more homes, the Council may need to enter into a S106 agreement with the developer or land-owner. Meanwhile, a planning applicant for a minor development may choose to enter a unilateral undertaking. The governance arrangements will vary depending on which route (CIL, S106 agreement or UU) applies (see **Appendix B**). These are outlined in sections 5.2-5.4. For S106 agreements and UUs, please also note the important details in Section 5.5.

### 5.2 CIL Processes

5.2.1 The administration of CIL will follow the processes set out in official CIL guidance.<sup>13</sup> Developers/landowners need

to complete a series of standard forms at different stages.

In most cases, this will include:

- providing additional information, alongside planning applications, to enable the Council to calculate the amount of CIL payable;
- assuming liability for the levy, after which the Council will serve a liability notice setting out the charge due and the payment procedure;
- notifying the Council when the development is going to start, after which it will issue a demand notice on each person liable to pay an amount of CIL;
- payment of the CIL by each person liable to pay, following the correct payment procedure, followed by the Council issuing a receipt of payment.

Anyone wishing to claim relief or an exemption from the levy should make sure that they submit their claim in good time. Most forms of relief or exemption must be

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13. See the Government's CIL guidance: <https://www.gov.uk/guidance/community-infrastructure-levy>



claimed and approved prior to the commencement of development.

### 5.3 S.106 Agreement Negotiations and the Planning Process

#### *Pre-application process*

5.3.1 Applicants for major developments are encouraged to begin pre-application discussions with the Council and with relevant parish or town councils, as soon as possible. UDC offers a paid pre-application advice service, details of which are available on its website<sup>14</sup>. Pre-application discussions offer the opportunity for UDC to clarify planning policies and material considerations which will be relevant to determining a planning application, including the type and level of developer contributions.

5.3.2 As part of the pre-application advice system, UDC strongly urges the use of Planning Performance Agreements (PPAs). These are voluntary agreements between the Local Planning Authority (LPA) and

5.2.2 The Council will monitor the collection and use of CIL funding. It will produce an annual Infrastructure Funding Statement (IFS).

applicant, aimed at delivering high quality, sustainable development that is based on a clear vision and set of development objectives, with the LPA setting out certain performance standards such as number of meetings and timescales. UDC currently offers different PPA band categories based on the size of the proposed development, for example, the number of homes proposed. Each includes meetings with Council officers and appointed specialists, if necessary; engagement with the town or parish council and a presentation to councillors.

5.3.3 A PPA will cover various matters associated with development proposals as appropriate, including S.106 agreement negotiations, but not legal and monitoring fees. It is a useful mechanism for considering what the S.106 Agreement needs to include (or the UU should offer if the developer chooses that route) and will consider the CIL Regulations. Entering a PPA does not

14. For details about pre-application advice, see: <https://www.uttlesford.gov.uk/planning-pre-application-advice>



guarantee the outcome of a planning application, but it does guarantee the availability of resources via an agreed project plan and work programme. A similar service is offered by ECC to cover matters such as highways and education.

5.3.4 If an applicant does not wish to enter a PPA, paid pre-application discussions with the Council can still take place. These would not include presentation to members, appointment of specialists, or multiple meetings.

*Planning application submission*

5.3.5 Once a planning application has been submitted to the Council and validated, a case officer will be appointed. For developments where a S.106 agreement is needed, the case officer will work with the developer, the parish or town council and any others to identify what obligations need to be included in the S.106 agreement. Initially, the obligations will be expressed as Heads of Terms, which are the issues on which contributions are based and around which the details of the obligations are negotiated by the interested parties.

5.3.6 Any request from a developer for later or lower payment or later on-site delivery, needs to be supported by evidence at the planning application stage. Similar justifications will be required from the Council if it considers earlier or higher payment or earlier on-site delivery is necessary.

*Planning application determination*

5.3.7 Major Applications (as defined by the Town and Country Planning (Development Management Procedures) (England) Order 2015) will be approved by Planning Committee. For developments where a S.106 agreement is needed, Heads of Terms and their justification in accordance with the CIL Regulations will be clearly set out in the committee report written by the case officer. The report will set out a timescale for completion of the S.106 agreement. If a UU has been submitted, it will similarly be assessed against the CIL Regulations in the committee report.

