

Enclosure 1: Amendments agreed by Cabinet following representations with Historic England and proposed by Cllr Rolfe

1. The substance of these changes are below:
 - i. Consider re-ordering the criteria in policies SP6, 7 & 8 and providing sub-headings, e.g. Land uses, Transport and Access, Historic Environment, Natural environment, Other considerations etc.
 - ii. Within SP6 renumber the second criterion 11 as criterion 12, and all subsequent criteria.

iii.	<p>Amend paragraph 3.89 to read:</p> <ol style="list-style-type: none"> a. "The Landscape and Visual Appraisal finds <u>concludes</u> that land at Easton Park is of moderate to high landscape and visual sensitivity, varying across the Site, and concludes that there is potential for part of the Site to accommodate development, subject to appropriate mitigation." b. Same change to paragraphs 3.95 & 3.103.
iv.	<p>Amend SP6 criterion 12) to read</p> <p>12. "Incorporate measures to <u>conserve and</u> substantially enhance the Gardens of Easton Lodge in partnership with the Trustees of Easton Lodge and Garden."</p>
v.	<p>Amend SP6 criterion 13) to read:</p> <p>13. "Implement measures to avoid and mitigate harm to<u>Conserve and where appropriate enhance the significance of heritage assets and their settings caused by development, both within the site and in the wider area close to the site. Measures will</u> Where mitigation is required measures will have regard to the HIA and include:"</p> <ul style="list-style-type: none"> o Same change to SP7 criterion 15 & SP8 criterion 15.
vi.	<p>Amend SP6 criterion 13) e) to read:</p> <p>13. "<u>Seek opportunities for beneficial re-use and management of heritage assets</u> Consider appropriate re-use or recording of non-designated heritage assets on the site."</p>
vii.	<p>Amend SP6 criterion 15 to read:</p> <p>15. "<u>Design principles should respect the open rural character of the site in design principles to avoid harm to heritage assets and their settings on or near the site. This includes consideration of:</u>"</p>
viii.	<p>Amend and split out SP7 criterion 13 to read:</p> <p>13. "<u>Proposals shall:</u></p> <ol style="list-style-type: none"> a. <u>Respond positively</u> respond to the landscape and <u>significance of the historic environment, including designated and non-designated assets;</u> b. <u>Conserve, and where appropriate enhance, the significance of heritage assets and their settings both within the site and the wider area including The Roman Temple (scheduled</u>

monument) and Park Farmhouse (grade II listed) and the Roman Town and Fort (both scheduled monuments);

- c. Be informed by appropriate value of this location, with proposals accompanied and influenced by landscape/ visual and heritage impact assessments, the latter to include the results of archaeological field evaluation as required by the Local Authority.

14. Careful consideration will be given afforded to the siting and design of development, the use of building and landscaping materials, the improvement and restoration of degraded landscape features, and new woodland/ tree belt and structural planting within and around the site. The sense of tranquillity within the site should be maintained."

- o Draft similar criteria for policies SP6 & SP8.

ix. Amend SP7 criterion 16 to read:

16. "Conserve and where appropriate enhance the significance of Respect the rural character of the site in design principles to avoid harm to heritage assets and their settings both within the site and in the wider area on the site or near the site. This includes consideration of Where mitigation is required, measures will have regard to the HIA and include:"

Enclosure 2: Amendments agreed by Cabinet following proposal by Cllr Redfern

1. The substance of the changes are below:

<p>i. Amend the fifth paragraph of policy SP5 to read:</p> <p>a. Prior to any planning applications being considered detailed development plan documents for each of the garden communities will be prepared as development plan documents and adopted by the local planning authority.</p>
<p>ii. Amend paragraph 3.98 to read:</p> <p>a. “The strategy for the development will ensure the A11 is the preferred route for northbound travel, this is to minimise impacts on the A505. This strategy will should explore the possibility of a northbound access to the old A11 and onwards to Granta Park and the proposed new Park and Ride in this vicinity. A northbound public transport, walking and cycling link to this destination has the opportunity to deliver considerable benefits to the scheme.”</p>
<p>iii. Amend the second paragraph of SP7 to read:</p> <p>a. “The Strategic Growth Development Plan Document will set out the nature and form of the new community. The DPD will be produced in consultation with stakeholders and will include a concept plan showing the disposition and quantity of future land-uses, and give three dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications; together with a phasing and implementation strategy which sets out how the rate of development will be linked to the necessary social and physical infrastructure to ensure that the respective phases of the development do not come forward until the necessary infrastructure has been secured. The DPD will provide the framework for the subsequent development of more detailed masterplans and other design and planning guidance for the North Uttlesford Garden Community. <u>The DPD will set out mitigation measures relating to the criteria and text of this policy.</u> Planning applications will be consistent with the approved DPD which will need to be in place before any consent is granted for the new Garden Community.”</p> <p>b. Same change to second paragraphs of SP6 & SP8.</p>
<p>iv. Amend SP7 criterion 1 to read:</p> <p>1. “Deliver 5,000 new dwellings <u>to the north-east of the B184</u>, of which 1,925 will be delivered by 2033. A mix of housing sizes and types of housing will be delivered in accordance with housing needs including 40% affordable homes and homes for older people, including residential care and nursing home accommodation. Specific provision will be made for self and custom build housing.”</p>

