

Late List –Planning Committee 17/9/2025

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 Friday before Planning Committee. The late list is circulated and placed on the website by 5.00pm on the Monday 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
5	UTT/25/1061/FUL East Of High Lane Stansted	<p>a. As per para. 14.10.29, a draft of the s106 has been submitted 12 September, Officers are still in the process of reviewing this and, therefore, there is no comment at present.</p> <p>b. The applicant has provided a formal response to the Parish Council Comments</p> <p>c. At paragraph 14.3.25, there is a typo in the first sentence and should now read</p> <p><i>'It is further maintained within the LVIA that the development site is robust enough to withstand the changes to the site and the key characteristics and sensitivities identified within the Uttlesford Landscape Character Assessment (LCA) (October 2023).'</i></p> <p>Also, the following also typo should read;</p> <p><i>'the overall strategy for Stort River Valley LCA'</i></p> <p>d. At paragraph 14.3.26, a further typo should now read;</p> <p>'The application site provides a rural setting and approach to Stansted Mountfitchet from the north and likely plays an important part in views <u>from</u> the settlement...'</p> <p>e. At paragraph 14.3.28, should read;</p> <p>'Thus, despite the loss of BMV agricultural land and the sites inherent rural qualities, the harm to the landscape character and any subsequent visual implications are not deemed severe.'</p> <p>f. Minor changes to following Highways conditions i.e. the trigger points have been amended and revised wording for condition 18;</p>

		<p>13. Prior to first occupation of plots 1-46, the main vehicular access (primary access) to the site shall be constructed at right angles to the existing carriageway, as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) to include but not limited to: minimum 5.5 metre carriageway width with appropriate radii to accommodate the swept path of vehicles regularly using the site access; 2 x 2 metre wide footways; clear to ground visibility splays with dimensions of 2.4 metres by 56 metres to the north and 2.4 metres by 57 metres to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times.</p> <p>REASON: To ensure that appropriate access and visibility is provided, in the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).</p> <p>14. Prior to first occupation of plots 47-51, the vehicular access marked as 'Private Access A', as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5.5m and shall be retained at that width for 6 metres within the site. The access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres to the north and to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times thereafter.</p> <p>REASON: To ensure that appropriate access and visibility is provided, in the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).</p> <p>15. Prior to first occupation of plots 52-56, the vehicular access marked as Private Access B as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5.5m and shall be retained at that width for 6 metres within the site. The access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 79.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times</p>
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		<p>thereafter.</p> <p>REASON: To ensure that appropriate access and visibility is provided, in the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).</p> <p>Construction Traffic Management Plan</p> <p>18. No development shall take place, including any ground works, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the local planning authority. The Plan shall provide for:</p> <ul style="list-style-type: none"> a. construction vehicle access, b. the parking of vehicles of site operatives and visitors, c. loading and unloading of plant and materials, d. storage of plant and materials used in constructing the development, e. wheel and underbody washing facilities, f. routing strategy for construction vehicles, g. before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer. <p>Thereafter the approved plan be adhered to throughout the construction period.</p> <p>REASON: In the interest of highway safety and residential amenity in accordance with Policies GEN1, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework (2024).</p> <p><i>g. Additional Highways conditions</i></p> <p>39. No development shall commence until a scheme of highways works as shown on the High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) and Southern Footway Improvements Plan (drawing no. ZD921-PL-SK-256 Rev P03) has been submitted to and approved</p>
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		<p>in writing by the Local Planning Authority. The scheme of highways works to be included are;</p> <ul style="list-style-type: none"> a. Five carriageway build-outs with associated cycle bypasses; b. Two dropped-kerb pedestrian crossing points, each to be provided with adequate visibility splays of 1.5m by 51m in both directions; c. New village gateway feature; d. Two vehicle-actuated speed limit signs; e. Formalisation (and shortening) of existing informal parking lay-by on High Lane; f. Street lighting along High Lane. <p>The approved scheme shall be fully implemented prior to first occupation of any dwelling on the site.</p> <p>REASON: To ensure that the development promotes sustainable modes of transport and provides safe, convenient, and attractive active travel connections in accordance with Policy GEN1 of the Uttlesford Local Plan and Paragraphs 110 of the National Planning Policy Framework. The condition is necessary to secure off-site infrastructure improvements that are essential for mitigating highways impacts and encouraging walking and cycling as viable alternatives to car use.</p> <p>h. Amendment to condition 22 to include Natural England mitigation</p> <p>Prior to commencement of the development hereby approved, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport and ecological mitigation measures, to be submitted to and approved in writing by the Local Planning Authority, in consultation with approved Essex County Council and Natural England.</p> <p>The Residential Travel Information Packs shall include, but not limited to;</p> <ul style="list-style-type: none"> (i) six one day travel vouchers for use with the relevant local public transport operators; and (ii) guidance and maps of a signposted circular dog-walking route between 2.3-2.5km from the new development and, where possible, link with any highways/pedestrian links and/or Public Rights of Way.
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		<p>REASON: In the interests of reducing the need to travel by car and promoting sustainable transport modes Details required by this condition are also necessary to mitigate adverse effects to Hatfield Forest SSSI/NNR in accordance with Policies GEN1 and GEN7 of the Uttlesford Local Plan as adopted (2005), and the National Planning Policy Framework (2024).</p> <p>i. Amendment to condition 38</p> <p>No development shall take place until details, including plans and elevations, of the water pumping station has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.</p> <p>REASON: To safeguard the character and amenity of the area, in accordance with Policy GEN2 of Uttlesford Local Plan and the National Planning Policy (2024).</p> <p>j. Biodiversity Net Gain Informative</p> <p>The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:</p> <ul style="list-style-type: none"> (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. <p>The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Uttlesford District Council.</p> <p>There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.</p> <p>Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.</p>
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		<p><i>k. As per section 17.1 of the Committee Report the following amendments</i></p> <p><i>S106 HEADS OF TERMS</i></p> <p><i>(iii) Education contributions (£377,651.8 now inc. Libraries)</i></p> <p><i>(iv) NHS Contributions (£105,165.00) *subject to change due quantum of development changing from 57 to 56 dwellings.</i></p>
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I. Statutory Consultee comments

