

Addendum List –Planning Committee 07/05/2025

Officers please note: Only Late items from **STATUTORY CONSULTEES** are reproduced in full.
Others are summarised.

Statutory consultees are listed below:

Highway Authority
The Health & Safety Exec
Highways Agency
Local Flood Authority
Railway
Environment Agency
Historic England
Garden History Society
Natural England
Sport England

Manchester Airport Group (*MAG is the highway authority for the airport road network + the also section of Bury Lodge Lane running south from the northside entrance to the airport. On these roads, it therefore has the same status as Essex CC and National Highways do for the roads that they administer.*)

This document contains late items received up to and including the end of business on the Thursday (due to the May Bank Holiday) before Planning Committee on 7 May 2025. The late list is circulated and placed on the website by 5.00pm two working days prior to Planning Committee. This is a public document and it is published with the agenda papers on the UDC website.

Item Number	Application reference number	Comment
6	<p>UTT/24/0543/OP</p> <p>Land North Of Bedwell Road And East Of Old Mead Road Ugley And Henham</p>	<p>The Authority has received a further consultation response from Place Services (Ecology) retaining it holding objection to the application. As such, officers will be recommending that this application is withdrawn for consideration from this meeting.</p> <p>Condition 6 revised as per comments from the LLFA.</p> <p>No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> • Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100-year rate plus 40% allowance for climate change. • Provide sufficient storage to ensure no off-site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event, • Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event, OR, if impracticable • Demonstrate that features are able to accommodate a 1 in 10-year storm event within 24 hours of a 1 in 30-year event plus climate change • Final modelling and calculations for all areas of the drainage system. • The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. • Detailed engineering drawings of each component of the drainage scheme.

