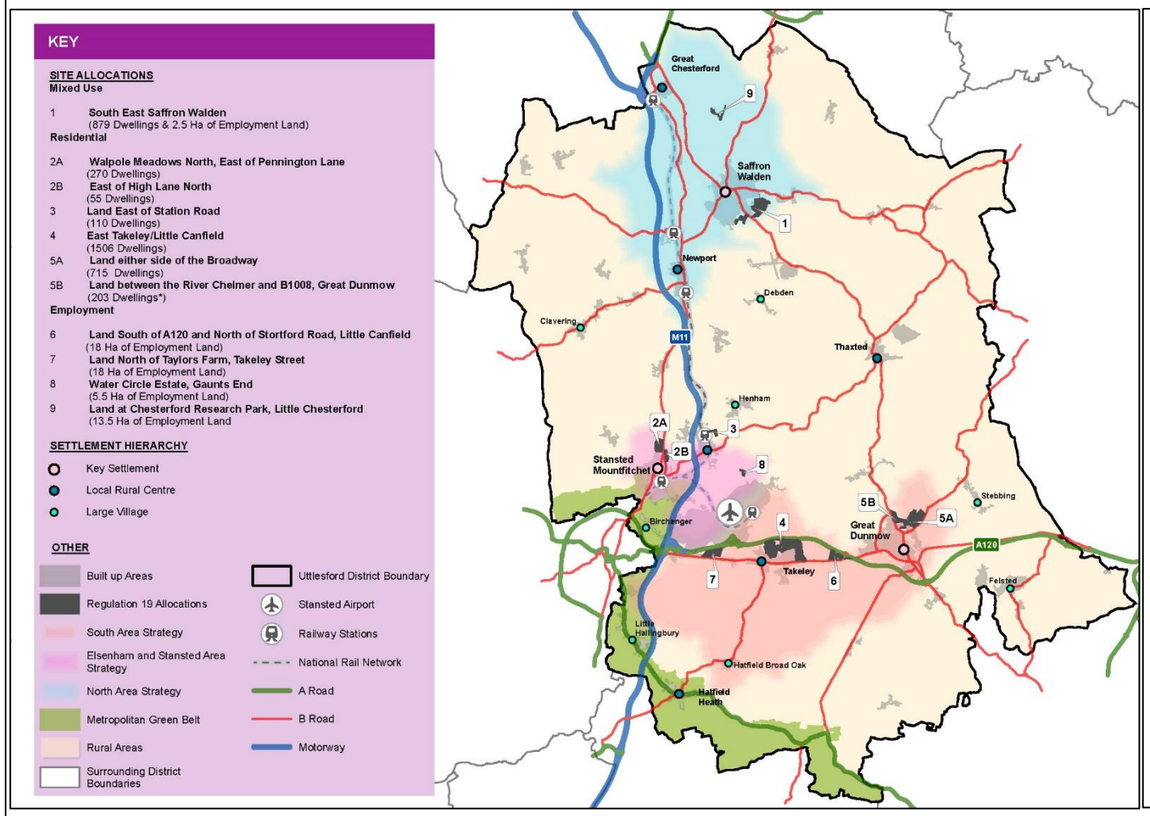
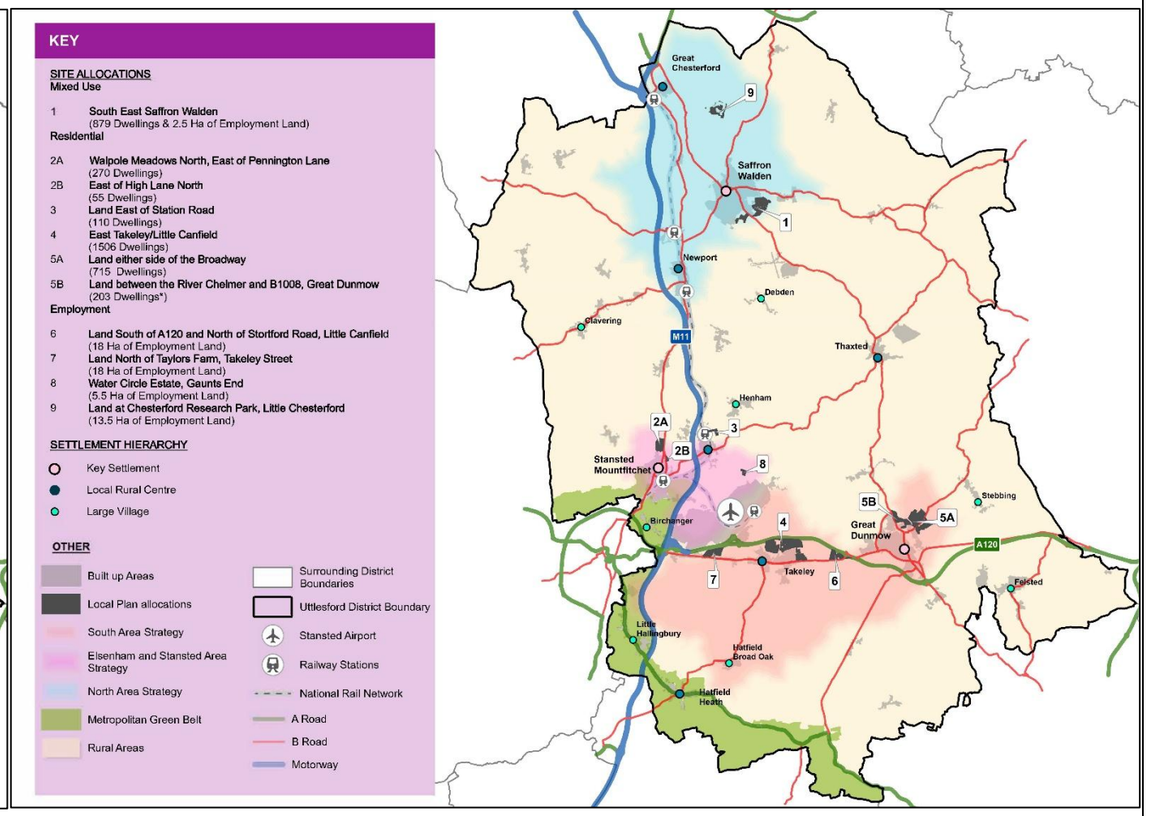
UTTLESFORD LOCAL PLAN 2021 – 2041

SCHEDULE OF MAIN MODIFICATIONS TO THE SUBMISSION PLAN

The modifications are shown in the same order as the Local Plan. Changes to text are expressed either in the conventional form of ~~strikethrough~~ for deletions and **bold underlining** for additions of text. The page numbers and paragraph numbering below refer to the Submission Plan and may not be the same as the final adopted Plan.

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM1	N/A		40	Amend Figure 4.2 – Key Diagram to reflect allocation boundary changes:





<table>
<tr><th>Modification Number.</th><th>Core Policy No.</th><th>Paragraph No.</th><th>Page No.</th><th>Suggested Modification</th></tr>
<tr><td>MM2</td><td>CP2</td><td></td><td>48</td><td>Amend Core Policy 2 Paragraph 2 as follows:

The Plan provides for at least ~~14,741~~ <u>15,211</u> dwellings by 2041 in the interest of providing for flexibility and contingency.

Amend Table 4.2 as follows:
<table>
<tr><th>Category</th><th>Number of Dwellings</th></tr>
<tr><td>Housing requirement for the full Plan period (April 2021 to March 2041)</td><td>13,500</td></tr>
<tr><td>Housing completions (April 2021 to March 20~~24~~<u>25</u>)</td><td>~~1,802~~ <u>2,452</u></td></tr>
<tr><td>Housing Supply</td><td></td></tr>
<tr><td>Known Commitments</td><td>~~6,812~~ <u>6,795</u></td></tr>
<tr><td>Strategic Allocations</td><td>3,738</td></tr>
<tr><td>Non-Strategic Allocations</td><td>~~900~~ <u>847</u></td></tr>
<tr><td>Windfalls</td><td>~~1,540~~ <u>1,430</u></td></tr>
<tr><td>Lapse Rate</td><td>-51</td></tr>
<tr><td>Total Housing Supply</td><td>~~14,741~~ <u>15,211</u></td></tr>
</table>
Strategic Allocations
Development will be supported at strategic allocations where it (a) meets the requirements set out within the Site Development <u>Templates</u> ~~Frameworks~~ shown by Appendices 2 to 4</td></tr>
<tr><td>MM3</td><td>CP2a</td><td>N/A</td><td>50</td><td>Add new text and Core Policy following Paragraph 4.23 and Core Policy 2 as follows:

Local Plan Review

4.24 Whilst it is expected that an appropriate five-year land supply position, in accordance with national policy and guidance, will be demonstrated at, or soon after, the adoption of the Local Plan, a Local Plan Review policy is included in case this is not demonstrated at six months after Plan adoption.

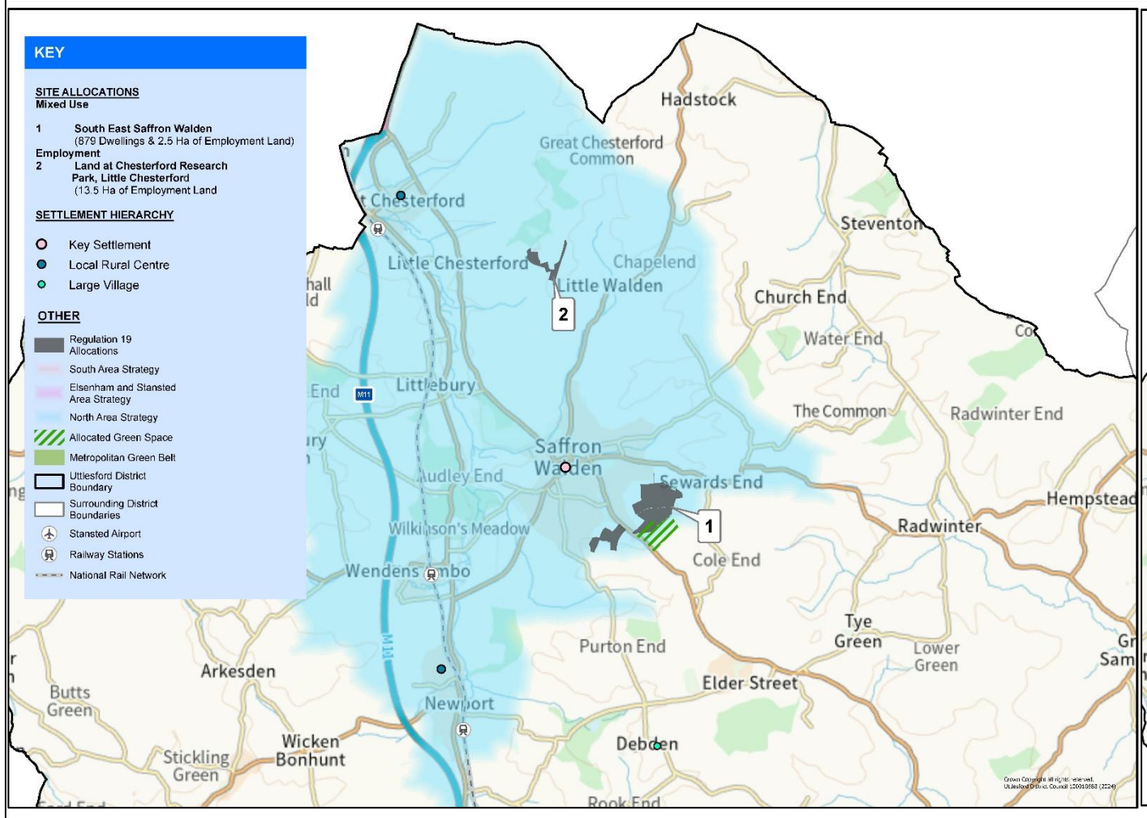
4.25 This was identified as a requirement by the Inspectors presiding over the Uttlesford Local Plan 2021 – 2041 Examination process, which was considering housing land supply using data correct at that point in time (April 2025). As there was some uncertainty over the precise figures being projected for April 2026, or later, the Local Plan Review Policy (Core Policy 2a) has been added as a precautionary measure.