Your Ref: UTT/25/1061/FUL
Our Ref: HT/SD/RMc/58765
Date: 18/08/2025



CC (by email): Cllr Gooding

To: Uttlesford District Council
Assistant Director Planning & Building Control
Council Offices
London Road
Saffron Walden
Essex
CB11 4ER

Highways and Transportation
County Hall
Chelmsford
Essex
CM1 1QH

Highways consultation response – superseding our response dated 25th June 2025

Application No. UTT/25/1061/FUL
Applicant Bloor Homes (Eastern)
Site Location East Of High Lane, Stansted
Proposal Proposed erection of 56 no. dwellings, (including affordable housing) formation of site accesses, open space, landscaping and associated infrastructure.

The Highway Authority has assessed the information which has been submitted with the planning application. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2024 and in particular paragraphs 115-117, the following have been considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures

We have reviewed the revised Site Layout Plans, Access and Highways Drawings, Design and Access Statement, Transport Assessment and Travel Plan. We note the change the development description from 57 to 56 dwellings, and the amendments to the proposals in line with our previous response.

Separately, we have also been sent a Stage 1 Road Safety Audit report (reference RSC/EB/KS/24168) and a Designers Response (dated 13th August 2025). We respectfully request that these be formally submitted as part of the planning application and uploaded to the UDC planning website for public access along with revised High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05).

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions/obligations:

1. **Vehicular access – main access:** prior to occupation of the development, the main vehicular access to the site shall be constructed at right angles to the existing carriageway, as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) to include but not limited to: minimum 5.5 metre carriageway width with appropriate radii to accommodate the swept path of vehicles regularly using the site access; 2 x 2 metre wide footways; clear to ground visibility splays with dimensions of 2.4 metres by 56 metres to the north and 2.4 metres by 57 metres to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times.

