

## LOCAL PLAN CHANGES SCHEDULE FOR CONSIDERATION AT CABINET ON 6 JULY 2017

Policy No/ Para/ Page No	Original Text	Reason for Change	Officer (O) or Member (M) Suggestion?	Suggested Change for Consideration
<b>Section 1 – Introduction</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Section 2 – Spatial Portrait, Vision and Objectives</b>				
Objective 2c – Supporting the Market Towns	Under the first bullet point states “Utilising the full capacity of the existing runway”	Changed to ‘permitted’ capacity to reflect the latest permission at the airport.	O	“Utilising the <u>permitted</u> capacity of the existing runway...”
Page 18	Housing Figures	Members asked for numbers to be ‘clearer’	M	None – The numbers are already clearly set out in Table 3.5 and Policy SP3.
<b>Section 3 – Spatial Strategy</b>				
SP11 (London Stansted Airport) (Pg. 47)	Replace the heading ‘Airport Expansion’ with ‘Airport Development’	Should be development of the airport within the existing boundaries rather than ‘Airport Development’ outside the boundaries.	M	Replaced ‘expansion’ with ‘development’
SP11 (London Stansted Airport) (Pg47)	“They are in accordance with the latest permission and the Airport Master Plan published by Manchester Airport Group and adopted by Uttlesford District Council.	An Airport Master Plan published by Manchester Airport Group has not been adopted by Uttlesford District Council.	M	c. They are in accordance with the latest permission;
SP11 (London Stansted Airport) (Pg47)	Under ‘Airport Development’ point d. ‘Do not result in significant increase in Air Transport Movements’...	Examine whether there is a more ‘appropriate’ way to word this paragraph.	O	No change – The existing wording is appropriate.
SP11 (London Stansted Airport)(Pg48)	Under “Northern Ancillary Area” second paragraph states “Airport related development will be permitted at this location”	Policy should make reference to the specific types of employment allowed at this site (B2 and B8) and clarify the gross site area.	O	Amend the first sentence to read: “This 55 hectare (gross) site ...”  Amend the second part to read: “B2 and B8 Employment uses will not be restricted to

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				airport-related employment..."
SP11 (London Stansted Airport)(Pg48)	N/A	Add a sentence to reflect any development at Northern Ancillary Area needs to be accompanied by a Transport and Landscape Assessment	O	Add a new sentence at the end of second paragraph under the Northern Ancillary Area heading as follows: "Transport and landscape assessments will be required for all development proposals for B2 and B8 employment uses submitted for planning permission in relation to this allocation."
<b>Section 4 – Housing</b>				
Para 4.2 (Pg. 51)	"The 2015 SHMA identifies that the greatest need is for family housing i.e. 3 and 4 bedroom properties.	There is a shortage of bungalows and starter homes that this policy does not address.	M	No change required to Para 4.2. This paragraph already includes reference to the greatest need being for family housing. Paragraph 4.3 refers to affordable housing including housing for young people and key workers. Paragraph 4.4 refers to housing for older people including the provision of bungalows.
Policy H2	N/A	Members have queried why this policy makes no reference to the type of housing we need and no reference is made to 1 bed dwellings	M	No Change – Policy H2 requires that new housing developments will provide a mix of house types and sizes to meet the different needs of the local area and the District as a whole. Specific reference is made in the Policy to those types of housing where there is the greatest need but this does not prevent a range of different sizes of housing being provided or required by the Council depending on the specific development and the evidence of need.
Para 4.22 (Pg. 59)	"Larger clusters may be appropriate in the new garden communities"	Needs to be examined as large clusters of affordable housing are not good for families	M	Delete the sentence.
Para 4.40 (Pg64)	N/A	Add sentences to reflect bungalow provision as per Para 4.2 above	M	At the end of Para 4.40 following sentences have been added "Bungalows provide a popular form of housing in Uttlesford which means that