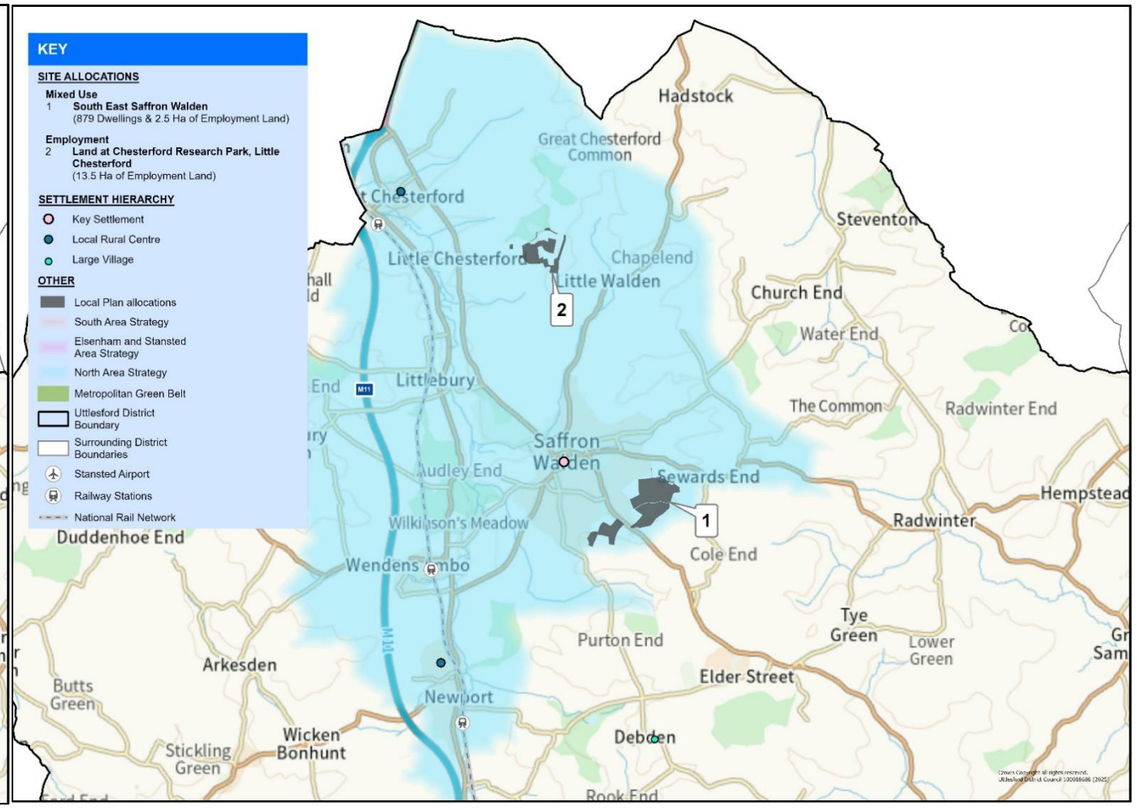
4.26 In the event that an appropriate five-year land supply position is not demonstrated six months after Plan adoption, a requirement for an early plan review would be triggered.

4.27 It should be made clear that the five-year land supply position for the purposes of Core Policy 2a will be monitored against the housing requirement identified in this Local Plan, shown by Core Policy 2 of 13,500 homes for April 2021 to March 2041.

4.28 In the event a Local Plan Review is necessary, any decision making for Development Management purposes would be guided by relevant national policy and guidance at the time.</td></tr>
</table>

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				Core Policy 2a: Local Plan Review In the event that Uttlesford is unable to demonstrate a five-year supply of housing in accordance with appropriate national policy and guidance six months from adoption of the Local Plan, a Local Plan Review would become necessary. The five-year land supply position, to inform if a Local Plan Review is necessary, will be monitored against the housing requirement identified in **Core Policy 2** of 13,500 homes for April 2021 to March 2041.. In such circumstances, the impact on decision making for Development Management purposes would be guided by appropriate national policy and guidance at the time.
MM4	N/A	Figure 5.1	68	Amend Figure 5.1 – North Area Strategy to reflect allocation boundary changes and remove allocated green space designations:





<table>
<tr><th>Modification Number.</th><th>Core Policy No.</th><th>Paragraph No.</th><th>Page No.</th><th>Suggested Modification</th></tr>
<tr><td>MM5</td><td>CP6a</td><td>N/A</td><td>72</td><td>
Amend last paragraph of Core Policy 6a as follows:

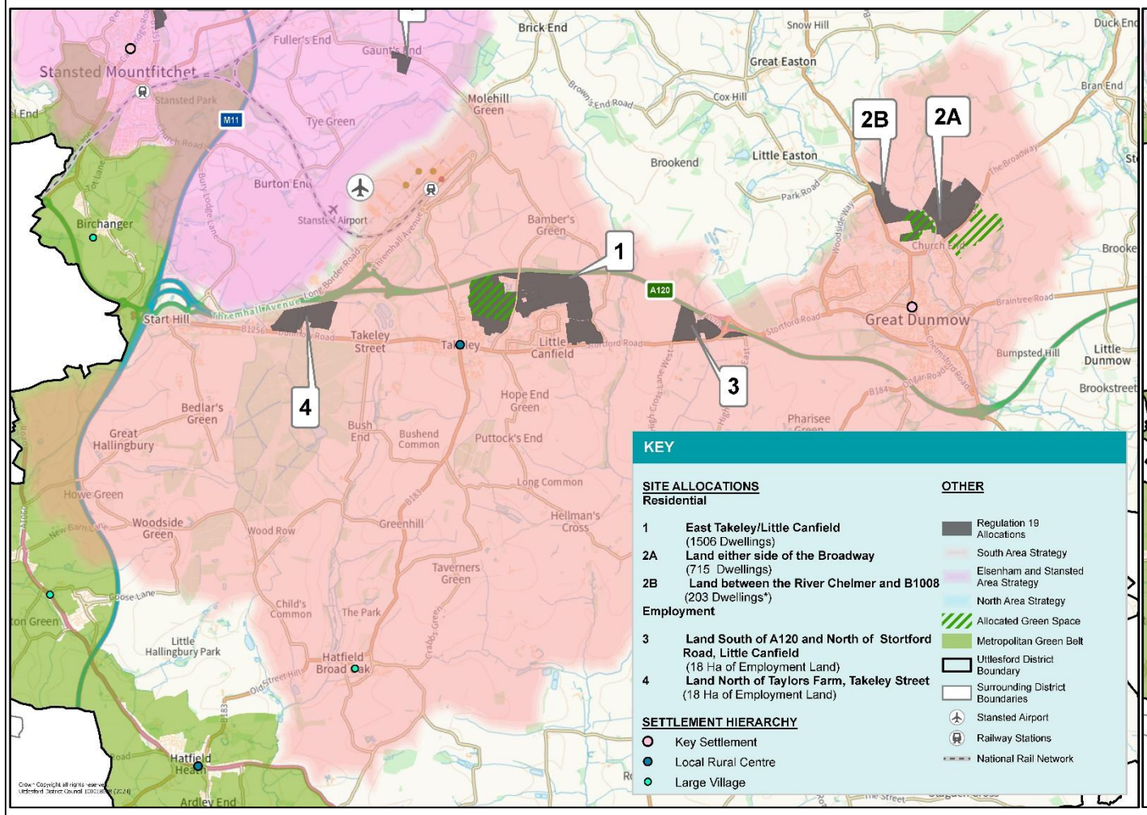
Development will be supported at non-strategic allocations at Newport through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Newport Neighbourhood Plan and in accordance with the Development Plan taken as a whole. <u>If a neighbourhood plan with sufficient allocations to deliver the housing requirement in full has not 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>

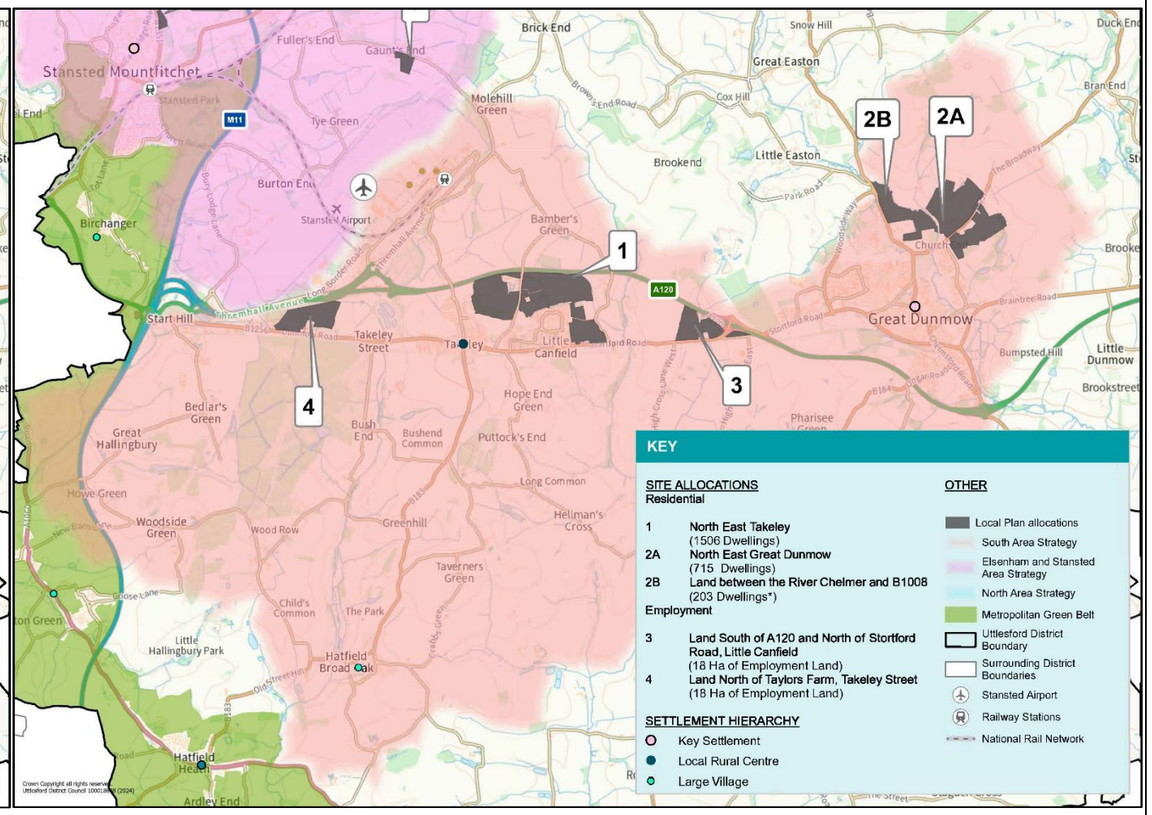
Amend Core Policy 6a Paragraph 2 as follows:

For clarity, the housing requirement over the Plan period 2021-2041 is the figure to be met through non-strategic development at Newport in total, taking into account completions since ~~at~~ 1st April 2021 ~~2024~~), and known commitments (at 1st April 20~~24~~<u>25</u>), with the residual figures to be delivered through additional Neighbourhood Plan allocations.