5.3.8 An obligation, whether set out in an S.106 agreement or a UU, can only be a material planning consideration if it meets the CIL Regulations. It is not the role of the case officer to decide between what a developer is willing to provide and what a local community might want. The



case officer's job is to identify what mitigation is necessary, conforming to the provisions of the CIL Regulations.

- 5.3.9 When a planning application has been resolved to be granted subject to a S.106 agreement, the Council will send formal instructions to its solicitor with all relevant information to be provided by the developer.

## 5.4 Unilateral Undertakings (UU)

- 5.4.1 If, following discussion with a planning case officer, a developer chooses to submit a UU, a complete, signed copy is required so that it can be considered prior to determining the planning application. Once submitted, it will be assessed against the CIL regulations tests in the committee report. A UU comes into effect when planning permission to which they are linked is granted.

## 5.5 S.106 Agreements and UUs: important details

### *Timings and triggers for action or payment*

- 5.5.1 The S.106 agreement or UU will set out the relevant timings for completing obligations using development-related trigger points rather than fixed dates. On larger developments, the phasing of payments (such as for the

provision of school places) may be acceptable where this is compatible with infrastructure delivery.

### *Index-linking of payments*

- 5.5.2 Unless otherwise agreed, all payments of developer contributions (including monitoring fees) to UDC will be index-linked using the Retail Prices Index. Indexation will be calculated from the date of the agreement to the date when the contribution becomes payable.

### *Charges for monitoring of obligations*

- 5.5.3 For developments where a S.106 agreement is needed the Council will seek a General Monitoring (GM) fee. This is for S.106 record management and the administration of S.106 payments. The fees payable are banded according to the scale of development for which planning permission is granted and assumptions (based on an annual build-out rate of up to 40 units) about the number of years over which record management and payment administration will be necessary.



Table 4: General Monitoring fees

Band (new housing)	Annual fee	Assumed duration	General Monitoring fee payable
80-99 units	£760	3 years	<b>£2,280</b>
40-79 units	£760	2 years	<b>£1,520</b>
10-39 units	£760	1 year	<b>£760</b>

5.5.4 The General Monitoring fee will also apply to minor residential developments of up to nine new homes where there is a UU: this would be a single-year fee of £760. The rates of the General Monitoring fee that will apply to S106 agreements and UUs signed in any final year will be updated annually, in line with the Retail Prices Index.

5.5.5 In addition to the General Monitoring Fee, the Council will also seek a Monitoring of On-site Delivery (MOSD) fee from those S106 agreements which include planning obligations for developers to provide on-site infrastructure relating to the categories set out under

Section 3. This MOSD fee will cover progress checks to ensure compliance with relevant planning obligations, plus associated administration. The fees payable are banded according to the scale of development for which planning permission (with more monitoring required for larger developments) and assumptions (based on an annual build-out rate of up to 40 units) about the number of years over which such monitoring and administration are necessary. The rates of the MOSD fee that will apply to S106 agreements signed in any final year will be updated annually, in line with the Retail Prices Index.



Table 5: Monitoring of On-site Delivery (MOSD) fees

Band (new housing)	Annual fee	Assumed duration	Monitoring of On-site Delivery fee payable
80-99 units	£2,340	3 years	<b>£7,020</b>
40-79 units	£2,340	2 years	<b>£4,680</b>
10-39 units	£1,170	1 year	<b>£1,170</b>

5.5.6 For both the GM fee and MOSD fee, the Council reserves the right to vary the amounts charged to reflect particular circumstances and to apply bespoke monitoring fees to strategic developments of 100 or more homes and to mixed and non-residential developments (e.g., solar farms and industrial/flexible employment uses).

*Payment of the Council's legal fees*

5.5.7 In the case of S106 agreements, the applicant will pay the Council's legal fees which are as per the solicitors' guideline hourly rates set out on GOV.UK<sup>15</sup>.

