

Schedule of Proposed Main Modifications (December 2024) - Uttlesford District Council Local Plan 2021 – 2041

The following Schedule sets out Uttlesford District Council’s (“the Council”) proposed Main Modifications to the Local Plan following consideration of the Regulation 19 representations. It is understood that it will be for the Inspector(s) to recommend any Main Modifications later in the process, subject to consultation. All proposed modifications are being provided to the Planning Inspector(s) at this stage to assist with their deliberations.

The Schedule includes:

- where relevant, the Policy Number, Paragraph Number and Page Number, and
- new text is in **bold and underlined**, deletions are shown as ~~strikethrough~~.

NB: Any reference to paragraph and page numbers relate to the plan as submitted. Final numbering will be set out in the final version of the plan. It is likely that further minor corrections will be made to the final version of the plan, including typographical corrections.

Modification Number.	Respondent	Person ID	Core Policy No.	Paragraph No.	Page No. of Submission Local Plan	Suggested Modification	Reason for Change
MM1	Vistry Group (Newport)	ANON-QNH5-RDAW-A	CP6a	N/A	72	Amend last paragraph of Core Policy 6a as follows: Development will be supported at non-strategic allocations at Newport through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Newport Neighbourhood Plan and in accordance with the Development Plan taken as a whole. <u>If a neighbourhood plan with sufficient allocations to deliver the housing requirement in full has not passed independent examination and referendum and been ‘made’ by the date two years after the local plan is adopted, then the local planning authority will instead make the allocations in either a Local Plan Review or other Development Plan Document. This is to ensure the delivery of the Newport housing requirement during the plan period.</u>	To include review mechanism of Newport Neighbourhood Plan
MM2	Essex County Council	ANON-QNH5-RD1W-T	CP7	N/A	74	Amend the last paragraph in Core Policy 7 to read as follows: The package may be further refined through the <u>preparation</u> development of the <u>new</u> Local Transport and <u>Connectivity</u> Plan 4 being developed by Essex County Council.	Correction
MM3	Stansted Airport Limited	ANON-QNH5-RD97-2	CP11	N/A	96	Amend Core Policy 11 as follows: Proposals for airport related car parking outside the Ancillary Airport Uses boundary will only be permitted where all of the following criteria are met: <ul style="list-style-type: none"> • there is demonstrated to be a long term car parking need that cannot be met within the Ancillary Airport Uses boundary • they relate well to the strategic road network and do not exacerbate traffic congestion • they do not have an adverse impact on amenity, and • they are in accordance with the most recent Sustainable Development Plan for London Stansted Airport. <u>Proposals for car parking associated with any use at Stansted Airport will only be permitted within the Airport boundaries. Parking proposals beyond the Airport uses boundaries should be in accordance with Core Policy 31: Parking Standards.</u>	For additional clarity.
MM4	ECC	ANON-QNH5-RD1W-T	CP13	N/A	100	Amend Core Policy 13 (Bullet Point 2) as follows: contribute towards delivering strategic cycling and walking infrastructure improvements as identified in the Uttlesford and Essex Local Cycling and Walking Infrastructure Plan (LCWIP) including connections along the B1256 between Great Dunmow, Takeley, Stansted Mountfitchet and Bishop’s Stortford, <u>safeguarding land between Takeley 4 Ashes and Taylors Farm Employment Area for a shared use cycle/ walking facility, and routes between Takeley to London Stansted Airport.</u>	For additional clarity.
MM5	Artisan New Homes Ltd ECC	ANON-QNH5-RD1D-7	CP19	N/A	128	Add two additional paragraphs to end of Policy as follows: <u>The housing requirement figures become applicable from the date of adoption. Where a neighbourhood plan has been ‘made’ in the context of an historic housing requirement figures, the housing requirement figure will be superseded by this policy. However, any allocations made to deliver any historic housing requirement figure will remain extant.</u>	For additional clarity.