Reason: to ensure vehicles can enter and leave the highway in a controlled manner and provide adequate inter-visibility between vehicles using each access and those in the existing public highway in the interest of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance

		<p>2. Vehicular access – Private Access A: prior to occupation of the development, the vehicular access marked as Private Access A, as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5.5m and shall be retained at that width for 6 metres within the site. The access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres to the north and to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times thereafter.</p> <p>Reason: to ensure vehicles can enter and leave the highway in a controlled manner and provide adequate inter-visibility between vehicles using each access and those in the existing public highway in the interest of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>3. Vehicular access – Private Access B: prior to occupation of the development, the vehicular access marked as Private Access B as shown in principle on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) shall be constructed at right angles to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5.5m and shall be retained at that width for 6 metres within the site. The access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 79.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times thereafter.</p> <p>Reason: to ensure vehicles can enter and leave the highway in a controlled manner and provide adequate inter-visibility between vehicles using each access and those in the existing public highway in the interest of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>4. Highway works: prior to occupation of the development, a scheme of highway works as shown indicatively on High Lane Access Arrangement Plan (drawing no. ZD921-PL-SK-250 Rev P05) and Southern Footway Improvements Plan (drawing no. ZD921-PL-SK-256 Rev P03), to be implemented, and include but not be limited to:</p> <ul style="list-style-type: none"> a. Footway (minimum 2m width) to be provided along carriageway edge from new access to the committed access associated with permission UTT/22/0457/OP b. Extension of the 30mph speed limit further north along High Lane c. Five carriageway build-outs with associated cycle bypasses d. Two dropped-kerb pedestrian crossing points, each to be provided with adequate visibility splays of 1.5m by 51m in both directions e. New village gateway feature f. Two vehicle-actuated speed limit signs g. Formalisation (and shortening) of existing informal parking lay-by on High Lane h. Street lighting along High Lane <p>Reason: to secure delivery of appropriate highway mitigation works to be undertaken by the developer and in the interest of highway safety and accessibility in accordance with Policies DM1 and DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>5. 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 plan shall be adhered to throughout the construction period. The Plan shall provide for:</p> <ul style="list-style-type: none"> a. construction vehicle access, b. the parking of vehicles of site operatives and visitors, c. loading and unloading of plant and materials,
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		<p>d. storage of plant and materials used in constructing the development,</p> <p>e. wheel and underbody washing facilities,</p> <p>f. routing strategy for construction vehicles,</p> <p>g. before and after condition survey to identify defects to highway in the vicinity of the access to the site and where necessary ensure repairs are undertaken at the developer expense where caused by developer</p> <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 and Policy DM1 of the Highway Authority's Development Management Policies as County Council Supplementary Guidance</p> <p>6. Vehicular parking: prior to occupation of the development, the vehicle parking areas indicated on drawing no. P22-3238_DE_07_B_11 must be hard surfaced, sealed and marked out as necessary. The vehicle parking areas and associated turning areas shall 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 use of the development unless otherwise agreed with the Local Planning Authority.</p> <p>Reason: to ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>7. Cycle parking: prior to occupation of the development, each dwelling will be provided with a minimum of one secure covered cycle parking space as indicated on drawing no. P22-3238_DE_07_B_11 and retained in this form at all times.</p> <p>Reason: to ensure appropriate cycle parking is provided in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with Policies DM9 and DM10 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>8. Turning areas: prior to occupation of the development, the vehicular turning facilities, as shown indicatively on Revised Site Layout Plan (drawing no. P22-3238_DE_07_M_01), shall be constructed, surfaced and maintained free from obstruction within the site at all times for that sole purpose.</p> <p>Reason: to ensure that vehicles can enter and leave the highway in a forward gear in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance.</p> <p>9. Access gradients: the gradient of the proposed vehicular accesses shall be not steeper than 4% (1in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1in 12.5) thereafter.</p> <p>Reason: to ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>10. Boundary planting: any new boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.</p> <p>Reason: to ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance</p>
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		<p>11. Travel packs: prior to occupation of the 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)</p> <p>Reason: in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies adopted as County Council Supplementary Guidance</p> <p>12. Traffic Regulation Orders: prior to occupation of the development, the developer shall pay for the necessary Traffic Regulation Orders to facilitate the development – namely, the extension of the 30mph speed limit on High Lane, waiting restrictions (double yellows) at the main access and the formalisation of the existing informal parking lay-by on High Lane, together with provision of the associated signing and lining to make those orders enforceable</p> <p>Reason: to control servicing activity, ensure on street parking of vehicles in the adjoining streets does not occur, prevent parking within the required visibility splays and reduce traffic speeds in the interests of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance</p> <p>The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.</p> <p>Informatives:</p> <ul style="list-style-type: none"> (i) 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. (ii) 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 applicant should be advised to contact the Development Management Team (SMO2) by email at development.management@essexhighways.org (iii) Prior to any works taking place in public highway or areas to become public highway, the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design checks, safety audits, site supervision, commuted sums for maintenance and any potential claims under 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. (iv) 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 (v) There shall be no discharge of surface water onto the Highway.
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		<p>(vi) Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway</p> <div data-bbox="1346 376 1529 437" data-label="Image"> </div> <p>..... pp. Director of Highways and Transportation Enquiries to Rachel McKeown Email: rachel.mckeown@essex.gov.uk Internet: www.essex.gov.uk</p>
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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: 26th June 2025
Our Ref: SUDS-008187
Your Ref: UTT/25/1061/FUL