Update Table 8.2 as follows:
<table>
<tr><td>Settlement Hierarchy Tier</td><td>Local Rural Centre</td></tr>
<tr><td>Settlement</td><td>Newport</td></tr>
<tr><td>2021-41 Housing Requirement Figure (total)</td><td>452</td></tr>
<tr><td>Residual requirement to be allocated through non-strategic allocations (at ~~30 November 2023~~ <u>1st April 2025</u>)</td><td>300</td></tr>
</table>
</td></tr>
</table>

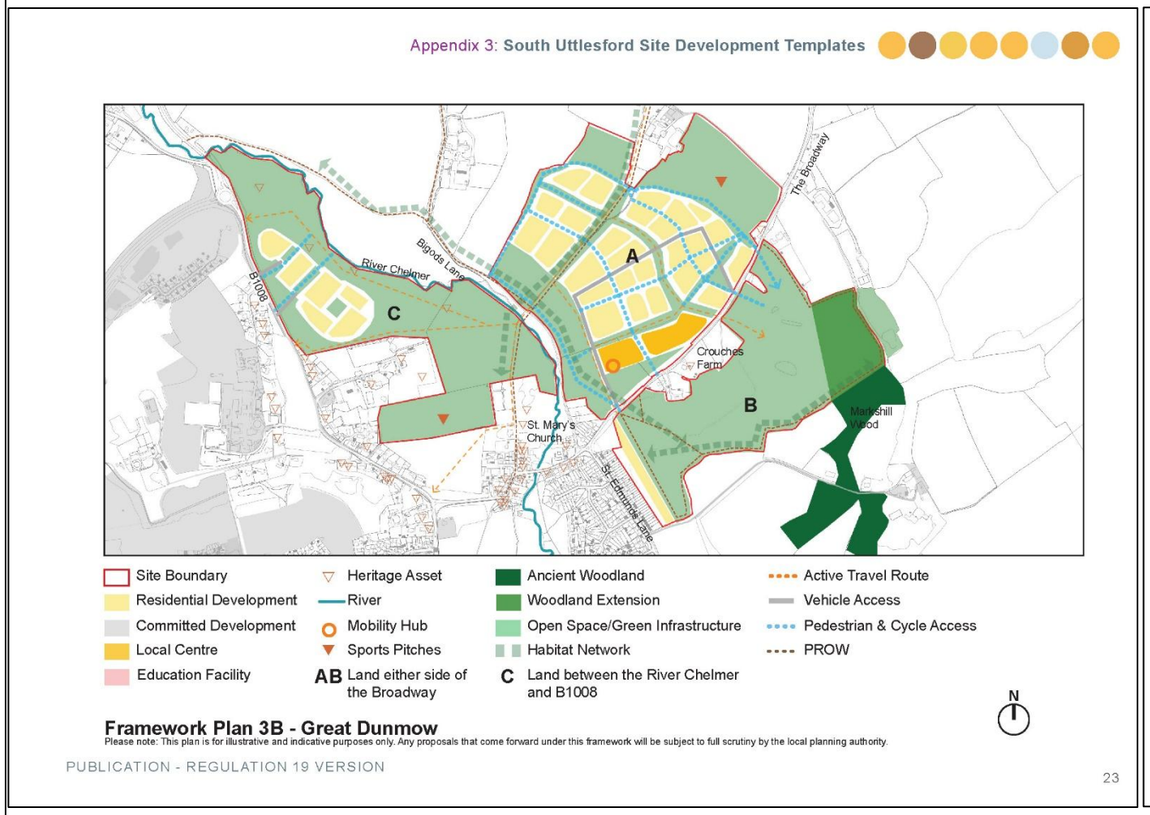
Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM6	N/A	Figure 6.1	86	Amend Figure 6.1 – South Area Strategy to reflect allocation boundary changes and naming consistency throughout plan:

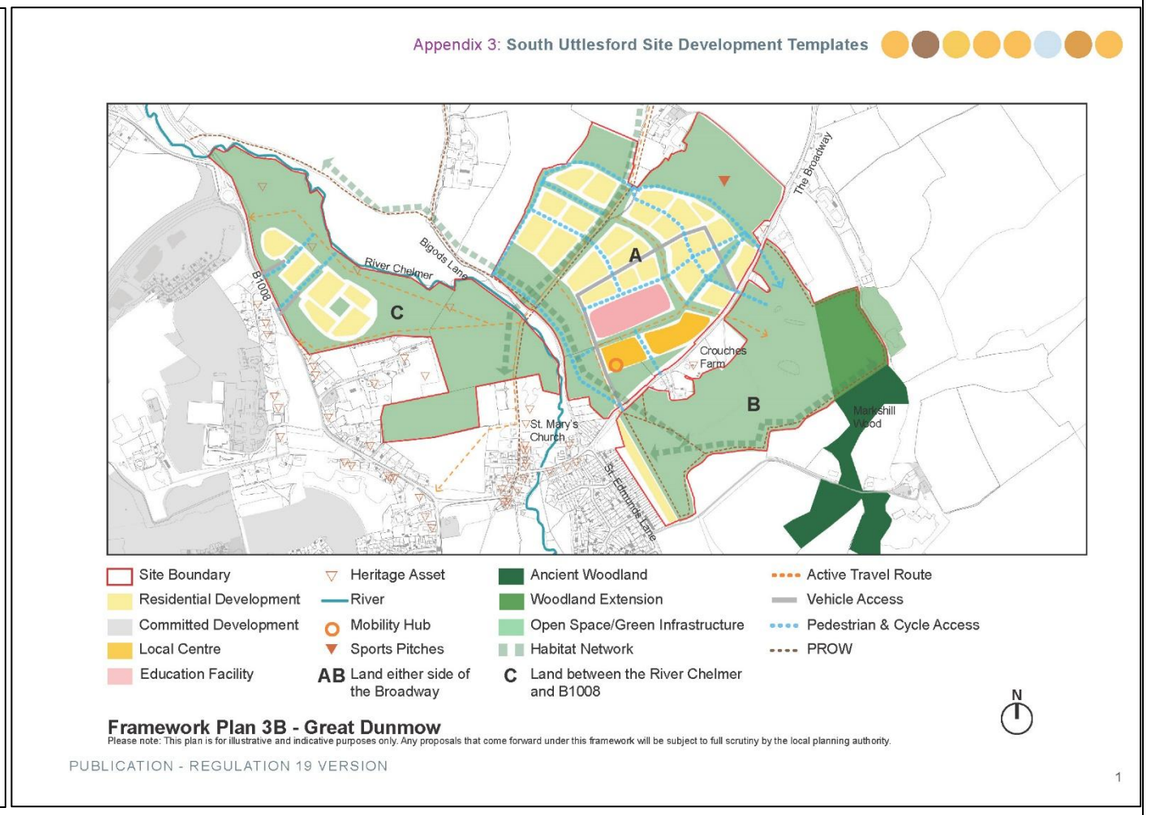




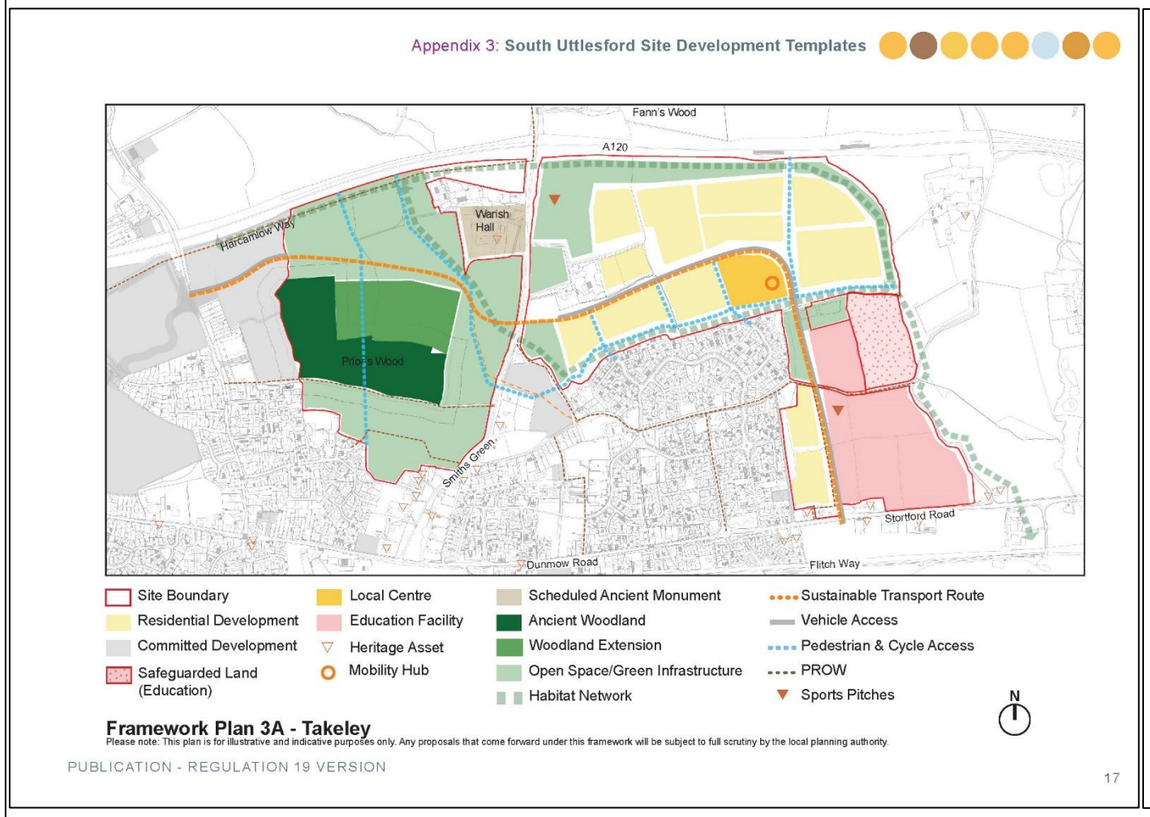
Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM7	CP8	N/A	75	Delete Paragraph 5.30 in full as follows: ~~Safeguarding of Land for Strategic Transport Schemes in the North Uttlesford Area~~ ~~5.30 Delivery of the strategic transport improvements, will require land to be safeguarded, as set out in Core Policy 8: Safeguarding of Land for Strategic Infrastructure Schemes in the North Uttlesford Area.~~ Delete in full Core Policy 8: Safeguarding of Land for Strategic Infrastructure Schemes in the North Uttlesford Area as follows: ~~Core Policy 8 Safeguarding of Land for Strategic Infrastructure Schemes in the North Uttlesford Area~~ ~~Land is safeguarded to support the future delivery of the following schemes as listed:~~ ~~• a future section of the link road between Thaxted Road and Newport Road,.~~ ~~Any proposals for development that may reasonably be considered~~ ~~to have the potential to impact the delivery of the identified schemes (as shown by maps in Appendix 8 and the Policies Map)* would need to demonstrate the proposal would not harm its delivery.~~ ~~Planning permission will not be granted for development that would prejudice the construction or effective operation of the scheme listed.~~ ~~* the area shown on the Policies Map and Appendix 8 illustrates where the policy will apply. It does not seek to show a precise alignment for the schemes, which will need to be informed by detailed design work, carried out in consultation with landowners, Natural England, Essex County Council and other relevant parties.~~