	<ul style="list-style-type: none"> • A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features. • A written report summarising the final strategy and highlighting any minor changes to the approved strategy. <p>REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk in accordance with policy GEN3 of the Adopted Local Plan and the NPPF.</p> <p>Condition 13 removed- remedial work secured in condition 12. Condition 32 removed- duplicated. Condition 33 removed- duplicated.</p> <p><u>S106 Heads of Terms</u></p> <p>Securing Farmland Bird Mitigation Strategy – removed, not requested by UDC Ecology Consultant.</p> <p>Maintenance of SuDS – removed and is secured by planning condition.</p> <p>Financial contribution to Elsenham and Ugley Community / Village Hall- confirmed as £715,558 in total, £200,000- Ugley £515,558- Elsenham</p> <p>National Trust SAMM contribution- confirmed as £334,800.00</p> <p><u>Elsenham Parish Council</u></p> <p>Summary of representation – 13th May 2024 Including <i>Review of Noise</i> by 24 Acoustics</p> <p>The location of the development in remote and unsustainable,</p>
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		<p>The noise from the M11 and railway will make the site unsuitable for residential development, Elsenham has been subject to a great deal of development in recent years resulting in inadequacy of road access.</p> <p>The village facilities are at bursting point, the following is needed:</p> <ul style="list-style-type: none"> • A cemetery, • Employment, • Shops, • Surgery, • Sporting facilities, • New community centre, <p>The view that Elsenham is not now suitable for further development is confirmed by Uttlesford's new Local Plan, where the Regulation 18 consultation was completed in December 2023. Elsenham is ranked as a 'Local Rural Centre'; but, unlike other settlements ranked in the same category, no proposals are made in the consultation for further development in the village.</p> <p>Elsenham Parish Council is firmly of the view that there are no socio-economic benefits to the proposal.</p> <p>Elsenham Parish Council takes the view that the proposal is incompatible with UDC Policy S7 and with the NPPF.</p> <p>Walking distances are too long to for most journey to and from this site and most people will rely on vehicles.</p> <p>Cycle stands at the railway station are not needed. The few stands on the platforms at present are never used to capacity. Cycle stands at the shops would not encourage fewer journeys by private car - the only people who cycle to the shops are those who are too young to drive.</p>
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		<p>In regard to buses, the commitment to an extra level of service is welcomed. However, the Illustrative Site Layout and similar documents show no provision for bus stops 'just inside the site entrance', and no obvious provision for buses to turn round within the site.</p> <p>Parking near to the site causes traffic congestion, due consideration should be made to this.</p> <p>A construction route should be provided.</p> <p>The proposal should include a scheme of road widening.</p> <p>UDC Parking standards should be used in the design of the scheme and the Essex design guide should be used considered in regard to garden size.</p> <p>Due consideration should be made to ecology and biodiversity.</p> <p>The applicant's state:</p> <p><i>The addition of a wildlife pond within the open space will provide further ecological benefits, attracting a variety of water loving fauna, aiding to the diverse habitats the the development could offer (Design and Access Statement, 3 of 3, 7.2). Stretches of open water cannot be included in developments in the area, owing to the proximity of Stansted Airport and the consequent risk of bird strikes.</i></p> <p>In regard to the Statement of Community Involvement, this covers the previous planning application, The statement that 'The responses and findings of the original public consultation remain valid and relevant for this application' (Statement of Community Involvement, Preface) can only mean that this application must suffer the same fate: refusal.</p> <p><u>Elsenham Parish Council Comments received 1st May 2025</u></p> <p>Lack of reference to the Elsenham Parish Council's objections should be taken into consideration,</p> <p>These included:</p>
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		<p>These representations supplement those made by Steve Gosling of 24acoustics regarding noise, and earlier representations by the Parish Council on the subject of a S106 agreement.</p> <p>Further, non-technical, objections are raised regarding noise. Attention is drawn to the large volume of development approved in Elsenham in recent years, including some which has not been consistently taken into account by the applicants. Elsenham is badly in need of new facilities. The draft Local Plan proposes no new development in Elsenham. There are no potential socio-economic benefits to the proposal. The potential impact on the landscape is vital in this last vestige of open land near the village.</p> <p>The site's isolation means that walking times would be excessive, and cycling is not viable to Stansted Mountfitchet or Stansted Airport. Proposals regarding buses are inconsistent. A key road junction has not been assessed properly, and on-road parking has not been recognised as a major factor in congestion. There is no suitable route for construction vehicles and a proposal for road widening would be pointless if implemented.</p> <p>The applicants have not observed Uttlesford parking standards for parking within the site, and there is nothing to show that due allowance has been made for garden sizes. Obligations regarding a redacted matter could be resolved through a change to an area not proposed for housing. The proposed pond is inconsistent with Stansted Airport directives. The Statement of Community Involvement cannot be taken seriously.</p> <p>The application must be refused.</p> <p>The Parish Council now takes the view that the representations, dated 13 May 2024, demand detailed consideration.</p> <p>Furthermore, as mentioned in the first paragraph quoted above, representations regarding noise were made by Steve Gosling of 24acoustics. These were commissioned jointly by the three parish councils, Elsenham, Henham and Ugley, and are held on UDC's website against date 13 May 2024.</p> <p>14.3.8</p> <p>The proposal would be located to the north-western edge of Elsenham in an area which is effectively an enclave of undeveloped land that is adjacent to residential development to the east and south and bound by the M11 Motorway to the west.</p>
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		<p>The proposal is adjacent to the railway line to the east, rather than residential development.</p> <p>14.5.4 The Council Urban Design Officer has been consulted and raises concerns in regard to the :</p> <p>The two LEAP children's play facilities are in a location with acceptably high noise levels, There can be no doubt that 'unacceptably high noise levels' is intended - see 10.11.1, where the Urban Design Officer says that the constant motorway noise outdoors 'is particularly relevant when considering the location of the play areas'.</p> <p>14.6.8 A series of pedestrian access points are located around the site integrating the development into the wider network of Public Rights of Way.</p> <p>The only pedestrian access point is via the main vehicular access from Bedwell Road. A potential access is shown from a new PRow in the north-east of the site, but there is nothing to suggest that this will be provided, and in any case it would not constitute a series.</p> <p>14.9.1 Concerns have been raised in respect of the dominant noise source affecting the site is the train line along the western boundary of the site which may require some form of mitigation (glazing and acoustic barriers etc.) This should read, ' . . . the dominant noise source affecting the site is the motorway along the western boundary . . . '</p> <p>16.6 The provision of a financial contribution for the refurbishment or replacement of Elsenham and Ugley Village Hall is to hold significant weight There is no Elsenham and Ugley Village Hall. Ugley has a Village Hall, which is in need of either refurbishment or replacement; there is a project to provide a new Community Centre in Elsenham. The statement should read: The provision of a financial contribution for the refurbishment or replacement of Ugley Village Hall and towards the cost of a new Community Centre in Elsenham.</p> <p>16.6</p>
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		<p>The provision of a financial contribution for the refurbishment or replacement of Elsenham and Ugley Village Hall is to hold significant weight</p> <p>The provision of a financial contribution towards Ugley Village Hall and a Community Centre in Elsenham should not hold significant weight. The application should be decided on its merits; it is only if it is resolved to approve that the question of items for inclusion in the S106 Agreement and Conditions should be considered.</p> <p>17.2 S106 HEADS OF TERMS Financial contribution to Elsenham and Ugley Community / Village Hall. This should read: Financial contribution to Ugley Village Hall and Elsenham Community Centre.</p>
7	<p>UTT/24/3061/OP</p> <p>Land North Of Wicken Road And West Of School Lane Newport</p>	<p>Statutory consultee comments reproduced in full:</p> <p>1. National Highways</p>