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		ANON-QNH5-RD1W-T				<u>Any site development proposals are subject to Minerals (Essex Minerals Local Plan Policy S8) and Waste Essex and Southend-on-Sea Waste Local Plan Policy S2) safeguarding policy.</u>	
MM6	ECC	ANON-QNH5-RD1W-T	CP22	N/A	148	Amend Core Policy 22 as follows: ii. all new bungalows must achieve a space heating demand of less than 20 kWh/m ² GIA/yr or less Appendix 8 <u>10</u>	Correction.
MM7	ECC	ANON-QNH5-RD1W-T	CP27	N/A	170	Amend Core Policy 27 (add new sentence at end of Bullet Point ii) as follows: <u>Highway mitigation should be delivered directly by developer via Section 278 having regard to the ECC Developers Guide for infrastructure contributions. In exceptional circumstances, pooled contributions may be required where mitigation cannot be apportioned to a single allocation development.</u> Add new Bullet Point after v as follows: <u>A construction management plan is submitted and agreed with the Highway Authority prior to commencement, with before and after condition surveys as appropriate.</u>	For additional clarity.
MM8	ECC Stansted Airport Limited	ANON-QNH5-RD1W-T ANON-QNH5-RD97-2	CP31	N/A	178	Amend Core Policy 31 as follows: For all development types, including employment, secure cycle parking should be prioritised over private car parking and will be located in a prominent and obvious position. Cycle storage should include provision for electric cycle charging. Developments which propose flats or homes in multiple occupation should ensure that there is enough cycle parking available for all residents. <u>All development types, including employment, should provide:</u> <ul style="list-style-type: none"> • <u>secure and covered cycle parking should be prioritised over private care parking</u> • <u>be conveniently located adjacent to entrances to buildings</u> • <u>enjoy good natural observation</u> • <u>be easily accessible from roads and/or cycle routes</u> • <u>be well lit</u> • <u>be located so it does not obstruct pedestrian and cycle routes</u> • <u>cycle storage should include provision for electric cycle charging, and</u> • <u>developments which propose flats or homes in multiple occupation should ensure that there is enough cycle parking available for all residents.</u> Add new section as follows: <u>Development proposals, including the strategic allocations, will be required to demonstrate how the transport and movement proposals for the site will include proposals to deter ‘fly parking’ in order to maintain the efficient use of the highway and prioritise residents and the local community. Development proposals which propose airport parking outside the airport boundaries including where airport parking is an ancillary use will not be permitted.</u>	For additional clarity.
MM9	ECC	ANON-QNH5-RD1W-T	CP34	Infrastructure	186	Amend Core Policy 34 (add to end of first sentence in Infrastructure section) as follows: <u>Development proposals must ensure that this infrastructure can demonstrate that it will contribute to achieving ‘good’ status under The Water Framework Directive for surface and groundwater bodies.</u>	For additional clarity.
MM10	Environment Agency	ANON-QNH5-RD19-V	CP36	N/A	192	Amend paragraph 4 to include the final sentence below and replace flood level with flood extent: Where development is proposed within the 1 in 100 year flood level <u>extent</u> , including an allowance for climate change, floodplain compensation must be provided.	For additional clarity.