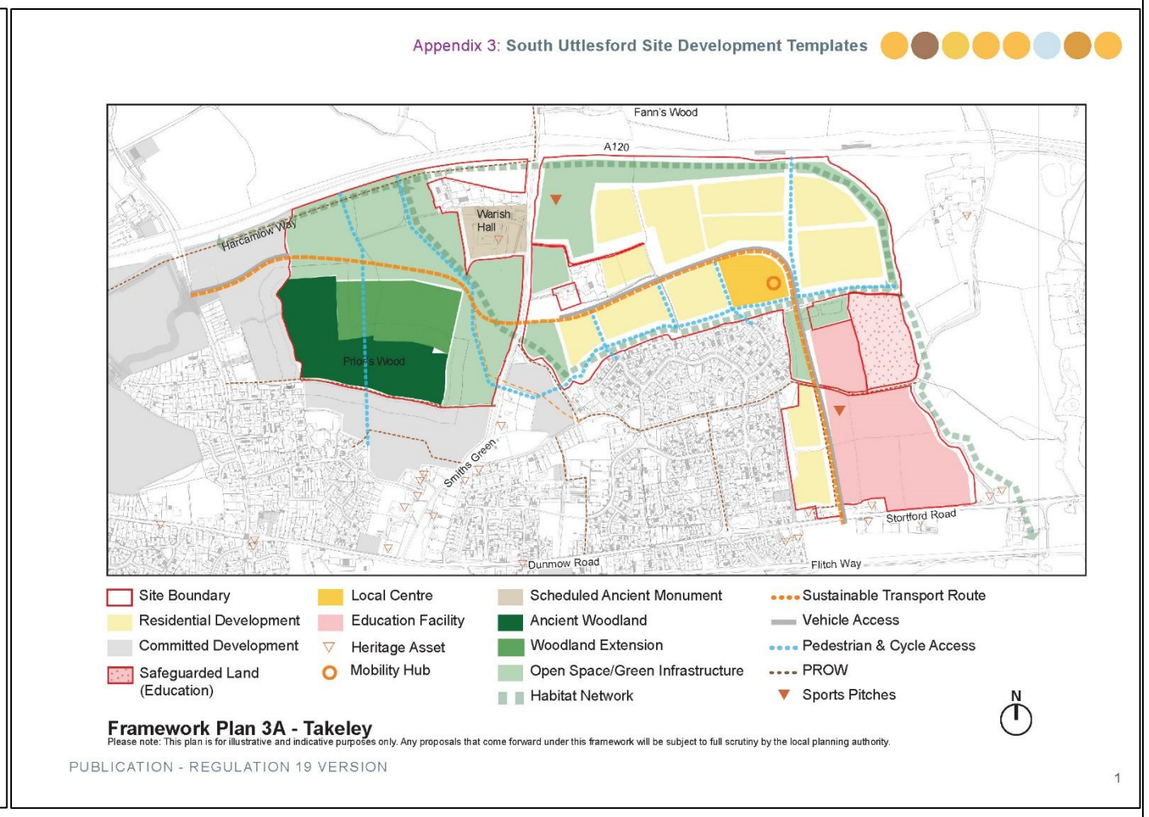
Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM8	N/A	Figure 6.2 Appendix 3b	89 23	Amend Framework Plan 3B – Great Dunmow and Figure 6.2 as follows: To remove Sports Pitches symbol on diagram to the south-west of the site. To show the 'Education Facility' to be consistent with the current key.





Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM9	N/A	Figure 6.3 Appendix 3A	92 17	Amend Framework Plan 3A – Takeley and Figure 6.3 as follows: To remove land at 'Bulls Field' to reflect planning permission UTT/23/1583/PINS To amend site boundary to reflect land ownership

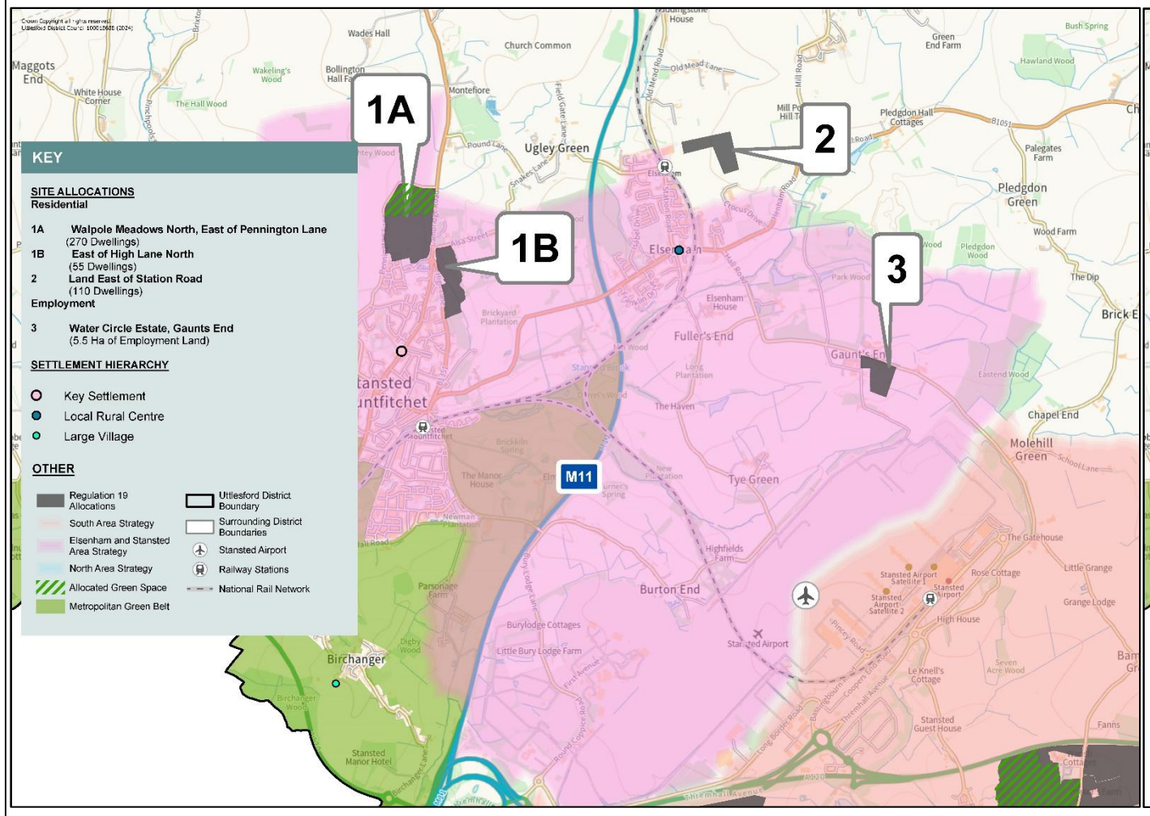


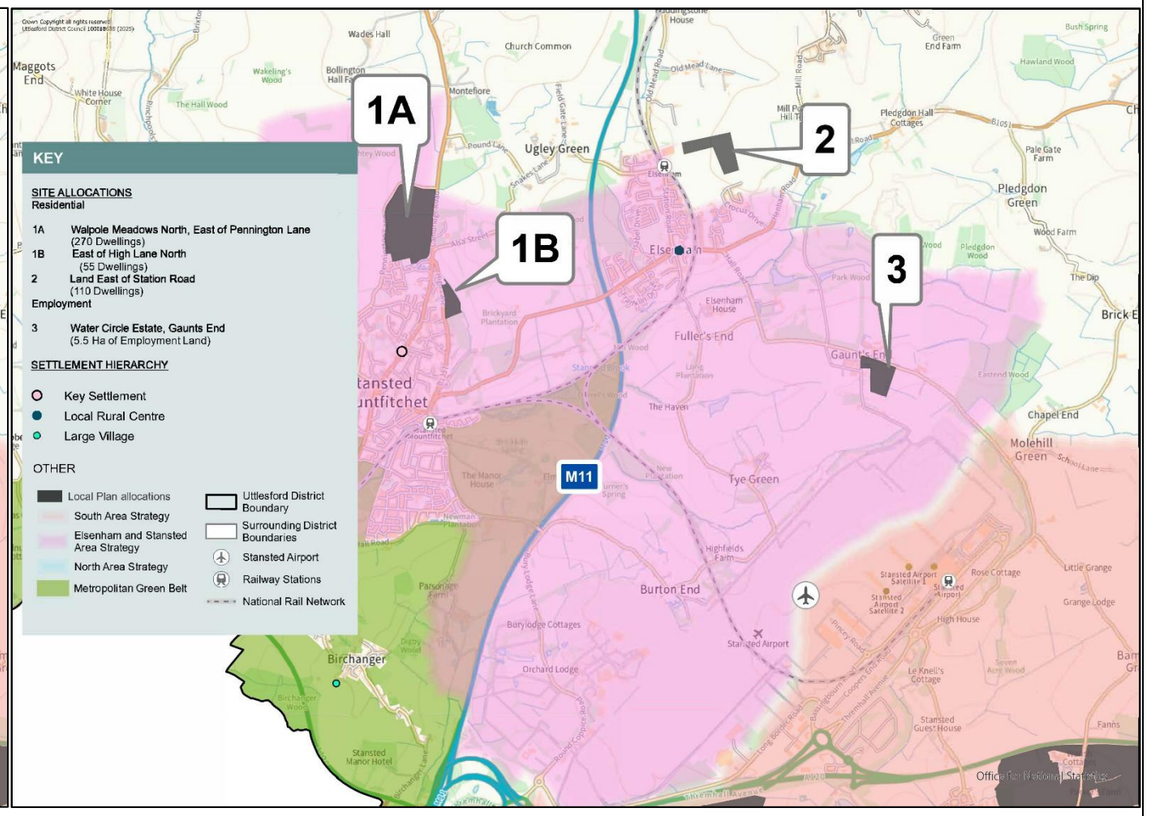


Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM10	CP11	N/A	96	**Amend Core Policy 11 as follows:** **Operation and Development** The Council will support the continued use of London-Stansted Airport in relation to the ~~planned expansion to 43 million passengers per annum.~~ **Approved Airport Capacity** Development proposals within the Airport ~~Uses~~ **Operational** **B**~~b~~oundary should, **where appropriate** provide enhancements to the multi-modal transport hub (including for cycling and walking) at the airport to support both local connections and journeys associated with airport operations including passengers and all employed on the wider airport site. The Council will support development which contributes to the Airport meeting their climate change targets, delivers ecology and biodiversity projects and supports ecological and environmental monitoring. Development proposals within the Airport ~~Uses~~ **Operational** **B**~~b~~oundary should include mitigation measures to address any environmental and health impacts, particularly in respect of noise, air quality, health, and climate change in compliance with other Development Plan policies. ~~**Aerodrome Safeguarding**~~ ~~Development within the Safeguarding Zones that would affect the operational integrity or safety of aircraft operating in or around London Stansted Airport will not be permitted.~~ **Public Safety Zones** There is a general presumption against new or replacement development in the Airport Public Safety Zones (PSZ), including changes of use to existing properties; except for development listed as development permissible within the PSZ in the Department for Transport's "Control of development in airport Public Safety Zones" or any replacement guidance. The Public Safety Zones are detailed on the Policies Map. **Airport-related Parking** Proposals for airport related car parking ~~should~~ **will only be permitted** ~~be located~~ within the ~~Ancillary~~ Airport ~~Uses~~ **operational** **B**~~b~~oundary, ~~as shown on the Policies Map.~~ Appropriate mechanisms will be sought to make sure that all airport car parking is integrated into and contributes to funding of the airports surface access strategy. Parking proposals should include secure and prominent cycle parking with provision of safe and direct cycle connections to the wider highway network. ~~Proposals for airport related car parking outside the Ancillary Airport Uses boundary will only be permitted where all of the following criteria are met:~~ • ~~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.~~ [Note this wording has now also been agreed by MAG, we are finalising a further SOCG Addendum].