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This site is some distance from the strategic road network, given this and the fact that is to construct 90 residential units, the effect on the Strategic Road Network is unlikely to be severe as traffic will be diluted by the time it reaches any junctions on the SRN.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 74 and 109 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 108 and 114 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

2. Lead Local Flood Authority

Essex County Council
Development and Flood Risk
Environment and Climate Action,
C426 County Hall
Chelmsford
Essex CM1 1QH



Genna Henry
Uttlesford District Council
Planning Services

Date: 6th January 2025
Our Ref: SUDS-007944
Your Ref: UTT/24/3061/OP

Dear Sir/Madam,

Consultation Response –UTT/24/3061/OP– Land North Of Wicken Road And West Of School Lane Newport

Thank you for your email received on 13/12/2024 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application.

As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15th April 2015.

In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)
- BS8582 Code of practice for surface water management for development sites.

Lead Local Flood Authority position

Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we wish to issue a **holding objection** to the granting of planning permission based on the following:

- Provision of a site specific preliminary ground investigation report, to show potential viability of infiltration, to demonstrate that the drainage scheme is designed in accordance with the drainage hierarchy.
- Discharge rate. From our own investigation using the HR Wallingford UK SuDS Greenfield Runoff Rate Estimation Tool, a 3.1 ha developable area produced a greenfield 1:1 rate of 6.44 l/s which is considerably lower than the proposed 8.2 l/s. The Region Number should be set to Region 6. It should also be clarified the variation between the site area used to calculate the greenfield rate (3.1 ha) and within the model (1.880 ha). As such, please review the discharge rate <https://www.essexdesignguide.co.uk/suds/further-guidance/drainage-calculations-guide/>

		<ul style="list-style-type: none"> Using the national trip analysis, over 300 traffic movements daily would arise from a development of 90 dwellings and therefore the pollution hazard level should be classified as Medium. Please update Section 7.4. The Environment Agency Product 4 data shows the site to partially be within Flood Zone 3 (Appendix F). Yet, the site boundary used for Figure 4.1 "shows that the site wholly lies within Flood Zone 1". Please confirm which is the planning red line boundary. Please also provide confirmation that the basin is located outside of the flood extent. Should the basin be located within the flood route, we would request that the basin is sized accordingly to ensure that the features and associated drainage are not overwhelmed in times of storm. <p>We also have the following advisory comments:</p> <ul style="list-style-type: none"> We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below. https://www.essex.gov.uk/protecting-environment Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022. Flood risk assessments: climate change allowances - GOV.UK (www.gov.uk) We would recommend consulting the Environment Agency on this application due to the sites proximity to Wicken Water (associated Flood Zone 3 extent), the proposed discharge location, and the site being situated within a groundwater Source Protection Zone. At detailed design a more detailed drainage plan should be provided showing on plot drainage, indicating how the runoff from all residential roofs will be directed towards the swale and basin for treatment. Additionally, the piped outfall route should be checked and cleared of any potential clashes with the rising foul main. <p>In the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.</p> <p>Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.</p> <p>Summary of Flood Risk Responsibilities for your Council</p> <p>We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.</p> <ul style="list-style-type: none"> Sequential Test in relation to fluvial flood risk; Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements); Safety of the building;
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3. Highways

Your Ref: UTT/24/3061/OP
Our Ref: 30460
Date: 13th February 2025



To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
SAFFRON WALDEN CB11 4ER

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No. UTT/24/3061/OP
Applicant Mr Gladman Developments Ltd
Site Location Land North Of Wicken Road And West Of School Lane Newport
Proposal Outline application with all matters reserved except access for the erection of up to 90 no. dwellings, including affordable housing, with land reserved for future community use, public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point.