v. Amend SP7 criterion 5 to read:

5. “Incorporate, from the early delivery phase of the garden community, a package of measures to provide transport choice, including the delivery of high quality, frequent and fast public transport services to Saffron Walden, Cambridge, Whittlesford Rail Station, Audley End Rail Station, Great Chesterford Rail Station and nearby employment parks (including the Wellcome Genome Campus and Chesterford Research Park). A network of direct, high quality, safe walking and cycling routes will also be provided to enhance permeability within the site and to access nearby employment areas, transport hubs and communities, including linking the existing cycle path from Hinxton to Saffron Walden and linking to Great Chesterford Rail Station via the PROW adjoining Great Chesterford to the north-west of Jackson’s Lane.”

vi. Amend SP7 criterion 6 to read:

6. “Mitigate the transport impacts of the proposed development on the strategic and local road network including on the B184 and B1383. An access strategy that connects with the A11, A1301 and the Cambridge Park & Ride (on the A1307), with the A11 being the preferred route for northbound travel. The access strategy will explore the potential of a northern access for the site. The primary southern access into the site will be via Field Farm Drive, access via Park Road will be limited to ensure the character of Park Road is protected. There will be no vehicular access to the site from Cow Lane. Access for construction traffic will be via Field Farm Drive. Contributions towards capacity improvements along the A505 and junction of the A505 and A1301 will be sought, requiring cross boundary agreement with South Cambridgeshire District Council, Hertfordshire, Cambridgeshire, Essex County Councils and Highways England. Other specific transport related infrastructure requirements identified through the Strategic Growth Development Plan Document and masterplans for the Garden Community will be delivered in a phased manner. The development will avoid the use of unsuitable roads by car through existing communities.”

vii. Amend paragraph 5.8 to read:

a. “Research and Development (R and D) falls within the remit of the ELR study but it is not office space, manufacturing or warehousing. R&D is an especially important sector within London to Cambridge corridor, for example the Biosciences are a key part of this sector. Jobs that are provided in R & D (for instance at the Chesterford Research Park) will contribute to the total for the District. The majority of future of economic development at Chesterford Research Park will be within the Research and Development use classes and associated activities and facilities, ~~although some small scale office growth will be permitted.~~ The Council will continue to monitor the development proposals and completions at the Research Park.”

viii. Amend paragraph 5.42 to read:

- a. "The development of the Chesterford Research Park is progressing in accordance with the masterplan approved by the Council, albeit at a slower rate than originally anticipated. It provides research and development space and ancillary office accommodation. Current estimates are that completion will take 12-15 years. There is potential to expand the site to accommodate future requirements for R and D floorspace and associated activities and facilities, ~~and widen the permitted use to other similar high quality uses~~ and develop links to the new garden community at North Uttlesford."

ix. Amend policy EMP1 to read:

- a. "Enable and support the further development of Research and Development space and associated activities and facilities ~~ancillary office accommodation~~ at Chesterford Research Park as specified in Section 13 (Non Residential Allocations). The development of this site could include a research institute;"

Enclosure 3: Amendments agreed by Cabinet proposed by Cllr Barker (put forward by Cllr Dean)