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM11	CP13	N/A	100	Deleted
MM12	DP10	N/A	105	Add new Development Policy following as follows: **Development Policy 10: The Takeley Mobile Home Park** **The use of the Takeley Mobile Homes Park as defined on the Policies Map for conventional residential or other development proposals will not be permitted. Any additional mobile homes must respect the existing layout, open space provision and quality of landscaping.**

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM13	N/A	Figure 7.1	111	Amend figure 7.1 Stansted Mountfitchet and Elsenham Area Strategy to reflect allocation boundary changes:





Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM14	CP18	Paragraph 7.27	118	Delete Paragraph 7.27 in full as follows: ~~Land is also safeguarded to facilitate expansion of the existing Forest Hall Secondary School (Appendix 7) in accordance with Core Policy 18. It is anticipated that expansion will be required within the Plan period to support growth in the Stansted Mountfitchet and Elsenham Area. Development proposals will be expected to contribute to secondary provision, along with other education contributions with future provision to be implemented in partnership with Essex County Council in their role as Local Education Authority. As the area in question is located within the Metropolitan Green Belt, it is assumed that any school expansion will comprise Green Belt compatible development. Should further and more detailed feasibility work identify that a Green Belt boundary change is required, this will be considered through a future Local Plan Review.~~ Delete in full Core Policy 18: Safeguarding of Land for Strategic Infrastructure Schemes in the Stansted Mountfitchet and Elsenham Area as follows: ~~Land is safeguarded to support the delivery of the following strategic infrastructure schemes:~~ ~~i. 4ha expansion of the existing Forest Hall Secondary School at Stansted Mountfitchet.~~ ~~Any proposals for development that may reasonably be considered to have the potential to impact the delivery of the identified strategic infrastructure scheme (as shown on Appendix 7 and 8 and the Policies Map)* should demonstrate the proposals would not harm their delivery.~~ ~~Planning permission will not be granted for development that would prejudice the construction or effective operation of the proposed infrastructure schemes listed.~~ ~~*the area shown on the Policies Map and Appendix 7/8 illustrates where the policy will apply. It does not seek to show a precise alignment for the school expansion which will need to be informed by detailed design work, carried out in consultation with Essex County Council and other relevant parties.~~
MM15	N/A	Paragraphs 8.8, 8.9 and 8.12	122	Amend Paragraph 8.8 as follows: There are no allocations, either strategic or non-strategic, made at Thaxted within the Local Plan. This is principally because the scale of growth needed to deliver a viable primary school would be in excess of what the Council consider would be appropriate within this Plan period, especially considering some of the **wider** constraints to development that affect Thaxted, including its landscape setting, historic environment and falling within noise restrictions relating to Stansted Airport flight paths. At present, a smaller scale of growth without the delivery of a primary school is also not practical given the existing Thaxted Primary School is at capacity with no potential for expansion. Amend Paragraph 8.9 as follows: In the future the Council would support the community to explore if ~~smaller~~ **any non-strategic** scale **of** development could come forward without negatively impacting upon infrastructure provision, such as through a new Neighbourhood Plan. Amend Paragraph 8.12 as follows: An exception to this is the Local Rural Centre at Thaxted where ~~heritage and~~ infrastructure-**related** constraints do not support additional development **at the current time**.
MM16	CP19	N/A	128	Add two additional paragraphs to end of Policy as follows: **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.** **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.** Amend Core Policy 19 as follows: In accordance with the Spatial Strategy in Core Policy 2: Meeting our Housing Needs, the ~~600~~ **547** dwelling residential non-strategic (sites under 100 dwellings) housing requirements for the Rural Area will be distributed across the Larger Villages and other settlements within designated neighbourhood areas in accordance with Table 8.2 shown overleaf.

<table>
<tr><th>Modification Number.</th><th>Core Policy No.</th><th>Paragraph No.</th><th>Page No.</th><th>Suggested Modification</th></tr>
<tr><td></td><td></td><td></td><td></td><td>~~For clarity, the housing requirement over the plan period 2021-2041 is the figure to be met through non-strategic development in each Parish in total, taking into account completions since 1st April 2021 and known commitments (at 1 April 2024), with the residual figures to be delivered through **additional** Neighbourhood Plan allocations (where a Qualifying Body wishes to do so) or the Uttlesford Local Plan.~~

Update Table 8.2 as follows:

<table>
<tr><th>Settlement Hierarchy Tier</th><th>Settlement</th><th>2021-41 Housing Requirement figure (total)</th><th>Residual requirement to be allocated through non-strategic allocations (at 1 April 2024**5**)</th></tr>
<tr><td>Larger Villages</td><td>Birchanger</td><td>3</td><td>0</td></tr>
<tr><td></td><td>Clavering</td><td>199</td><td>~~122~~**117**</td></tr>
<tr><td></td><td>Debden</td><td>78</td><td>~~29~~**27**</td></tr>
<tr><td></td><td>Felsted</td><td>320</td><td>~~104~~**95**</td></tr>
<tr><td></td><td>Hatfield Broad Oak</td><td>141</td><td>~~115~~**91**</td></tr>
<tr><td></td><td>Henham</td><td>181</td><td>~~121~~**119**</td></tr>
<tr><td></td><td>Little Hallingbury</td><td>21</td><td>0</td></tr>
<tr><td></td><td>Stebbing</td><td>171</td><td>~~109~~**98**</td></tr>
<tr><td>Smaller Villages</td><td>Ashdon</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Broxted</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Flitch Green</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Great Easton</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Lindsell</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Little Dunmow</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Little Easton</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Manuden</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Quendon & Rickling</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Radwinter</td><td>0</td><td>0</td></tr>
<tr><td>Open Countryside</td><td>Cherry Green</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Duton Green</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Little Chesterford</td><td>0</td><td>0</td></tr>
<tr><td></td><td>Tilty</td><td>0</td><td>0</td></tr>
<tr><td>Rural Area Total</td><td></td><td>1,114</td><td>~~600~~**547**</td></tr>
</table>
</td></tr>
<tr><td>MM17</td><td>DP2</td><td>N/A</td><td>134</td><td>Amend criterion ii as follows:

ii. the original dwelling is not of ~~any architectural or historical merit~~ **significant heritage value** and it is not valuable to the character of the settlement or wider landscape.</td></tr>
<tr><td>MM18</td><td>DP4</td><td>N/A</td><td>136</td><td>Amend bullet point 2 as follows:

ii. retain the openness of the Rural Area ~~by extending the visual impression of built development~~, and</td></tr>
<tr><td>MM19</td><td>CP22</td><td>N/A</td><td>148/ 149</td><td>Amend Core Policy 22 as follows:

Requirement 1: Space Heating Demand

ii. all new bungalows must achieve a space heating demand of ~~less than~~ 20 kWh/m^2 GIA/yr or less</td></tr>
</table>

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				Part B. Extensions and Conversions Applications for residential extensions and conversions affecting existing buildings (but excluding listed buildings and conservation areas) ~~are expected to~~ **should** meet the minimum standard approach fabric specifications set out in table 2 (see Appendix ~~8~~ **10**) Amend Core Policy 22 Requirement 4 as follows: Renewable energy must be generated on-site for all new development (1 or more new dwellings or 100m2 or more non-residential floorspace) ~~by whichever of the following results is the greater amount * of solar PV energy generation~~ **at a level consistent with either (i) or (ii) below:** Delete original footnote *. Original footnote ** becomes new footnote *
MM20	CP27	N/A	170	**Amend Paragraph 4 in Core Policy 27 as follows:** Where a Transport Assessment or Travel Plan is required, a Transport Related Carbon Emissions Quantification Statement will be necessary and should be integrated into the document. **The Quantification Statement should demonstrate how proposed sustainable transport measures and interventions will reduce carbon emissions to the greatest possible extent.** Amend Core Policy 27 (add new sentence at end of Bullet Point ii) as follows: **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 OR development.** Add new Bullet Point after v as follows: **A construction management plan is submitted and agreed with the Highway Authority prior to commencement, with before and after condition surveys as appropriate.**
MM21	CP31	N/A	178	Amend Paragraph 2 to 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.~~ **All development types, including employment, should provide:** • **secure and covered cycle parking should be prioritised over private car parking** • **be conveniently located adjacent to entrances to buildings** • **enjoy good natural observation** • **be easily accessible from roads and/or cycle routes** • **be well lit** • **be located so it does not obstruct pedestrian and cycle routes** • **cycle storage should include provision for electric cycle charging, and** • **developments which propose flats or homes in multiple occupation should ensure that there is enough cycle parking available for all residents.** Amend Paragraph 5 to Core Policy 31 as follows: All major developments, including employment, and the strategic allocations should deliver an electric car club scheme of an appropriate scale to the development**.** **Where proposals cannot provide for an electric car club 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.** Add new section at the end of the policy as follows:

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				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.
MM22	C32	N/A	180	Remove supporting text from 6.33 to 6.37 as follows: ~~6.1 Aerodrome Safeguarding ensures the safety of aircraft manoeuvring on the ground, taking off, landing or flying in the vicinity of the aerodrome. Aerodrome safeguarding is a legal requirement and regulated by ICAO (International Civil Aviation Organisation) and the Civil Aviation Authority.~~ ~~6.2 By virtue of its importance to the national air transport system, London Stansted Airport is an officially safeguarded aerodrome. Given this status, there are specific development issues which cannot be addressed by generic development management policies. The Safeguarding Zones around London Stansted Airport are defined on a safeguarding map issued by the Airport. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon aviation activity require prior consultation with the Airport Operator and/or National Air Traffic Services Ltd (NATS).~~ ~~6.3 Policy provisions regarding the safeguarding process are set out in the ODPM/DfT Circular 1/2003 (or any subsequent revisions) Safeguarding aerodromes, technical sites and military explosives storage areas. In accordance with this Circular, London Stansted Airport is a statutory consultee for certain planning applications for development that require safeguarding to protect the safety of the airport's operation.~~ ~~6.4 The safeguarding zone for London Stansted Airport covers the whole District. The main implications for the types of development within the zone that will require consultation with the Airport Operator are:~~ ~~• any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying; waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas with water land restoration schemes, sewage works, nature reserves, or bird sanctuaries~~ ~~• applications connected with an aviation use~~ ~~• renewable energy schemes including all wind turbine applications, and solar arrays and biomass energy plants, and~~ ~~• development over a certain height in different areas of the District as specified on the safeguarding maps.~~ ~~6.5 On a precautionary basis, consultations should also be made in relation to telecommunications development within 3km of the Airport's perimeter and to significant lighting or advertising schemes on or near the flight approach path that may cause distraction to pilots.~~ Add a new Core Policy 32A and supporting text after Core Policy 32 (under the "Transport" development management policies) as follows (and update consequential paragraph numbering): **Aerodrome and Military Safeguarding** **1.116 Safeguarding ensures the safety of aircraft manoeuvring on the ground, taking off, landing or flying in the vicinity of the aerodrome. Aerodrome safeguarding is a legal requirement and regulated by ICAO (International Civil Aviation Organisation) and the Civil Aviation Authority.** **1.117 A number of safeguarding areas exist in Uttlesford, these being London Stansted Airport, Duxford Aerodrome and Carver Barracks Airfield. The Safeguarding Zones around them are defined on a safeguarding map issued by the relevant safeguarding authority. They define certain types of development which by reason of their height, attraction to birds or inclusion of or effect upon.** **1.118 Policy provisions regarding the safeguarding process are set out in the ODPM/DfT Circular 1/2003 (or any subsequent revisions) Safeguarding aerodromes, technical sites and military explosives storage areas. In accordance with this Circular, the relevant safeguarding authority is a statutory consultee for certain planning applications for development that require safeguarding to protect the safety of the site's operation.** **1.118 The safeguarding zone for London Stansted Airport covers the whole District. The main implications for the types of development within the zone that will require consultation with the Airport Operator are:**