In assessing this site, the transport assessment (TA) was assessed in terms of highway capacity, safety and accessibility. The transport assessment included the committed development form the major developments in the Newport. In addition to the committed development, background growth has been added to the assessment year 2029. The assessment of the highway impact is therefore considered robust. A capacity assessment has been carried out on various junctions including the Wicken Road/ High Street junction and the Highway Authority is satisfied that the impact on the junction is not severe.

The Highway Authority has assessed the information relating to sustainable travel modes and proposes conditions within this recommendation that will enhance the local bus services as well as improvements to bus stops, creation of new crossings and road markings that will benefit the local community.

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

		<p>From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:</p> <ol style="list-style-type: none"> 1. Access : Prior to occupation of any dwelling, the provision of an access formed at right angles to Wicken Road, as shown in principle on drawing no. 23-T113 / 02 Rev D (dated 01.05.2024) to include but not limited to: minimum 6 metre carriageway width for the first 15m with minimum radii of 8 metres, two 2 metre wide footways and clear to ground visibility splays with dimensions of 2.4 metres by 52 metres to the west and 2.4 metres by 51 metres to the east, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall retained free of any obstruction at all times. Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interest of highway safety. 2. Vehicle parking on Wicken Rd: The proposed development shall not be occupied until such time as a vehicle parking scheme to replace the displaced existing parking provision on Wicken Rd, to include appropriate pedestrian facilities and crossing points on Wicken Rd, has been provided. The vehicle parking area shall thereafter be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the provided facility unless otherwise agreed with the Local Planning Authority. Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety. 3. Pedestrian Crossing facility: Prior to occupation of any dwelling an appropriate pedestrian crossing facility (zebra or appropriate alternative type if required at detailed design stage) as shown in principle on drawing no. 23-T113 / 02 Rev D (dated 01.05.2024), shall be provided. Reason: In the interest of highway safety and accessibility. 4. Bus stops: Prior to first occupation, improvements to the bus stop at the Old Forge, on either side High Street, Newport (opposite and adjacent to) to include but not limited to, replacement of the hardstanding area, raised kerbs, poles, flags, shelters and real time passenger information, as appropriate, shall be provided. Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport. 5. Bus stop Bury Water Lane: Prior to first occupation, the extension of the existing bus cage road markings from 3 bays to 4 bays, outside the Joyce Frankland Academy on Bury Water Lane shall be provided. Reason: In the interests of Highway efficiency reducing the need to travel by car and promoting sustainable development and transport. 6. Bus Service contribution: Prior to first occupation of the development, a financial contribution of £225,000 (index linked to the date of this recommendation) to be paid to the Highway Authority to contribute to the enhancement of local bus services serving Newport and the surrounding areas to provide connections to local amenities and/or key towns. Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport. 7. Residential Travel Information Pack: Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator). Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.
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		<p>8. Construction Management Plan: No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</p> <ul style="list-style-type: none"> i. Safe and suitable access ii. the parking of vehicles of site operatives and visitors iii. loading and unloading of plant and materials iv. storage of plant and materials used in constructing the development v. wheel and underbody washing facilities <p>Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.</p> <p>The above conditions are required to ensure that the development accords with the National Planning Policy Framework (NPPF) 2024 and the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.</p> <p><u>Informative:</u></p> <ul style="list-style-type: none"> i. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford, Essex, CM2 5PU. ii. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway. iii. There shall be no discharge of surface water onto the Highway. iv. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default. v. The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath no. 21 (Newport) shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way.
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4. Historic England



Ms Genna Henry
Uttlesford District Council
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

Direct Dial: 01223 582712

Our ref: **W:** P01587068

10 January 2025

Dear Ms Henry

**T&CP (Development Management Procedure) (England) Order 2015
& Planning (Listed Buildings & Conservation Areas) Regulations 1990**

**LAND NORTH OF WICKEN ROAD AND WEST OF SCHOOL LANE, NEWPORT,
ESSEX
Application No. UTT/24/3061/OP**

Thank you for your letter of 7 January 2025 regarding the above application for planning permission.