Dear Sir/Madam,

Consultation Response – UTT/25/1061/FUL - East Of High Lane Stansted

Thank you for your email received on 18/06/2025 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 **do not object** to the granting of planning permission based on the following:

Condition 1

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and the following mitigation measures detailed within the FRA:

- Limiting the discharge from the site to 1.5l/s.
- Provide attenuation storage (including locations on layout plan) for all storm events up to and including the 1:100 year storm event inclusive of 40% climate change.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or

		<p>within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason</p> <ul style="list-style-type: none"> • To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. • To ensure the effective treatment of surface water runoff to prevent pollution. <p>Condition 2</p> <p>No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.</p> <p>Reason</p> <p>The National Planning Policy Framework paragraph 167 and paragraph 174 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.</p> <p>Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.</p> <p>Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.</p> <p>Condition 3</p> <p>Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.</p> <p>Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.</p> <p>Reason</p> <p>To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.</p> <p>Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.</p> <p>Condition 4</p>
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		<p>The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.</p> <p>Reason</p> <p>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.</p> <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. Planning applications with outline approval are not required to adjust an already approved climate change allowance, however, wherever possible, in cases that do not have a finalised drainage strategy please endeavour to use the updated climate change figures Flood risk assessments: climate change allowances - GOV.UK (www.gov.uk) <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; • Flood recovery measures (including flood proofing and other building level resistance and resilience measures); • Sustainability of the development. <p>In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.</p> <p style="text-align: center;">3</p>
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Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.

INFORMATIVES:

- Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to suds@essex.gov.uk.
- Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.
- Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.
- It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.
- The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.
- We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.

Yours sincerely,

Anna Murphy
Development and Flood Risk Officer
Team: Green Infrastructure and Sustainable Drainage
Service: Climate Action and Mitigation
Essex County Council

Internet: www.essex.gov.uk
Email: suds@essex.gov.uk

Appendix 1 - Flood Risk responsibilities for your Council

The following paragraphs provide guidance to assist you in determining matters which are your responsibility to consider.

- Safety of People (including the provision and adequacy of an emergency plan.



National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Steven Thulborn (Head of Planning & Development)
Operations Directorate
East Region
National Highways
PlanningEE@nationalhighways.co.uk

To: Uttlesford District Council
Planning@uttlesford.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: UTT/25/1061/ful




National Highways Ref: NH/25/12281

Location East Of High Lane Stansted


Proposal Proposed erection of 56 no. dwellings, (including affordable housing) formation of site accesses, open space, landscaping and associated infrastructure.

Referring to the consultation on a planning application dated 27 July 25 referenced above, in the vicinity of the M11/A120 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is as follows:

- a. **No Objection:** see reasons at Annex A.
- b. ~~**Conditional Approval:** National Highways recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in Annex A.~~
- c. ~~**Deferral:** National Highways is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in Annex A.~~
- d. ~~**Refusal:** recommend that the application be refused for the reasons set out in Annex A.~~