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				older people can downsize to accommodation that is fit for purpose but still maintains their independence. It also meets a need for those with a physical disability who require accommodation on one floor. The provision of 1 and 2 bed bungalows will be supported”.
Policy H10 (Pg. 65)	First sentence: Provision will be made for housing that meets the needs of the ageing population and those with disabilities.	Amend policy to reflect comments under Para 4.2 adding specific reference to bungalows.	M	Amend the first sentence of Policy H10 to read as follows: “Provision will be made for housing that meets the needs of the ageing population and those with disabilities <u>including the provision of bungalows.</u> ”
<b>Section 5 – Employment</b>				
Policy EMP1	Support general business, industrial and warehousing uses (other than those which constitute 'strategic warehousing') on 43 hectares of land north east of Bury Lodge Lane, Stansted Mountfitchet as identified in London Stansted Airport Policy (Northern Ancillary Area);	Remove reference to ‘other than those which constitute ‘strategic warehousing’ in order to clarify the types of development that will be supported and to clarify the gross site area.	O	Amend the second bullet point of Policy EMP1 to read: “Support general business, industrial and warehousing uses on <u>55 hectares (gross)</u> of land north east of Bury Lodge Lane, Stansted Mountfitchet as identified in London Stansted Airport Policy (Northern Ancillary Area);”
<b>Section 6 – Retail</b>				
RET 1	N/A	Policy RET1 – Does not cover petrol station with a new shop on it.	M	No changes are required. Proposals for retail development at petrol stations will be considered against Policies RET1, RET 2 and RET5 where relevant.
Paragraph 6.24	N/A	For new shops in villages should we be suggested a maximum floorspace?	M	No changes are required. Proposals for retail development will be considered against Policy RET2 which requires any proposal for retail outside the defined town and local centres or other sites allocated for retail uses to demonstrate compliance with the impact and sequential tests in the National Planning Policy Framework. A Retail Impact Assessment must

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				accompany proposals that exceed 1,000sqm (net) in Uttlesford District.
<b>Section 7 – Transport</b>				
Paragraph 7.1	“There are also noticeable strategic and local congestion hotspots around the District, for example Junction 8 of the M11 and Saffron Walden that has an Air Quality Management Area (AQMA).”	No AQMA on J8 M11.	M	Amend the sentence as follows: “There are also noticeable strategic and local congestion hotspots around the District, for example Junction 8 of the M11 and Saffron Walden. <u>The latter has an Air Quality Management Area (AQMA).</u> ”
Paragraph 7.7	“Measures to divert traffic from the centre help reduce vehicular pollution and manage air quality in the AQMA.”	No AQMA on J8 M11.	M	Amend the sentence as follows: “Measures to divert traffic from the centre <u>will</u> help to reduce vehicular pollution and manage air quality in the AQMA.”
Paragraph 7.7	“However, the eastern link road that was part of the strategy is now challenging to deliver although some elements of the strategy such as Peaslands Road corridor remain beneficial measures”	Grammatical Change	O	‘However, the eastern link road that was <u>originally envisaged</u> is now challenging to deliver. Some elements of the strategy, such as Peaslands Road corridor, <u>do remain as</u> beneficial measures’.
Paragraph 7.7	N/A	Point for Clarification	O	Start a new paragraph with the following sentence and amend the start of the sentence to read as follows: “The update in 2017 explains that more traffic would be expected...”
Paragraph 7.7	N/A	Point for Clarification	O	Start a new paragraph with the sentence that currently starts “The work also indicates and amended the sentence to read as follows: “The update also indicates that without a link road development on part of the Kier site (150 dwellings) Land East of Thaxted Road would have acceptable impacts.”
Paragraph 7.7	“This location complements the specific measures that will be delivered from existing Section 106	Point for Clarification	O	Delete the last part of the sentence “with potential to fit well with the circumvention strategy”.

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	contributions with potential to fit well with the circumvention strategy”			
Paragraph 7.7	“An appropriate transport assessment and air quality assessment would be required to justify development in terms of impacts that would normally fall to developers to produce”	Point for Clarification	O	Delete the following part of the sentence: “to justify development in terms of impacts that would normally fall to developers to produce”
Paragraph 7.7	The scale and cost of such work is beyond the current round of plan making and will be a matter for a Local Plan Review.	Grammatical Change	O	Amend the sentence as follows “The scale and cost of <u>further</u> work is beyond the current round of plan making and will be a matter for a Local Plan Review’
Paragraph 7.7	“As a result of the County Council and UDC are exploring ways of looking at longer term growth via a separate Saffron Walden Town Transport Study that would inform such a review.	Grammatical Change	O	Amend the sentence as follows “As a result the County Council and <u>the Council</u> are exploring ways of looking at longer term growth via a separate Saffron Walden Town Transport Study that would inform <u>the Local Plan Review</u> .
Paragraph 7.8	“For Great Dunmow it is to utilise the by-pass that has been put in place and junction improvements”	Para 7.8 first line is not clear	O	Delete the sentence.
Paragraph 7.8	The Transport Study found that the new garden communities at North of Uttlesford, Easton Park and West of Braintree have the least traffic impact, the best accessibility and have the most potential for sustainable transport.	Point for Clarification	O	Add ‘compared with other alternatives’ to the end of the existing second sentence to read as follows: “The Transport Study found that the new garden communities at North of Uttlesford, Easton Park and West of Braintree have the least traffic impact, the best accessibility and have the most potential for sustainable transport <u>compared with other alternatives.</u> ”
Paragraph 7.12	“The Council will work with the developers of sites to the west and south of Great Dunmow and other partners like Great Dunmow Town	Point for Clarification	O	Amend the sentence as follows “The Council will work with the developers of sites to the west and south of Great Dunmow and other partners like Great Dunmow Town Council, Essex County