**5.6 S.106 Monitoring**

5.6.1 The Council's S.106 Monitoring Officer is responsible for logging all obligations and associated trigger points on the Council's S.106 database which will be publicly accessible on a read-only basis. The S.106 Monitoring Officer will act on all trigger points to ensure that obligations are met, checking that all payments are made in a timely manner, are forwarded to the appropriate third party where required and are spent in accordance with the CIL Regulations. The S.106 Monitoring Officer will also check that the transfer of land and/or buildings to third parties takes place on time, and any agreed contributions are paid, such as for future maintenance. A

15 See Government guidance on solicitors' hourly rates: <https://www.gov.uk/guidance/solicitors-guideline-hourly-rates>



summary of money held and spent is available in the Council's annual Infrastructure Funding Statement.

5.6.2 Most S.106 agreements include a "pay back" clause so that, if the money is not spent within a set period, it must

be paid back to the developer with interest. Prior to releasing any initial money to a third party, the Council will require evidence of impending project delivery, and itemised invoices for phases of work subsequently undertaken.



## Appendix A: Shared Mobility Scheme contribution details

Table 6: Shared Mobility Scheme Delivery and Contribution Details

ID	Name	Delivery process	Description	Delivery timeframe	Financial contribution
SM1	<b>Car Club Space(s)</b>	<b>Delivered Onsite</b> by Developer	The applicant/developer is required to provide the space(s) for the car club vehicle. A designated space that will be lined and signed as appropriate. It should be located in a central and visible position of the highway network. Signage and information should provide details on the car club.	Infrastructure needs to be in place at first occupation.	N/A: on-site essential infrastructure See SM4 below
SM2	<b>E-Bike Scheme Stands</b>	<b>Delivered Onsite</b> by Developer	Provision for a 'Sheffield Stand' bike hub/area should be provided for the e-bike hire and cargo bike scheme.	Infrastructure needs to be in place at first occupation.	N/A: on-site essential infrastructure See SM5 below
SM3	<b>Mobility Hub</b>	<b>Delivered Onsite</b> by Developer	A mobility hub which co-locates the sustainable transport modes in a central or convenient location. It will have bus stop(s) with real time information, e-car club, e-bike hire and e-cargo bike. Signage and information should provide details on the scheme(s) and information on the sustainable modes of transport – i.e. bus/rail times, hire costs, etc.	Infrastructure needs to be in place at first occupation.	N/A: on-site essential infrastructure See SM6 below



ID	Name	Delivery process	Description	Delivery timeframe	Financial contribution
SM4	<b>E-Car club vehicle</b>	Financial <b>Developer contribution</b>	The contribution will fund the appropriate number of car club vehicles for a minimum of 5yrs.	Contribution required at commencement in order to arrange contract and precure vehicle(s)	Yes – as part of total contribution see Table 2 & 2a
SM5	<b>E-bikes for Hire scheme</b>	Financial <b>Developer contribution</b>	The contribution will fund the appropriate number of e-bikes for a minimum of 5yrs.	Contribution required at commencement in order to arrange contract and e-bikes.	Yes – as part of total contribution see Table 2 & 2a
SM6	<b>E-cargo Hire Bike</b>	Financial <b>Developer contribution</b>	The contribution will fund the cargo bike for a minimum of 5yrs.	Contribution required at commencement in order to arrange contract and bike.	Yes – as part of total contribution see Table 2 & 2a
SM7	<b>Bike Library</b>	Delivered at no cost	Residents/employees will be offered the chance to loan (at a cost) a cycle/e-bike/cargo bike on a monthly basis from the e-bike scheme provider. Costs vary according to bike and loan duration.	Available at 1 <sup>st</sup> occupation	N/A