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				• **any proposal likely to attract birds, such as proposals involving mineral extraction or quarrying; waste disposal sites and management facilities, significant areas of landscaping, reservoirs or other significant areas with water land restoration schemes, sewage works, nature reserves, or bird sanctuaries** • **applications connected with an aviation use** • **renewable energy schemes including all wind turbine applications, and solar arrays and biomass energy plants, and** • **development over a certain height in different areas of the District as specified on the safeguarding maps.** **Core Policy 32a: Aerodrome Safeguarding** **Development within the Safeguarding Zones that would affect the operational integrity or safety of aircraft operating in or around London Stansted Airport, Duxford Aerodrome or Carver Barracks Airfield will not be permitted.**
MM23	CP33/37/38	N/A	183/194/199	Amend the second paragraph of Core Policy 33 as follows: Proposals which would result in adverse impacts on aviation safety at ~~London Stansted Airport~~ **Local Aerodromes** will not be supported, as set out in **Core Policy 32A: Aerodrome Safeguarding** ~~Core Policy 11: Stansted Airport~~. Amend the second paragraph of Core Policy 37 as follows: Proposals should consider the impact upon aviation in accordance with **Core Policy 32A: Aerodrome Safeguarding** ~~Core Policy 11: London Stansted Airport~~ Amend the ninth paragraph of Core Policy 38 as follows: where appropriate the implementation of a bird hazard management plan will be secured by condition or planning obligation **(~~Core Policy 11~~Core Policy 32A: Aerodrome Safeguarding).**
MM24	CP34	Infrastructure	186	Amend the second sentence of the second paragraph (water efficiency) as follows: All new residential development ~~that achieves~~ **should achieve** at least a water efficiency standard of 90 litres per person per day ~~will be supported~~. Amend end of Water Efficiency section as follows: retrofitting to increase water efficiency **to the same standards** Amend Core Policy 34 (in Infrastructure section) as follows: The council will expect new development to connect to mains foul drainage and will restrict the use of non-mains drainage for foul water disposal, in line with Environment Agency **and Lead Local Flood Authority** guidance. The location of, and likely impact on, the private water supplies within the District must also be taken into account. **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.**
MM25	CP36	N/A	192	Amend paragraph 1 of Core Policy 36 as follows: All development proposals should **follow the sequential approach set out in the NPPF and Planning Practice Guidance and, where possible, adopt a sequential approach to site layout**. **Proposals should** demonstrate that they will be safe for their lifetime and that they reduce and, where possible, avoid the risk of all forms of flooding to future occupiers, and do not increase the risk of flooding elsewhere. Amend paragraph 4 of Core Policy 36 as follows: Where **built** development **or land raising** is proposed within the 1 in 100 year flood level **extent**, including an allowance for climate change, floodplain compensation must be provided.

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				Amend paragraph 5 of Core Policy 36 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** level**s**, including an appropriate allowance for climate change. Amend Core Policy 36 as follows: iv. include evacuation and flood warning procedures to assist existing communities at risk, ~~and~~ v. raise finished floor levels 600mm above the 1 in 100 year flood level, including an appropriate allowance for climate change **vi. use sustainable drainage systems (SUDS) for the management of surface water and where possible increase biodiversity and amenity, and** **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**
MM26	CP37	N/A	194	Amend Core Policy 37 (add new sentence to the end of the first sentence in paragraph 2) as follows: **and 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.**
MM27	CP38	N/A	198	Amend Core Policy 38 as follows: II. any ~~nationally~~ **statutory** designated site, for example: **Sites of Special Scientific Interest** (SSSI)**,** ~~and~~ National Nature Reserves **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.
	CP38	N/A	199	**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.**
	CP38	N/A	199	**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[138] **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.** **138 In accordance with the tariffs and guidance set out in the Natural England Hatfield Forest Mitigation Strategy – Project update dated 19th June 2025. https://uttlesford.moderngov.co.uk/documents/s39987/Appendix%202%20NE%20Letter%20to%20LPAs%20Update%20on%20HF%20Mitigation%20Strategy.pdf** Update subsequent footnote numbering accordingly

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM28	CP39	N/A	202	Amend Core Policy 39 (add new penultimate paragraph) as follows: **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.** Amend Core Policy 39 (add new final paragraph) as follows**:** **All proposals which deliver new or enhanced green and blue infrastructure should consider the impact upon aviation in accordance with Core Policy 32A: Aerodrome Safeguarding.**
MM29	CP40	N/A	205	Amend Core Policy 40 as follows: **With the exception of development which is exempt from statutory Biodiversity Net Gain requirements, all** ~~D~~**d**evelopment 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.** 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-sire 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 **in accordance with the requirements of Core Policy 39: Green and Blue Infrastructure.** **All proposals which include Biodiversity Net Gain should consider the impact upon aviation in accordance with Core Policy 32A: Aerodrome Safeguarding.** **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.**
MM30	CP41	N/A	207	Amend Paragraph 2 of Core Policy 41 as follows: Development will be expected to reflect and enhance local landscape character **or its setting** in accordance with the applicable guidelines to protect and conserve, manage and plan landscapes outlined for each landscape character area within the Uttlesford Landscape Character Assessment (2023)
MM31	CP43	N/A	211	Amend first sentence of Core Policy 43 as follows: Development will not be permitted ~~where it might lead~~ **if air pollution impacts lead** to significant adverse effects on health, the natural environment, **or protected sites (as defined by the Environment Act 2021[154]) or amenity, including residential amenity**. ~~or amenity from emissions to air.~~ Insert new footnote 154: **GOV.UK, The Environment Act, 2021, Section 110.** www.legislation.gov.uk/ukpga/2021/30/contents/enacted
MM32	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) **and the lowest observed effect level is considered to be 51DB LAEQ, 16HR (45DB LAEQ, 8HR at night)** [157] Add new Paragraph at end as follows: **Outdoor noise on school sites should not exceed 55DB $L_{AEQ\ (30\ MIN)}$**

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM33	CP48	N/A	223	Amend Core Policy 48 as follows: Proposals for new employment (Use Classes E (g), B2 or B8) will be supported on unallocated sites in or on the edge of Existing Employment Sites (as defined in Core Policy 45) and the built-up area of Key Settlements, Local Rural Centres and Larger Villages, ~~where there are exceptional circumstances~~, provided that the benefits are not outweighed by any harmful impacts through consideration of other policies within this plan), where:
MM34	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. Add paragraph to the end of Core Policy 49 that sets out additional flexibility as follows: **If it can be demonstrated that there are circumstances specific to the scheme where direct provision is not operationally feasible, or that an alternative means of delivery would result in a more effective outcome a financial contribution in lieu might be considered.**
MM35	CP51	N/A	237	Amend Core Policy 51 criterion iii) as follows: "iii. at Stansted Airport and Chesterford Research Park: ancillary ~~business~~ hotel and conference facilities, and"
MM36	CP52a	N/A	246	Amend Core Policy 52a (add new Bullet Point at the end) as follows: **v. take a comprehensive and co-ordinated approach to development including respecting existing site constraints including utilities situated within sites.**
MM37	CP53	Paragraphs 2 and 4	250	Amend Core Policy 53 as follows: **Paragraph 2** This should ~~be in accordance with~~ **have regard to** the most up-to-date LHNA (Table 11.1) unless an alternative approach can be demonstrated to be more appropriate or where proven to be necessary due to viability constraints based on a PPG-compliant developer funded viability assessment agreed with the Council (through an open book approach). **Paragraph 4:** The Council expect all residential schemes to be 100% M4 (2) compliant **and**~~. The Council expect~~ all major residential schemes to demonstrate ~~10~~**5**% of market homes are M4 (3)(a) compliant and ~~20~~**10**% affordable homes are M4(3)(b) compliant – or replacement standards**.**~~,~~ **These M4(2) and M4(3) requirements will apply** unless it can be demonstrated that it is not practically achievable or financially viable to deliver in line with this policy based on a PPG-compliant developer-funded viability assessment agreed with the Council (through an open book approach).
MM38	CP56	Paragraph 5	256	Amend Paragraph 5 of Core Policy 56 as follows: Affordable dwellings should be appropriately distributed throughout a new development **in small groups and clusters**~~, in groups not larger than ten units~~, and should be designed to a high quality, with the same or a consistent external appearance as for market dwellings. Where a site is subdivided, the Council will expect each sub-division to contribute proportionally towards achieving the number of affordable dwellings which would have been applicable on the whole site.
MM39	CP57	Bullet 3	258	Amend Bullet Point 3 within Core Policy 57 as follows: the proposal does not lead to a continuous frontage or concentration of **three or more** HMOs ~~or conversions~~, and
MM40	CP60	N/A	266	Amend Core Policy 60 as follows: The **Council have published a Gypsy and Traveller Accommodation Assessment (GTAA) which sets out the** accommodation requirement for Gypsies, Travellers and Travelling Show People in the District**.**~~,~~ **This identifies that for individuals** who meet the definition outlined in the Government's Planning Policy for