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MM11	Environment Agency ECC	ANON-QNH5-RD19-V ANON-QNH5-RD1W-T	CP36	N/A	192	Amend paragraph 5 to read: Where detailed hydraulic modelling of a watercourse is not available, modelling should be undertaken as part of the site specific flood risk assessment to estimate the 1 in 30 , 1 in 100 year and 1 in 1000 flood extents and levels , including an appropriate allowance for climate change. Amend Core Policy 36 (add two additional Bullet Points) as follows: <u>vi. use sustainable drainage systems (SUDS) for the management of surface water and where possible increase biodiversity and amenity, and</u> <u>vii. proposals must include a drainage strategy to evidence how the development will mitigate flooding on and off site. This must have regard to the Sustainable Drainage Systems Design Guide for Essex</u>	For additional clarity.
MM12	ECC	ANON-QNH5-RD1W-T	CP37	N/A	194	Amend Core Policy 37 (add new sentence) as follows: <u>London Stansted Airport should be consulted regarding any new development within 13km of the Airport, to ensure early input into any viability and requirements of the SUDS proposed.</u>	For additional clarity.
MM13	ECC National Trust National Trust Natural England	ANON-QNH5-RD1W-T ANON-QNH5-RD4W-W ANON-QNH5-RD4W-W ANON-QNH5-RDZN-T	CP38 CP38 CP38	N/A N/A N/A	198 199 199	Amend Core Policy 38 as follows: ii. any nationally statutory designated site, for example SSSI's, and Local Nature Reserves iii. any locally non-statutory designated site, for example: Local Wildlife Sites, local geological sites and special roadside verges To ensure that mitigation or compensation measures take place, which may include Biodiversity Offsetting off-site biodiversity net-gain , these will be secured by conditions or planning obligations and will need to include financial support for continued maintenance. Essex Coast Recreational Disturbance Mitigation Contributions will be secured from development towards mitigation of the in-combination adverse effects of new development in accordance with the Essex Coast RAMS Habitats Regulations Assessment Strategy Document 2018-2038 and Essex Coast RAMs Supplementary Planning Document 2020. The Essex Coast RAMS tariff will be applied to net additional dwellings, within the zone of influence, as shown on the Policies Map and Appendix 13, including Permitted Development which is required to comply with the Habitats Regulations all new residential development within the zone of influence is expected to meet or exceed Natural England Green Infrastructure Framework Standards, and larger sites should provide Suitable Alternative Natural Greenspace (SANG) that adheres to Natural England SANG Quality Guidance. Protection of Hatfield Forest Where appropriate, within the Hatfield Forest Zone of Influence (11.1km) identified areas as shown on the Policies Map and Appendix 12: vi) contributions will be required from proposed new residential developments which result in a net increase in dwellings will be secured towards the delivery of the Strategic Access Management Measures (SAMM) as set out in the Hatfield Forest Mitigation Strategy. recreational mitigation measures Priority Habitat enhancement/ connectivity at Hatfield Forest Site or Special Scientific Interest (SSSI) and National Nature Reserve (NNR). vii) high quality on-site green infrastructure provision shall be completed and accessible within the early phases of development in new major developments, including natural and semi-natural greenspace, dog walking routes and dogs off-lead areas. To be secured through planning conditions.	For additional clarity.

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MM14	Stansted Airport Limited ECC	ANON-QNH5-RD97-2 ANON-QNH5-RD1W-T	CP39	N/A	202	Amend Core Policy 39 (add new final paragraph) as follows: <u>All proposals which deliver new or enhanced green and blue infrastructure should consider the impact upon aviation in accordance with Core Policy 11: London Stansted Airport.</u> Amend Core Policy 39 (add new paragraph) as follows: <u>Where appropriate a Landscape and Ecological Management Plan (LEMP) must be prepared detailing the management and maintenance of green infrastructure assets and green spaces for the lifetime of the development.</u>	For additional clarity.
MM15	Anglian Water Thames Water Vistry Group (Thaxted) Home Builders Federation Audley End Estate Stansted Airport Limited ECC	ANON-QNH5-RDZF-J ANON-QNH5-RDZK-Q ANON-QNH5-RDAH-U ANON-QNH5-RDDJ-Z ANON-QNH5-RDZX-4 ANON-QNH5-RD97-2 ANON-QNH5-RD1W-T	CP40	N/A	205	Amend Core Policy 40 as follows: <u>With the exception of development which is exempt from statutory Biodiversity Net Gain requirements, all development proposals will be required to demonstrate a minimum of 20% Biodiversity Net Gain calculated using the most recent Statutory Metric, unless it can be clearly demonstrated that provision in excess of the statutory minimum 10% would make development unviable.</u> Biodiversity Net Gain Units should deliver gains that are significant at a local or landscape scale. In situations where this is not considered appropriate then the justification must be clearly set out and alternatives arrangements, for example off-site mitigation or financial contribution, to be made. Where proposals involve the creation of natural areas and habitats which are integral to development, they should be accompanied by a long-term management plan which must be approved by the Local Planning Authority <u>in accordance with the requirements of Core Policy 39: Green and Blue Infrastructure.</u> <u>All proposals which include Biodiversity Net Gain should consider the impact upon aviation in accordance with Core Policy 11: London Stansted Airport.</u> <u>Planning applications subject to mandatory BNG shall require a biodiversity gain plan. The Plan must be submitted and approved in writing by the Local Planning Authority before commencement.</u>	For additional clarity.
MM16	Natural England Pidgeon (Takeley Ltd)	ANON-QNH5-RDSN-T ANON-QNH5-RDAU-8	CP43	N/A	211	Amend first sentence as follows: Development will not be permitted where it might lead if air pollution impacts lead to significant adverse effects on health, the <u>natural</u> environment, <u>or amenity and protected sites.</u> of amenity from emissions to air.	For additional clarity and correction.
MM17	Stansted Airport Ltd ECC	ANON-QNH5-RD97-2	CP44	N/A	213	Amend Core Policy 44 as follows: For aviation transport sources, the Significant Observed Adverse Effect Level is considered to occur where noise exposure is above 63dB LAeq,16hr (57dB LAeq,8hr at night) <u>and the lowest observed effect level is considered to be 51DB LAEQ, 16HR (45DB LAEQ, 8HR at night)</u> ¹⁵⁷ Add new Paragraph at end as follows:	For additional clarity.