		<p>Highways Act 1980 Section 175B is not relevant to this application.¹</p> <p>This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.</p> <div><p>Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.</p></div> <p>The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningEE@nationalhighways.co.uk.</p> <p>This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.</p> <div><table><tr><td>Signature:</td><td></td><td>Date: 13 August 2025</td></tr><tr><td>Name: Mark Norman</td><td colspan="2">Position: Spatial Planner</td></tr><tr><td colspan="3">National Highways National Highways Woodlands Menton Lane Bedford MK41 7LW</td></tr></table></div>	Signature:		Date: 13 August 2025	Name: Mark Norman	Position: Spatial Planner		National Highways National Highways Woodlands Menton Lane Bedford MK41 7LW		
Signature:		Date: 13 August 2025									
Name: Mark Norman	Position: Spatial Planner										
National Highways National Highways Woodlands Menton Lane Bedford MK41 7LW											

		<p>Annex A National Highways' assessment of the proposed development</p> <p>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.</p> <p>Reason</p> <p>The application is for 55 homes some way from the SRN it is therefore unlikely to result in a severe impact upon the SRN.</p> <p><u>Standing advice to the local planning authority</u></p> <p>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.</p> <p>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.</p> <p>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.</p>
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		<div data-bbox="1153 199 1366 263">  Environment Agency </div> <div data-bbox="817 279 996 391"> <p>Genna Henry Uttlesford District Council Development Control Council Offices London Road Saffron Walden Essex CB11 4ER</p> </div> <div data-bbox="1064 279 1299 343"> <p>Our ref: AE/2025/130511/01-L01 Your ref: UTT/25/1061/FUL Date: 15 May 2025</p> </div> <p>Dear Genna,</p> <p>PROPOSED ERECTION OF 57 NO. DWELLINGS, (INCLUDING AFFORDABLE HOUSING) FORMATION OF SITE ACCESSES, OPEN SPACE, LANDSCAPING AND ASSOCIATED INFRASTRUCTURE.</p> <p>EAST OF HIGH LANE STANSTED</p> <p>Thank you for your consultation dated 24 April 2025. We have reviewed the documents as submitted and we have no objection to this planning application. Please find information on flood risk in the section below.</p> <p>It is unclear from the plans if a crossing over the channel is proposed to link up the pedestrian rights of ways, if this is the case, we would like to be reconsulted on this. The structure is likely to encroach upon the 8m buffer zone and span the channel, and we would need to assess its potential impact further.</p> <p><u>Flood Risk</u></p> <p>We have no objection to the planning application, providing that you are satisfied that the development would be safe for its lifetime, and you assess the acceptability of the issues within your remit.</p> <p>The applicant has sequentially sited all proposed development within Flood Zone 1. Our maps show the site boundary lies within fluvial Flood Zone 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for the proposed erection of 57 no. dwellings, (including affordable housing) formation of site accesses, open space, landscaping and associated infrastructure which is classified as a 'more vulnerable' development, as defined in Annex 3: Flood Vulnerability classification of the Planning Practice Guidance. We are satisfied that the flood risk assessment, referenced CCE/ZD921/FRA1-02 and dated March 2025, provides you with the information necessary to make an informed decision.</p> <p>In particular:</p> <p>Drawing ref Landscape Masterplan EA199-LS-101 shows all proposed</p> <p><small>Environment Agency Bromholme Lane, Brampton, Huntingdon, PE28 4NE. Customer services line: 03708 506 506 www.gov.uk/environment-agency Cont'd..</small></p>
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development lies within Flood Zone 1
The access and egress route travels through Flood Zones 1 and therefore does have a safe route of access.
Flood depths on the site and within the building remain unknown because the Flood Zones are derived from JFLOW modelling.
Flood Storage Compensation is not required.
A Flood Evacuation Plan has not yet been proposed.

Incorporating New Climate Change Allowances

As the applicant has sequentially sited their proposed development to be wholly within Flood Zone 1, we feel it is unnecessary to request the applicant to re-model the designated main river to the east of the site in order to incorporate the new climate change allowances. This is because the majority of the new climate change allowances have not exceeded the current extent of the existing flood zone 2.

JFLOW

The Flood Zone maps in this area are formed of national generalised modelling, which was used in 2004 to create fluvial floodplain maps on a national scale. This modelling was improved more recently, using a more detailed terrain model for the area. This modelling is not a detailed local assessment, it is used to give an indication of areas at risk from flooding.

JFLOW outputs are not suitable for detailed decision making. Normally, in these circumstances, an FRA will need to undertake a modelling exercise in order to derive flood levels and extents, both with and without allowances for climate change, for the watercourse, in order to inform the design for the site.