Table 7: Shared Mobility Scheme Indicative Contributions for strategic sites

Location	Type of Infrastructure	Units Required	Total Indicative Contribution
<b>Takeley – Strategic Allocation</b>	E-Car-club	<b>4</b>	<b>£1,000,000</b>
	E-bikes for hire scheme	<b>30</b>	
	E-Cargo Bike	<b>4</b>	
<b>Saffron Walden – Strategic Allocation</b>	E-Car-club	<b>2</b>	<b>£500,000</b>
	E-bikes for hire scheme	<b>20</b>	
	E-Cargo Bike	<b>2</b>	
<b>Great Dunmow – Strategic Allocation</b>	E-Car-club	<b>2</b>	<b>£500,000</b>
	E-bikes for hire scheme	<b>20</b>	
	E-Cargo Bike	<b>2</b>	
<b>Stansted Mountfitchet – Strategic Allocation</b>	E-Car-club	<b>2</b>	<b>£250,000</b>
	E-bikes for hire scheme	<b>8</b>	
	E-Cargo Bike	<b>1</b>	
<b>Elsenham – Strategic Allocation</b>	E-Car-club	<b>1</b>	<b>£170,000</b>
	E-bikes for hire scheme	<b>5</b>	
	E-Cargo Bike	<b>1</b>	



Table 7a: Shared Mobility Scheme Indicative Contributions for all other development

Location	Type of Infrastructure	Units Required	Indicative cost per scheme element (per 5 yrs)	Total Indicative Contribution
All other Development (minimum quantities per 50 dwellings) and case by case on all major development including employment development.	E-Car-club	4	£52,000	£115,000
	E-bikes for hire scheme	5	£48,000	
	E-Cargo Bike	1	£15,000	

Note: Strategic allocations costs in **Table 7** are derived from the information in the Infrastructure Schedule in the Uttlesford Infrastructure Delivery Plan 2024, however, the individual element costs in **Table 7a** have been updated and are based on actual 2025/26 scheme costs. Scheme costs will be updated from time to time and contributions will need to be index linked.



## Appendix B: CIL and/or S.106 or UU? Which might apply?

Section 2.6 explains that most new developments in the district will be subject to paying the Community Infrastructure Levy (once adopted by the Council). Section 2.7 also sets out the kinds of developer contributions for which new developments might be liable. The following questions will help to clarify which charges and obligations might apply.

**Q1. Does it relate to a development for residential, retail, or employment & business purposes?**

**YES:** Go to Q2.

**NO:** All other types of development are not liable for CIL. Go to Q5.

**Q2. Does it relate either to a development of 100 or more dwellings on a strategic allocation site as set out in the 2021-41 Uttlesford Local Plan?**

Notes: These strategic allocations sites relate to: (a) Land South of Radwinter Road and North and South of Thaxted Road, Saffron Walden; (b) Walpole Meadows North, East of Pennington Lane, Stansted Mountfitchet;

(c) East of High Lane, Stansted Mountfitchet; (d) Land East of Station Road, Elsenham; (e) NE Great Dunmow, Great Dunmow; (f) Land between the River Chelmer and B1008, Great Dunmow; (g) NE Takeley, Takeley / Prior's Green

**YES:** Residential developments of 100 or more dwellings are CIL zero-rated. A S.106 agreement would be needed for infrastructure categories set out in the UDC Developer Contributions SPD and the Essex CC 'Developers' Guide to Infrastructure Contributions'. Go to Q5.

**NO:** Go to Q3.

**Q3. Does it relate to a development that is entirely based on flats?**

**YES:** 100% flatted developments are CIL zero-rated. Go to Q5.

**NO:** Go to Q4.

**Q4. Do any CIL exemptions apply?**



*Notes: A minor development, which has a gross internal area of less than 100 square metres and would not create a new dwelling would not be liable for CIL. Exemptions can also be applied for in the case of: residential annexes or extensions; charitable developments; social housing developments; self-build and exceptional circumstances.*

**YES:** Such developments could be exempt from CIL, provided that exemptions are confirmed before the commencement of development. Go to Q5.

**NO:** The development would be liable to pay the Community Infrastructure Levy at the relevant rate. Please see the CIL draft Charging Schedule. Go to Q5.

**Q5. Would the development require permanent alterations, new highways or improvements to be made to an existing public highway, as part of a planning approval?**

**YES:** A S.278/S.38 agreement would be needed with the Highways Authority (Essex County Council). See paragraphs 2.7.7-2.7.8. Go to Q6.