Modification Number.	Respondent	Person ID	Core Policy No.	Paragraph No.	Page No. of Submission Local Plan	Suggested Modification	Reason for Change
		ANON-QNH5-RD1W-T				<u>Outdoor noise on school sites should not exceed 55DB LAEQ (30 MIN)</u>	
MM18	Pidgeon (Takeley) Ltd	ANON-QNH5-RDAU-8	CP49	N/A	225	Amend Core Policy 49 as follows: Applications for large-scale development, 50 dwellings or over 2500m2, must should include a site-specific Employment and Skills Plan (ESP) and the developer will be expected to agree to deliver and monitor the commitments secured in the ESP.	For additional clarity.
MM19	National Gas Transmission	N/A	CP52a	N/A	246	Amend Core Policy 52a (add new Bullet Point at the end) as follows: <u>v. Take a comprehensive and co-ordinated approach to development including respecting existing site constraints including utilities situated within sites.</u>	For additional clarity.
MM20	ECC	ANON-QNH5-RD1W-T	CP66	N/A	278	Amend Core Policy 66 as follows: 1. Include “ <u>all development in Use Class C2 (Residential Institutions)</u> ” and “ <u>‘sui generis’ hot food takeaways</u> ” within second paragraph, bullet point i., as uses requiring a full HIA. i. <u>ALL</u> development proposals <u>in Use Class C2 (Residential) and Sui Generis Hot Food Takeaways</u> of 100 dwellings or more, or 5,000m2 floorspace or more, should undertake a full Health Impact Assessment in accordance with the Essex Design Guide HIA guidance iii. addressing local health issues, outcomes, and needs, as detailed in the JSNA <u>and Uttlesford Health and Wellbeing Strategy and Essex Joint Health and Wellbeing Strategy</u> Add additional bullet points xi, xii and xiii as follows: <u>xi. The scope of the Health Impact Assessment is agreed with the Council’s Development Management and Public Health team’s prior to commencement of the assessment at the earliest opportunity</u> <u>xii. The assessment is undertaken at an early stage of the development process and there is a clear demonstration that the assessment process has informed the overall design process</u> <u>xiii. The assessment is undertaken in accordance with Essex Healthy Paces Guidance and responds to the latest public health data and community insights gathered by the applicant’s team.</u>	For additional clarity.
MM21	Stansted Airport Limited Sport England Theatres Trust	ANON-QNH5-RD97-2 ANON-QNH5-RD4R-R ANON-QNH5-RDYF-H	CP68	N/A	285	Amend Policy 68 as follows: New, <u>expansion of or improvement to</u> Community Uses will be supported, <u>such as local shops, meeting places, cultural buildings, public houses, places of worship, health and care facilities, community centres, education provision and libraries</u> provided that they: Amend Core Policy 68 (amend Bullet Point vi) as follows: is no longer viable <u>in accordance with Core Policy 5</u> , or.	For additional clarity.
MM22	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 2-4 Introduction Green Infrastructure and Biodiversity	7	Add new Bullet Point 7 under Green Infrastructure and Biodiversity Heading as follows: <u>A Green and Blue Infrastructure Plan, and Biodiversity Gain Plan, and/ or for significant BNG a Habitat Management and Monitoring Plan, must be prepared and submitted to the Local Planning Authority</u>	For additional clarity
MM23	UDC	N/A	N/A	Appendix	10	Add Bullet after 1 st as follows:	For additional clarity