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

Yours sincerely

5. MAGS Airport

	<p>Appn. No.: UTT/24/3061/OP Our Ref.: 2024/295 Proposal: Outline application with all matters reserved except access for the erection of up to 90 no. dwellings, including affordable housing, with land reserved for future community use, public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point. Location: Land At Wicken Road Newport Essex</p> <p>Dear UDC,</p> <p>Thank you for consulting with the aerodrome safeguarding authority for Stansted Airport; we have no objection to the proposed outline development subject to the following conditions and informative:</p> <ul style="list-style-type: none"> • Development shall not commence until details of the Sustainable Urban Drainage Schemes (SUDS) have been submitted to and approved in writing by the Local Planning Authority (in consultation with the aerodrome safeguarding authority for Stansted Airport). The submitted Plan shall include details of: <ul style="list-style-type: none"> • Attenuation times • Profiles & dimensions of water bodies • Details of marginal planting <p>Reason: Flight safety - to avoid endangering the safe movement of aircraft and the operation of Stansted Airport through the attraction of species of birds that are hazardous to aircraft and thereby increase the bird hazard risk. The development framework plan shows areas for housing and greenspace and includes a reasonably large area for a drainage attenuation pond. The outline surface water drainage strategy indicates that attenuation will be primarily via a basin, but the exact size details will depend on the final details of the development. It is not clear whether this feature will be a pond or a basin. As long as the basin is generally dry it should not attract or support hazardous birds. If it is a pond, it should not include any islands or rafts, and a continuous barrier of dense vegetation or a fence around it would help discourage people from feeding the birds as well as making access between land and water more difficult and therefore reducing any attraction for waterfowl.</p> <ul style="list-style-type: none"> • Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal. <p>Reason: Flight safety - In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport.</p> <p>Informative: The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/</p> <p>It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Stansted Airport, or not attach conditions which Stansted Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.</p> <p>Sincerely, Diane Jackson - MAG Group Aerodrome Safeguarding Team Stansted Airport East Midlands Airport Manchester Airport</p> <p>MAG, 3rd Floor, Olympic House, Manchester Airport, M90 1QX</p>
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6. Natural England

Date: 22 January 2025
Our ref: 497159
Your ref: UTT/24/3061/OP



Uttlesford District Council

BY EMAIL ONLY

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ
T 0300 060 3900

Dear Sir or Madam,

Planning consultation: Outline application with all matters reserved except access for the erection of up to 90 no. dwellings, including affordable housing, with land reserved for future community use, public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point.

Location: Land At Wicken Road Newport Essex

Thank you for your consultation on the above dated 13 December 2024 which was received by Natural England on 13 December 2024

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Natural England's generic advice on other natural environment issues is set out at Annex A.

Sites of Special Scientific Interest

Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

		<p>7. Paragraph 7.3 states that UDC officers were not aware of any community consultation being carried out. The applicant has confirmed that a public consultation exercise was conducted prior to submitting the application, which comprised leaflets and a website, to which we received around 30 responses. Updated were made accordingly and as a result of the consultation it was proposed to reserve land for community use, which wasn't previously proposed but which was suggested by several local residents.</p> <p>8. Paragraph 14.3.46 states that no further heritage information was submitted, however visualisation sketches have been recently submitted but not at the time of writing. These visualisations have been sent to the Council's Heritage Advisor, a verbal update will be provided at the Committee meeting.</p> <p>9. Paragraph 14.8.10 states proposals would fail to accord with policy GEN3 which is a typo error. This should state that proposals accord with policy GEN3.</p>
8	<p>UTT/24/1282/FUL</p> <p>Land To The North Of Birchanger Lane Birchanger</p>	TBC
9	<p>UTT/24/2820/FUL</p> <p>Alpenrose Bedlars Green Bedlars Green Great Hallingbury</p>	<p>Additional paragraphs to be added to the committee report to reflect a previous pre-application response which was missed out. These paragraphs are to read:</p> <p>7.4 A follow-up request for pre-application advice was made on a similar basis for the demolition of the bungalow and the redevelopment of the site for 4no. detached dwellings with an associated access drive.</p> <p>7.5 Officer advice on the revised scheme was given on 18th July 2024 (UTT/24/1509/PA) and stated that the principle of development for increased residential development at the site was acceptable with regards to Policies S3 and H3. However, the scale and layout of the dwellings proposed within the plot should better reflect the sporadic and spacious character of the immediate locality and should be more sensitive to the neighbouring dwelling with regards to the siting and orientation of the proposed dwellings.</p>

10	UTT/25/0506/OP Land Between Runnels Hey And Silverthorn Great Canfield Road Great Canfield	TBC
11	UTT/25/0828/TPO 24 Blythwood Gardens Stansted	TBC

Note – The purpose of this list is to draw Members attention to any late changes to the officer report or late letters/comments/representations. Representations are not reproduced in full they are summarized

Late items from **STATUTORY CONSULTEES** are reproduced in full.