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
				Traveller Sites (PPTS), to be delivered between 2023 and 20**41**~~28~~ is for **66**~~13~~ pitches. A further **24** ~~five~~ pitches are required over the same period to meet the needs of those individuals ~~or families~~ who do not meet the PPTS definition**, or for whom it is not clear whether they meet the PPTS definition**. **Allocations towards meeting the identified need have been made through the expansion of existing Gypsy and Traveller Sites and are listed in Table 11.2 below:** ~~The contribution and location of all proposed sources of Gypsy and Traveller accommodation is shown on the Local Plan Policies Map and is listed in Table 11.2 below:~~ **In addition to the allocations above, the Council is currently engaging in the preparation of a separate Gypsy and Traveller Development Plan Document that will allocate new Gypsy and Traveller sites sufficient to meet the residual identified need at new sites. The Council intend a draft of this document to be published for Regulation 18 consultation in 2025.** ~~The Council commits to undertaking an early review of Gypsy and Traveller site supply and demand, beginning at the point of Local Plan adoption, which will seek to clarify where the needs of the community can be best met beyond 2028.~~ Applications for Gypsy, Traveller and Travelling Show People's accommodation on sites not allocated in Table 11.2 will be supported subject to the following criteria being met:
MM41	CP61	N/A	268	Amend the third paragraph of Core Policy 61 as follows: All applications which affect or have the potential to affect ~~designated~~ heritage assets will be required to provide a heritage statement...
MM42	CP64	N/A	274	Amend CP64 as follows: Archaeological Assets ~~Where Scheduled Monuments and archaeological assets and their settings are affected by proposed development there will be a presumption in favour of their physical preservation in situ, for example through modification of design, layout, drainage, landscaping or the siting and location of foundations. This presumption will be applied unless it can be demonstrated that public benefits will be secured which outweigh that harm or loss in accordance with National Planning Policy Framework.~~ ~~Development which could adversely affect assets of archaeological interest and their settings will require a suitable desk-based assessment and, where necessary, a field evaluation that should be submitted as part of any planning application. In the circumstances where preservation in situ of an archaeological asset is not possible or feasible, then development will not be permitted until a programme for excavation, investigation and recording has been submitted and agreed by way of a pre-commencement condition.~~ **Development which could adversely affect Scheduled Monuments or non-designated assets of archaeological interest and their settings will require a suitable desk-based assessment and, where necessary, a field evaluation that should be submitted as part of any planning application.** **Where Scheduled Monuments and their settings would be affected by proposed development there will be a presumption in favour of their physical preservation in situ, for example through modification of design, layout, drainage, landscaping or the siting and location of foundations. This presumption will be applied unless it can be demonstrated that public benefits will be secured which outweigh that harm or loss in accordance with the National Planning Policy Framework. In such circumstances, a programme for excavation, investigation and recording will be required to be submitted and agreed by way of a pre-commencement condition.**
MM43	CP64	N/A	274	Add new Core Policy 64a as follows: **Core Policy 64a: Registered Parks and Gardens** **Development proposals within or surrounding a Registered Park and Garden should be designed to preserve the significance of the asset, taking account of the landscape setting and any key views either within the asset, or between the asset and its wider environs. Where new landscaping is proposed as mitigation against the impact of development on a Registered Park and Garden, this should be reflective of the pattern and identity of the existing landscaping within the asset.** **Proposals which contribute to or better reveal the significance of a Registered Park and Garden will be supported, including the removal of structures and uses that detract from the special historic interest of these historic parks.**

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM44	CP66	N/A	278	Amend Core Policy 66 as follows: i. **all** development proposals **in Use Class C2 (Residential) and Sui Generis Hot Food Takeaways** and development proposals of 100 dwellings of 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 **and Uttlesford Health and Wellbeing Strategy and Essex Joint Health and Wellbeing Strategy** Add additional bullet points xi, xii and xiii as follows: **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** **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, and** **xii. the assessment is undertaken in accordance with Essex Healthy PLaces Guidance and responds to the latest public health data and community insights gathered by the applicant's team.**
MM45	CP68	N/A	285	Amend Policy 68 as follows: New**, Expansion of or Improvement to** Community Uses will be supported, **such as local shops, meeting places, cultural buildings, public houses, places of worship, health and care facilities, community centres, education provision and libraries** provided that they: Amend Core Policy 68 (amend Bullet Point vi) as follows: vi. an assessment has been undertaken which clearly shows that the facility is surplus to requirements is no longer viable. **This should be demonstrated with clear evidence that:** **A) the existing use is no longer commercially or economically viable or could not be made commercially or economically viable, or** **B) there is alternative local provision that is accessible to the local community by public transport, walking or cycling; and in either case, and** **C) the premises are no longer required to meet the needs of the local community.**
MM46	N/A	12.3	288	Add new sentence at the end of Paragraph 12.3 as follows: **A Housing Trajectory (updated to April 2025) is also shown by Appendix 20.** Add note after the first sentence of Paragraph 12.3 as follows: **Except where triggered by Core Policy 2a: Local Plan Review**
MM47	N/A	Appendix 2-4 Introduction Green Infrastructure and Biodiversity	7	Add new Bullet Point 7 under Green Infrastructure and Biodiversity Heading as follows: **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**

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM48	N/A	Appendix 2a Proposed Spine Road	10	Add Bullet after 1st as follows: **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.**
MM49	N/A	Appendix 5	Appendices 11	Delete Appendix 5: London Stansted Aerodrome Safeguarding Zones in its entirety from the Plan. **Amend other appendix numbers appropriately.** **Separate to Local Plan process: add aerodrome safeguarding zones to DM constraints map for:** - **London Stansted Airport** - **Carver Barracks** - **Duxford Aerodrome**
MM50	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.
MM51	N/A	Appendix 3a Transport New Bullet	18	Add a new Bullet Point under Transport Heading as follows: **Contributions/ improvements to the Flitch Way may be required**
MM52	N/A	Appendix 3c	32	Add new section at end page 30 as follow: **Infrastructure** • **Undertake a Waste Infrastructure Impact Assessment to meet County Waste Local Plan policy requirements, given proximity to Taylors Farm, for inert recycling Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waste matters**
MM53	N/A	Appendix 3b Flood Risk Bullet 1		Amend Bullet 1 as follows: **Ensure any development is located outside of Flood Zones 2 or 3, including climate change allowance and supported by a site-specific FRA.**
MM54	N/A	Appendix 3d	34	Add new section at end page 30 as follow: **Infrastructure** • **Undertake a Minerals Resource Assessment** • **Undertake a Minerals Infrastructure Impact Assessment given its proximity to Highwood Quarry** • **Undertake a Waste Infrastructure Impact 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**
MM55	N/A	Appendix 4a Transport	36	Amend Bullet 2 under Transport heading as follows: Make Hornbeam Way **and High Lane** an attractive and safe route for connecting pedestrian and cycle movement between the town centre and the site and Bentfield Primary School.
MM56	N/A	Appendix 4a Heritage	38	Amend Bullet 3 under Heritage heading as follows: Development should be located away from Pennington Lane and the existing hedgerow and tree planting running alongside the lane should be preserved to maintain the open, rural views from the road. **There should be no new vehicular access to the land from the development**
MM57	N/A	Appendix 4a Landscape New Bullet	38	Add a new Bullet Point under Landscape Heading as follows: **Applicants should consult Natural England on Proposed SANG open space in advance of submission of the application to ensure appropriate SANG standards are met** Amend 5th and 6th bullets as follows:

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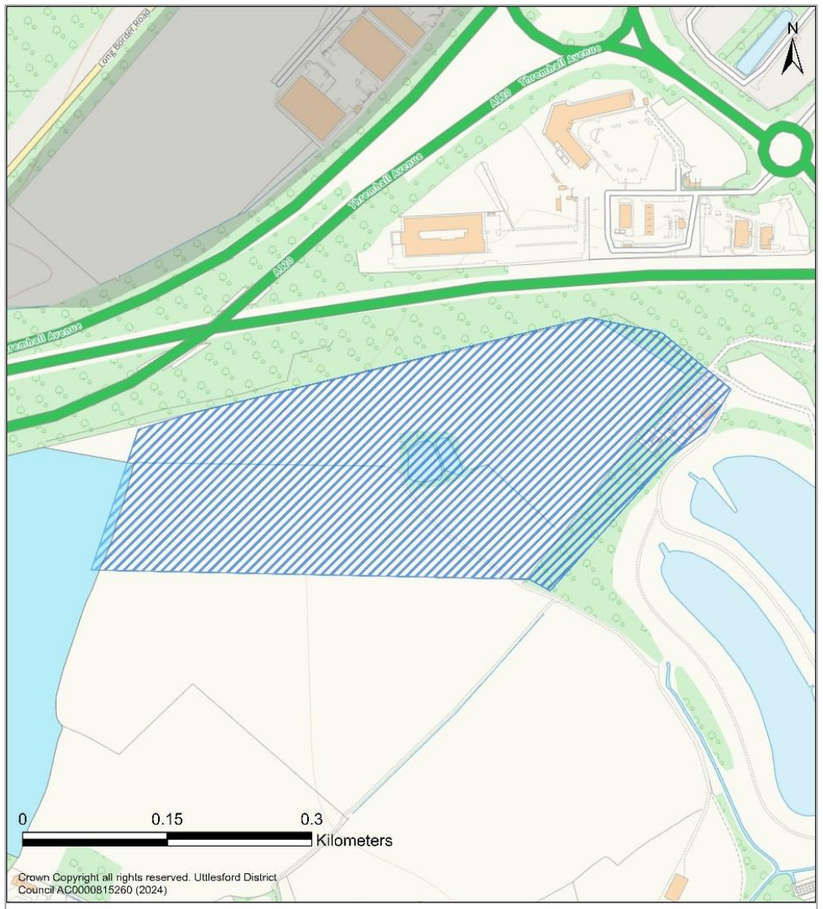
				~~• Green amenity space will be designed in accordance with Natural England SANG principles~~ **a minimum of 7.5 ha of high-quality Semi-Natural Accessible Greenspace will be provided** and will be maintained and managed on behalf of the community by an organisation in accordance with a management plan 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.~~ **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**
MM58	N/A	Appendix 4b Infrastructure	42	Amend Bullet 1 under Infrastructure heading as follows: 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 Add two new Bullet points as follows: • **Undertake a Minerals Resource Assessment** **Liaise with ECC as the Minerals and Waste Planning Authority on minerals and waster matters**
MM59	N/A	Appendix 4c	46	Add new section at end page 30 as follow: **Infrastructure** • **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**
MM60		Appendix 5	N/A	Deleted
MM61	N/A	Appendix 7	N/A	Delete second map on page 12 from Appendix 7: Land Safeguarded for 4ha expansion of the existing Forest Hall Secondary School, Stansted Mountfitchet And amend heading as follows: Appendix 7: Safeguarded Land for Education Uses in relation to Core Policy~~ies~~ 14 ~~and 18~~

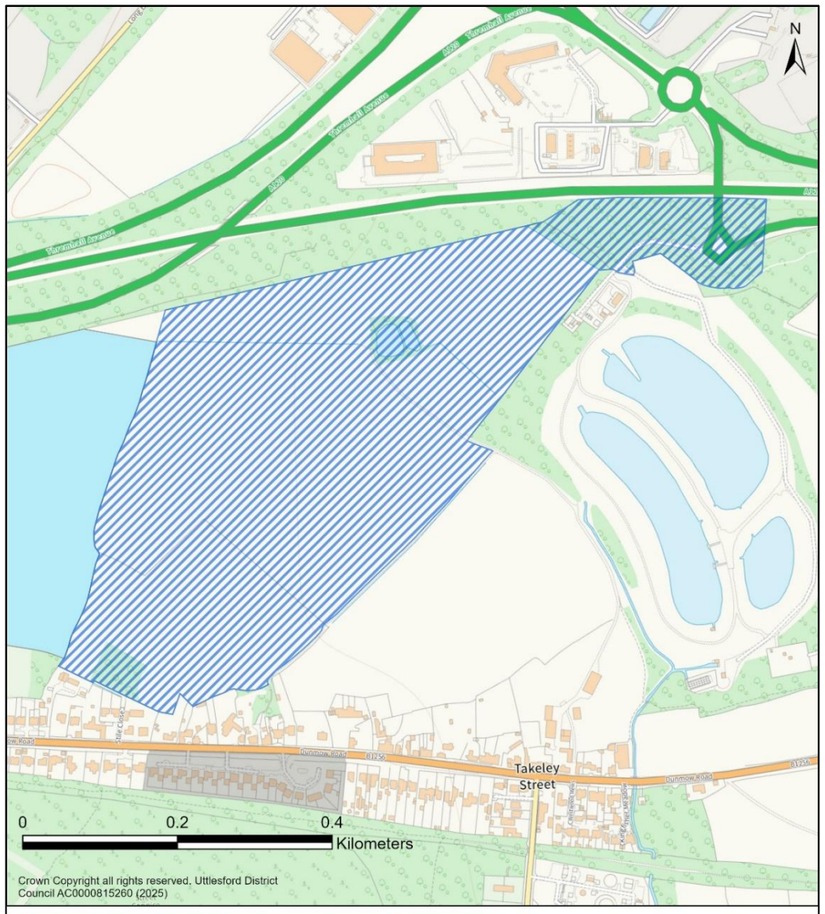
Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM62	N/A	Appendix 8	14	Amend Appendix 8 Safeguarding Map for A120 access as shown below on the Taylors Farm site. Delete the first map on page 13 that illustrates proposed safeguarded land at Saffron Walden for deleted Core Policy 8 (MM7)