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	Council and Essex County Council to develop quieter, more attractive routes for walking and cycling to link the two parts of the Flitch Way.”			Council <u>and the Flitch Way Action Group</u> to develop quieter, more attractive routes for walking and cycling to link the two parts of the Flitch Way.”
Paragraph 7.13	‘The dominant mode of travel, with approximately 6,000 person trips is the car, with the next highest modes: rail approximately 830 person trips and walking 820 person trips, 130 by bus and 100 by cycle.	Further clarification as to what constitutes a ‘person trip’	M	Travel to work is heavily car based at 71% of trips, with journeys by train and by foot around 10% each, and levels of cycling and bus journey are negligible.
Paragraph 7.14	N/A	Can we add a point about a pedestrian link from Takeley and through the airport?	M	No changes are required as Policy TA2 sets out support for all forms of sustainable transport including bus services, walking and cycling. Specific schemes would need to be subject to detailed consideration including technical feasibility, cost, timing and delivery mechanism before they could be named in the Local Plan.
Policy TA4	N/A	Policy TA4 and page 113 are not consistent in approach to Vehicle Parking	M	No changes are required as Policy TA4 and Policy D2 have different but compatible purposes. Policy TA4 – Vehicle Parking Standards is a quantitative policy whilst Policy D2 is a qualitative policy.
Policy TA5	N/A	No mention of supporting buses services in Policy TA5.	M	No changes are required as Policy TA2 sets out support for all forms of sustainable transport including bus services, walking and cycling.
<b>Section 8 – Infrastructure</b>				
Paragraph 8.4	Some infrastructure such as school halls can be used by the wider community.”	Should be more than community use libraries and playing fields in the infrastructure section	M	Amend the sixth sentence of Paragraph 8.4 to read as follows: “Some infrastructure such as school halls, <u>libraries and playing fields</u> can be used by the wider community.”
Policy INF1	“New development will only be permitted if the necessary on and off-site infrastructure that is required	Add ‘in a timely manner’	M	“New development will only be permitted if the necessary on and off-site infrastructure that is required to support it, and mitigate its impact, is

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	to support it, and mitigate its impact, is either already in place, or there is a reliable mechanism in place to make sure that it will be delivered.”			either already in place, or there is a reliable mechanism in place to <u>ensure</u> that it will be delivered <u>in a timely manner</u> .”
Paragraph 8.12	New Sentence	Should be more than community use libraries and playing fields in the infrastructure section	M	Include new sentences in Paragraph 8.12 after the existing second sentence. The new sentences are: <u>“The provision of open space, sports facilities and playing pitches should be considered in consultation with the local community. This should include the approach to the ownership and maintenance of the open space and facilities in the longer term to ensure they remain viable and continue to meet their intended function.”</u>
Policy INF4	N/A	Should be more than community use libraries and playing fields in the infrastructure section	M	No changes are required to Policy INF4 as it is inappropriate to refer to a specific generation of mobile telecommunications technology which may be superseded in the lifetime of the Local Plan. The first paragraph of Policy INF4 already states that “New development proposals should demonstrate that they are served by up to date communications infrastructure”
<b>Section 9 – Design</b>				
Paragraph 9.3	Footnote issue	Formatting issue with the footnote in this paragraph	M	Amended.
Policy D5	The Council will refer schemes to the East of England Design Review Panel operated by Shape East	This policy should be updated to reflect the fact that this could change during the lifetime of the Local Plan	M	Amend the Policy as follows: “The Council will refer schemes to the East of England Design Review Panel operated by Design South East or its successor body”.
Policy D8	N/A	Section/ Policy needs to be added on Dustbin collection		No change required as Policy D8 already requires the provision of waste, recycling and storage areas in new development.
<b>Section 10 – Environment</b>				