1. The substance of these changes are below:

<p>i. Amend paragraph 3.125 to read:</p> <p>a. London Stansted Airport is identified as making a positive contribution to the delivery of the Spatial Strategy by facilitating, economic growth and provision of jobs both on and off the airport. However, these positive contributions need to be balanced against the <u>negative environmental impacts in particular noise and air quality impacts on amenity and health.</u></p>
<p>ii. Amend paragraph 3.130 to read:</p> <p>a. Night flights from and to London Stansted are a significant cause for concern for local residents, with the associated noise annoyance at unsociable hours. Uttlesford District Council does not determine the night flights regime, which is in the hands of the government. However, the Council will continue to represent local residents to ensure that the impact of night flights is fully taken into account in resist any reduction in night flying restrictions.</p>
<p>iii. Amend paragraph 3.140 to read:</p> <p>a. “Reflecting the requirements of the NPPF, this policy adopts a strategy to mitigate and adapt to climate change in order to offset the impact of increased airport usage. To support a move to a low carbon future, any planned further expansion of the airport will need to actively plan for new development in ways which reduce greenhouse gas emissions; supporting energy efficiency improvements to existing buildings and take account of landform, sustainable methods of getting to and from the airport, green infrastructure, layout, building orientation, massing and landscaping in order to minimise the impacts of climate change. The impacts of emissions from aircraft are regulated through a series of international agreements and lie outside the remit of the planning system. The Council will continue to press the government to reduce, through the International Civil Aviation Organisation <u>or other decision making channels</u>, carbon emissions from aviation, which in 2015 represented 22% of the UK’s total transport emissions. <u>The Government’s framework for addressing the climate change impacts of UK aviation aims to limit UK aviation CO2 emissions to 37.5Mt by 2050, as part of its commitment to an overall 80% reduction in UK CO2 emissions by 2050. The 37.5Mt limit is based on the advice of the independent Committee on Climate Change and, within this overall total, the Government’s modelling assumes CO2 emissions attributable to Stansted Airport aircraft movements to be 1.6Mt in 2030 and 1.5Mt by 2050.</u>”</p>
<p>iv. New paragraph to follow 3.140 to read:</p> <p>a. <u>“The Government has confirmed in a statement issued in June 2018 that for the majority of environmental concerns these will be taken into account as part of existing local planning application processes, and that decisions on the elements that impact on local individuals</u></p>

such as noise and air quality should be considered through appropriate planning processes and the CAA airspace change process. However, important environmental elements such as best use of existing runways leading to increased air traffic which could increase carbon emissions should be considered at a national level including the Committee on Climate Change and reaching agreement at the ICAO on a global offsetting scheme known as CORSIA, or alternative carbon cap schemes should the former scheme not prove capable of implementation.”

- v. Revert a number of criteria in the Airport Development section of policy SP11 to the text from the Regulation 18 Local Plan. Underlined criteria are reinstated criteria from the Reg. 18 Plan.

Airport Development

Proposals for the development of the airport and its operation, together with any associated surface access improvements, will be assessed against the Local Plan policies as a whole. Proposals for development will only be supported where all of the following criteria are met:

1. They are directly related to airport use of development, apart from within the North Stansted Employment Area;
2. They contribute to achieving the latest national aviation policies;
3. They are in accordance with the latest permission;
4. Do not result in a significant increase in Air Transport Movements or air passenger numbers that would adversely affect the amenities of surrounding occupiers or the local environment (in terms of noise, disturbance, air quality and climate change impacts);
5. Achieve further noise reduction or no increase in day or night time noise in accordance with any imposed planning condition or otherwise cause excessive noise including ground noise at any time of the day or night and in accordance with the airport's most recent Airport Noise Action Plan (approved by the Secretary of State on a five yearly basis);
6. Include an effective noise control, monitoring and management scheme that ensures that current and future operations at the airport are fully in accordance with the policies of this Plan and any planning permission which has been granted;
7. Include proposals which will over time result in a proportionate diminution and betterment of the effects of aircraft operations on the amenity of local residents and occupiers and users of sensitive premises in the area, such as through measures to be taken to encourage fleet modernisation or otherwise;
8. Incorporate sustainable transportation and surface access

measures in particular which minimise use of the private car, and maximise the availability and use of sustainable transport modes and seek to meet modal shift targets, all in accordance with the London Stansted Sustainable Development Plan;

9. Incorporate suitable road access for vehicles including any necessary improvements required as a result of the development and demonstrate that the proposals do not adversely affect the adjoining highway network; and will not lead to detriment to the amenity of the area and neighbouring occupiers;

10. Be consistent the latest Sustainable Development Plan for the Airport.