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				2a Proposed Spine Road		<u>The development South of Thaxted Road should deliver a Spine Road to the same specification with an onward connection Safeguarded in the South-West of the site in the approximate location indicated on the framework plan.</u>	
MM24	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 2b Landscape Bullet 2	14	Amend Bullet 2 as follows: Avoid degradation of the Ancient Woodland and Local Wildlife Site at Emmanuel Wood by ensuring a sufficient at least 15m buffer to the woodland from all development, including from lighting and noise.	For additional clarity
MM25	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 3a Transport New Bullet	18	Add a new Bullet Point under Transport Heading as follows: <u>Contributions/ improvements to the Flitch Way may be required</u>	For additional clarity
MM26	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 3c	32	Add new section at end page 30 as follow: <u>Infrastructure</u> <ul style="list-style-type: none"> • Undertake a Waste Infrastructure Assessment to meet County Waste Local Plan policy requirements, given proximity to Taylors Far, for inert recycling • Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waster matters 	For additional clarity
MM27	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 3d	34	Add new section at end page 30 as follow: <u>Infrastructure</u> <ul style="list-style-type: none"> • Undertake a Minerals Resource Assessment • Undertake a Minerals Infrastructure Impact Assessment given its proximity to Highwood Quarry • Undertake a Waste Infrastructure Assessment to meet County Waste Local Plan Policy requirements, given proximity to Highwood Quarry for inert waste recycling • Liaise with ECC as the Minerals and Waste Planning Authority on Minerals and Waste Matters 	For additional clarity
MM28	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 4a Heritage	38	Amend Bullet 3 under Heritage heading as follows: Development should be located away from Pennington Land and the existing hedgerow and tree planting running alongside the lane should be preserved to maintain the open, rural views from the road. <u>There should be no new vehicular access to the land from the development</u>	For additional clarity
MM29	Natural England	ANON-QNH5-RDSN-T	N/A	Appendix 4a Landscape New Bullet	38	Add a new Bullet Point under Landscape Heading as follows: <u>Applicants should consult Natural England on Proposed SANG open space in advance of submission of the application to ensure appropriate SANG standards are met</u> Amend 5 th and 6 th bullets as follows: <ul style="list-style-type: none"> • Green amenity space will be designed in accordance with Natural England SANG principles <u>a minimum of 7.5 ha of high-quality Semi-Natural Accessible Greenspace will be provided</u> and will be maintained and managed on behalf of the community by an organisation in accordance with a management plan to be agreed before commencement of the SANG/open space works. • Estimated SANG requirements are 5.1 ha which should be the minimum target provision within this allocation. <u>An approx. 2.3KM circular walk will be delivered using the on-site greenspace and, where necessary, the existing public Right of Way and highway networks</u>	For additional clarity
MM30	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 4b Infrastructure	42	Amend Bullet 1 under Infrastructure heading as follows:	For additional clarity

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						<p>Education facility – expansion of safeguarded site to the south of the allocation to 2.1 ha in total to facilitate construction of a new allow for an expanded primary school with and co-located early years and childcare provision, with detailed requirements subject to consultation with Essex County Council</p> <p>Add two new Bullet points as follows:</p> <ul style="list-style-type: none"> • <u>Undertake a Minerals Resource Assessment</u> • <u>Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waster matters</u> 	
MM31	ECC	ANON-QNH5-RD1W-T	N/A	Appendix 4c	46	<p>Add new section at end page 30 as follow:</p> <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> • Undertake a Waste Infrastructre Assessment to meet County Waste Local Plan Policy Requirements, given proximity to Loppingdales for inert waste recycling • Liaise with ECC as the Minerals and Waste Planning Authority on Minerals and Waste Matters 	For additional clarity