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Paragraph 10.15	Sixth sentence: "Many important sites remain undiscovered and unrecorded"	For clarification add 'potentially' to the sixth sentence.	M	Amended sixth sentence as follows: "Many <u>potentially</u> important sites remain undiscovered and unrecorded."
EN3	N/A	Clarification on the protection and enhancement of Easton Park	M	No response – Policy SP6 already states in the final criterion of the Policy that the new garden community at Easton Park will "incorporate measures to enhance East Lodge Park and Garden".
Paragraph 10.53	N/A	Should we look to increase the buffer on the A120 should that become 3 lane	M	No change as the size of the exclusion zone would need to be considered if the A120 were to become 3 lanes.
EN19 – Light Pollution	N/A	Add a reference to all new developments should use LED.	M	Added a new Light Pollution Policy (EN19) and reasoned justification.
<b>Section 11 – Countryside</b>				
11.4	The landscape holds evidence of human activity in Uttlesford stretching back over half a million years"	Correction	M	Amend to read as follows "The landscape holds evidence of human activity in Uttlesford stretching back over 50,000 years."
<b>Section 12 – Residential Site Allocations</b>				
Great Dunmow Sites	N/A	Clarify which sites are already allocated in the Great Dunmow Neighbourhood Plan	O	Added which sites are allocated in the Great Dunmow Neighbourhood Plan
Layout	N/A	Page Breaks need to be added to this section to read better	M	These will be added before the document is published for consultation
Page 215	Kier Site (150 homes at Saffron Walden)	This needs to be examined in next iteration (Reg 19) of the plan. Need to look at Air Quality, must look at cumulative impact. Page 215 has no cumulative impact.	M	No change required – Each application should be considered on its own merit.
<b>Section 13 – Non-Residential Allocations</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Section 14 – Delivery and Monitoring</b>				



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Policy M1	N/A	Change the wording at the end of second bullet point in the second paragraph to “including the ability to demonstrate a supply of land for housing against the housing trajectory.”	O	No change as the existing wording reflects the requirement in the National Planning Policy Framework to demonstrate a five year supply of land for housing.
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Section 15 – Glossary</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Appendix 1 – Replacement Policies</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Appendix 2 – Monitoring Framework</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Appendix 3 – Housing Trajectory</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Appendix 4 – Garden Community Principles</b>				
<b>Appendix 5 – Marketing Assessment Information</b>				
No substantive changes – Minor Grammatical Changes maybe made.				
<b>Appendix 6 – Existing Employment Sites Schedule</b>				
Molecular Works	Defined as an existing employment site	No longer in active employment use	O/M	Amend mapping to reflect this.
<b>Appendix 7 – Inset Maps</b>				
Some minor amendments have been made to be in conformity with the Local Plan policies and allocations.				

## **Light Pollution**

There is a potential conflict between keeping lighting to a minimum in order to safeguard the amenity of neighbouring properties, protect the character of the countryside, reduce harm to wildlife and maintain the visibility of the night sky whilst ensuring adequate lighting to meet safety, security and operational objectives. Lighting can also extend the opportunity for outdoor sport activities in the winter months when there is limited daylight.

10.59 Lighting schemes must therefore be designed carefully to prevent light spillage and glare and to represent the minimum necessary for operational and security purposes. Schemes will be considered against the latest national guidance and lighting standards including the Guidance Notes for the Reduction of Obtrusive Light (2011) Guidance Notes for the Reduction of Obtrusive Light (2011) can be accessed on the website of the Institute of Lighting Professionals here: [www.theilp.org.uk/documents/obtrusive-light](http://www.theilp.org.uk/documents/obtrusive-light)

### **Policy EN19 - Light Pollution**

**Proposals for external lighting will be permitted where all the following criteria are met:**

- **It does not have an unacceptable adverse impact on neighbouring uses or the wider landscape;**
- **The level of lighting and its period of use is the minimum necessary for security and operational purposes;**
- **Low energy lighting is used in conjunction with features such as movement sensors, daylight sensors and time controls;**
- **The alignment of lamps and provision of shielding minimises spillage, glare and glow, including into the night sky;**
- **There is no loss of privacy or amenity to nearby residential properties and no danger to pedestrians and road users; and**
- **There is no harm to local ecology, intrinsically dark landscapes and/ or heritage assets.**

**The Council will seek to control the times of illumination including limiting the hours of use for external lighting of all the development.**