Land safeguarded for A120 Access, Takeley Street

Legend

- Land Safeguarded for Transport
- Existing Commited or Completed Sites
- Residential Local Plan Allocation
- Employment Local Plan Allocation
- Mixed Use Local Plan Allocation

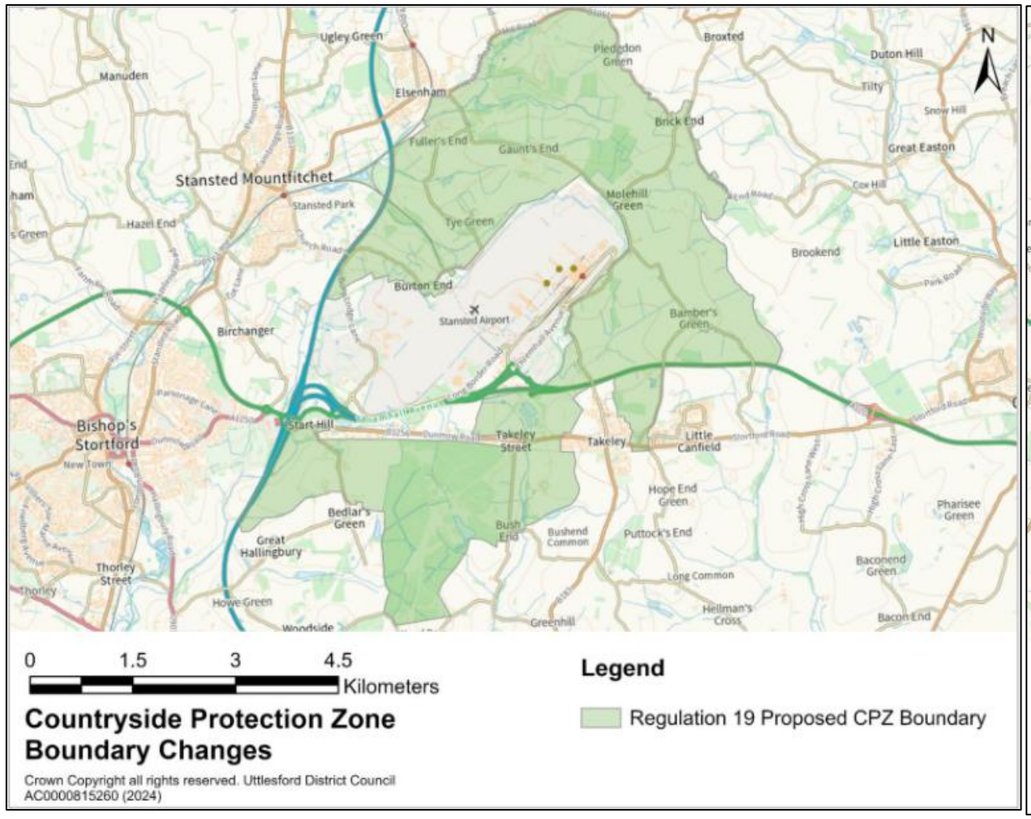


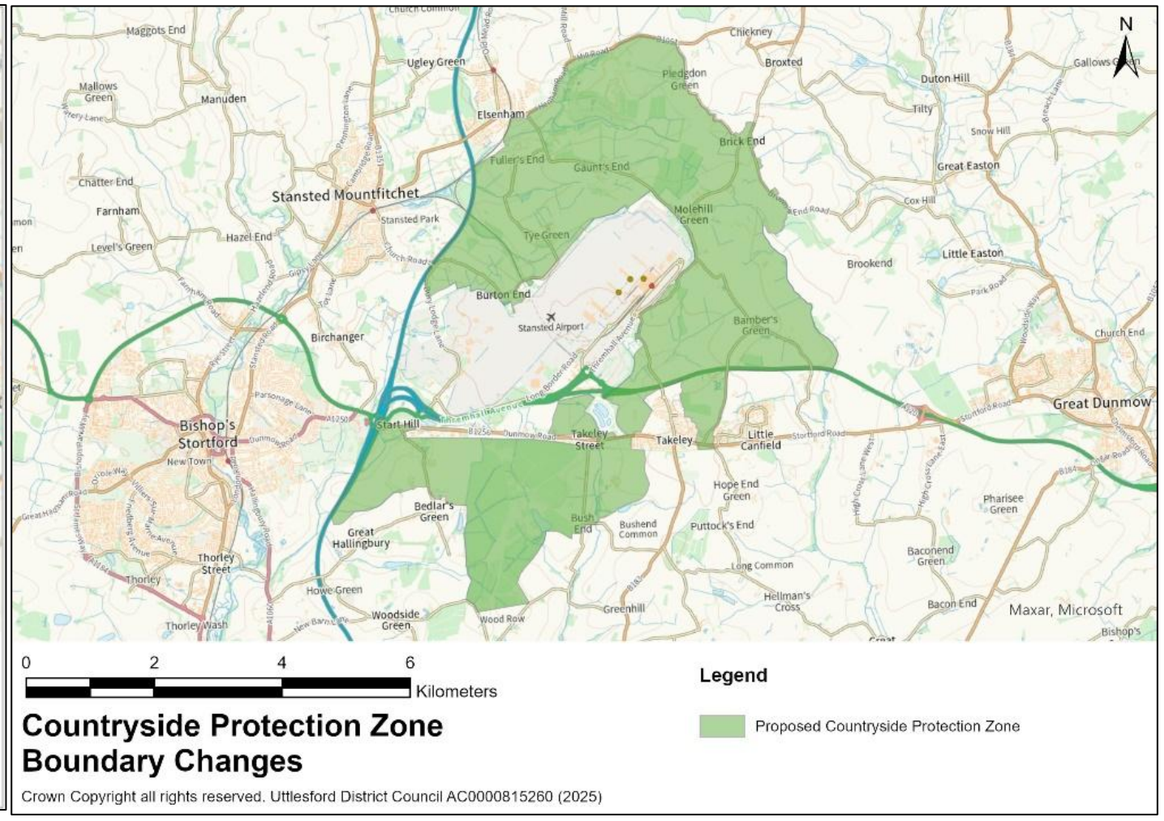
Land safeguarded for A120 access, Takeley Street

Legend

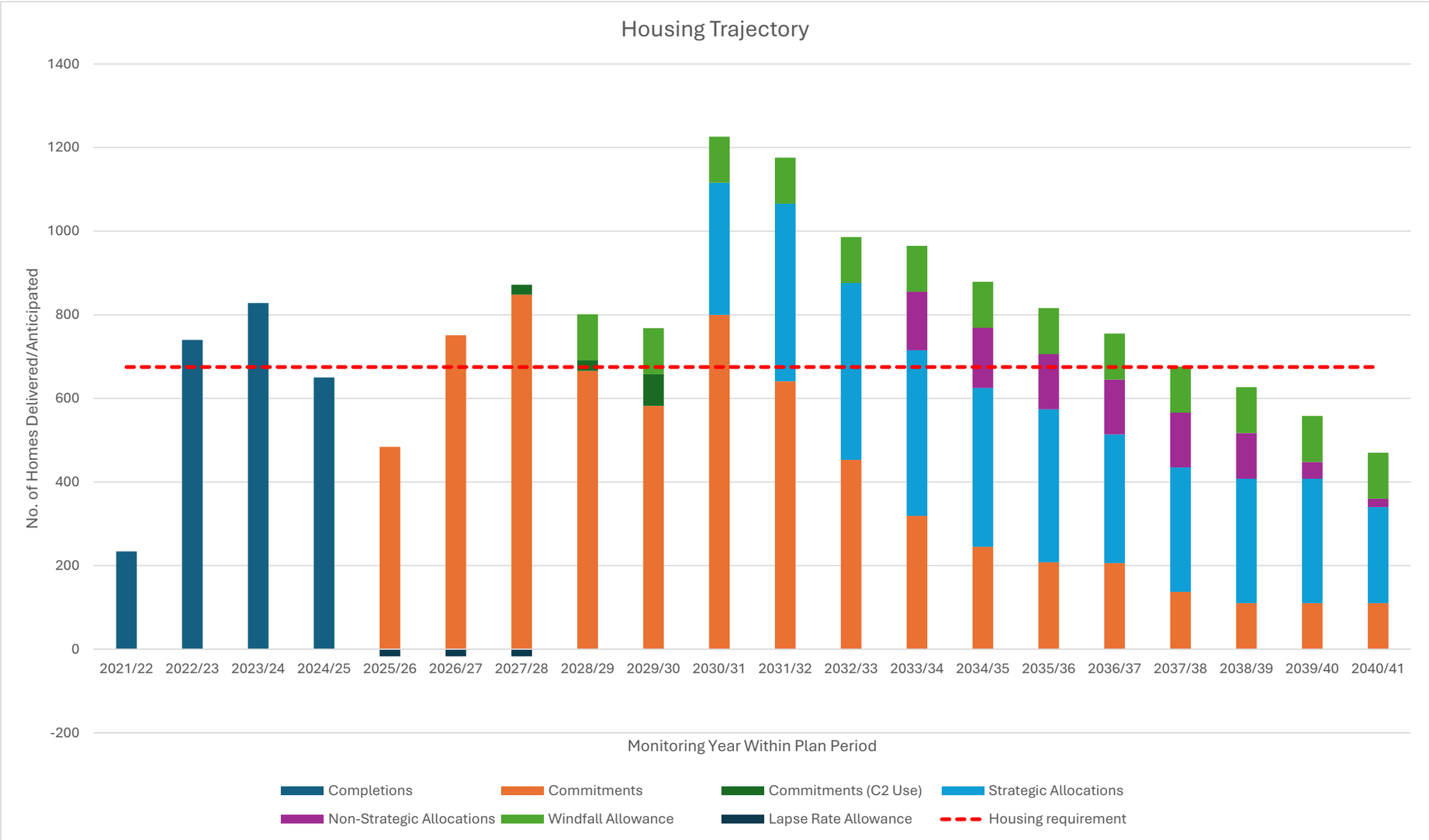
- Land Safeguarded for Transport
- Existing Commited or Completed Sites
- Residential Local Plan Allocation
- Employment Local Plan Allocation
- Mixed Use Local Plan Allocation

Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM63	N/A	N/A	Appendix 9	Amendment to Appendix 9 to reflect updated Countryside Protection Zone Boundary:





Modification Number.	Core Policy No.	Paragraph No.	Page No.	Suggested Modification
MM64	N/A	N/A	Appendix 20	Add new Appendix 20 as follows: Add Housing Trajectory (updated to April 2025) (see below)



<u>Full Housing Trajectory 2021-2041</u>