**NO:** Go to Q6.

**Q6. Does it relate to a major development of 10 or more dwellings (for which the need for a S.106 agreement has not already been identified by earlier questions).**

**YES:** A S106 agreement may be needed to mitigate the impact of a development, as appropriate. These may include, but not be limited to, the developer contribution categories outlined in Sections 3 and 4. Go to Q7.

**NO:** Go to Q7.

**Q7. Does it come within the Zone of Influence for Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS)**

*Note: The RAMS zone of influence relates to parts of the Uttlesford parishes of Barnston, Felsted, High Easter and Stebbing. It is based on research which indicates that some residents within this zone are likely to travel to the coast for recreational purposes. This RAMS strategy helps to protect wildlife and their habitats on the Essex coast from the increased visitor pressure associated with new residential development.*

**YES:** ALL successful planning applications within the zone of influence are liable for making a contribution to RAMS (under either a unilateral undertaking for a minor



development of fewer than 10 homes or a S.106 agreement for a major development of 10 homes or more).

**NO:** Go to Q8.

**Q8. Does it come within the Zone of Influence for Hatfield Forest strategic access management measures (SAMM) come within the Zone of Influence for Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS)**

*Note: Hatfield Forest is both a Site of Special Scientific Interest and a National Nature Reserve. Natural England and the National Trust have developed a SAMM package of measures to protect and restore the condition of Hatfield Forest.*

37 parishes/towns in Uttlesford come within the Zone of Influence.

- Fully: Aythorpe Roding; Birchanger; Broxsted; Chickney; Elsenham; Farnham; Great Canfield; Great Dunmow; Great Easton; Great Hallingbury;

Hatfield Broad Oaks; Hatfield Heath; Henham; High Roothing; Leaden Roding; Little Canfield; Little Easton; Little Hallingbury; Manuden; Stansted Mountfitchet; Takeley; Tilty; Ugley; White Roothing.

- Partly Barnston; Berden; Clavering; Debden; High Easter; Lindsell; Little Dunmow; Margaret Roding; Newport; Quendon and Rickling; Stebbing; Thaxted; Widdington

**YES:** ALL developments, which are within the zone of influence and produce a net increase in homes and are granted planning approval, will be required to make a SAMM contribution. This would either be via a unilateral undertaking for a minor development of fewer than 10 homes or a S.106 agreement for a major development of 10 homes or more).

**NO:** Not liable to pay a SAMM contribution for Hatfield Forest.



## Appendix C: List of abbreviations

Abbreviation	Meaning
BNG	Biodiversity Net Gain
CIL	Community Infrastructure Levy
CP	Core Policy
DP	Development Policy
ECC	Essex County Council
EEAST	East of England Ambulance Service Trust
GBI	Green and Blue Infrastructure
GIA	Gross internal area
GM fee	General Monitoring fee
ICB	Integrated Care Board
IDP	Infrastructure Delivery Plan
IFS	Infrastructure Funding Statement
LLFA	Lead Local Flood Authority



Abbreviation	Meaning
m <sup>2</sup>	Square metre
MOSD fee	Monitoring of On-Site Delivery
MWPA	Minerals and Waste Planning Authority
LNRS	(Essex) Local Nature Recovery Scheme
LPA	Local Planning Authority
NNPF	National Planning Policy Framework
PPA	Planning Performance Agreement
PPG	Planning Practice Guidance
RAMS	(East Coast) Recreational disturbance Avoidance and Mitigation Strategy
RP	Registered Provider
S.106	Section 106 (of the Town and Country Planning Act 1990)
S.278	Section 278 (of the Highways Act 1980)
S.30	Section 30 (of the Highways Act 1980)
SAMM	(Hatfield Forest) Strategic Access Management and Monitoring Measures
SANG	Suitable Alternative Natural Greenspace



Abbreviation	Meaning
SPD	Supplementary Planning Document
TCPA	Town and Country Planning Act 1990
UDC	Uttlesford District Council
UDCCP	Uttlesford District Council Corporate Plan
ULP	Uttlesford Local Plan
UU	Unilateral Undertaking
ZoI	Zone of Influence

Contact information  
[www.uttlesford.gov.uk](http://www.uttlesford.gov.uk)