However, as the applicant has sequentially sited their proposed development to be wholly within Flood Zone 1, we feel it is unnecessary to request the applicant to model the designated main river to the east of the site with regards to the safety of the proposed development because the development should remain dry and provide refuge throughout the 0.1% (1 in 1000) annual probability event.

If you feel you do not have sufficient information with regards to flood levels on the access/egress routes, we advise that modelling should be undertaken to accurately establish the risk to the access/egress routes in terms of potential depths and locations of flooding. The watercourse should be modelled in a range of return period events, including the 1 in 20 (5%), 1 in 100 (1%) and 1 in 1000 (0.1%) year events, both with and without the addition of climate change. Please remember to request the new climate change allowances. The flood levels on the access/egress routes should be determined and compared to a topographic site survey to determine the flood depths and extents along the access/egress routes. This should be used to establish a route of safe access.

Environment Agency
Bromholme Lane, Brompton, Huntingdon, PE28 4NE.
Customer services line: 03708 506 506
www.gov.uk/environment-agency
0-111

Safety of Building

The development has been designed to provide refuge above the predicted flood levels. Given that refuge is identified as a fall back mitigation measure it is important that the building is structurally resilient to withstand the pressures and forces (hydrostatic and hydrodynamic pressures) associated with flood water, as per the requirements of paragraph 005 of the PPG. We advise that supporting information and calculations are submitted to you to provide certainty that the buildings will be constructed to withstand these water pressures.

Emergency Flood Plan

The Environment Agency does not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users covered by our flood warning network.

Planning practice guidance (PPG) to the National Planning Policy Framework (NPPF) states that, in determining whether a development is safe, the ability of residents and users to safely access and exit a building during a [design flood](#) and to evacuate before an extreme flood needs to be considered. One of the key considerations to ensure that any new development is safe is whether adequate flood warnings would be available to people using the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. As such, we recommend you refer to '[Flood risk emergency plans for new development](#)' and undertake appropriate consultation with your emergency planners and the emergency services to determine whether the proposals are safe in accordance with paragraph 173 of the NPPF and the guiding principles of the PPG.

Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application.

Environmental Permit for Flood Risk Activities

The applicant may need an environmental permit for flood risk activities if they want to do work in, under, over or within 8 metres from a fluvial main river and from any flood defence structure or culvert or 16m from a tidal main river and from any flood defence structure or culvert.

Environment Agency
Bromholme Lane, Bampton, Huntingdon, PE28 4NE.
Customer services line: 03708 506 506
www.gov.uk/environment-agency
Cont/d..

		<div data-bbox="1288 277 1503 351" data-label="Image"> </div> <p>Application forms and further information can be found at: https://www.gov.uk/guidance/flood-risk-activities-environmental-permits. Anyone carrying out these activities without a permit where one is required, is breaking the law.</p> <p>The Environment Agency are moving the management of flood risk activity permit (FRAP) applications from local area teams into the National Permitting Service (NPS). This change is happening in stages and applications previously managed in Essex, Norfolk, Suffolk area are now being managed in NPS.</p> <p>FRAP applications for activities that take place in this area should be sent to: flood.permitting@environment-agency.gov.uk</p> <p>We trust that this advice is useful.</p> <p>Yours sincerely,</p> <div data-bbox="831 695 1097 756" data-label="Image"> </div> <p>Ms Megan Turnpenney Sustainable Places - Planning Advisor</p>
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Date: 19 May 2025
Our ref: 510945
Your ref: UTT/25/1061/FUL



Consultations
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 900

BY EMAIL ONLY

Dear Sir / Madam

Planning consultation: UTT/25/1061/FUL - Proposed erection of 57 no. dwellings, (including affordable housing) formation of site accesses, open space, landscaping and associated infrastructure
Location: East Of High Lane, Stansted

Thank you for your consultation on the above dated 24 April 2024 which was received by Natural England on the same date.

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 - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

We consider that without appropriate mitigation, the application has potential to damage or destroy the interest features for which Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR) has been notified.

To mitigate these adverse effects and make the development acceptable, the following mitigation measure should be secured through a planning condition:

- Financial contribution towards Strategic Access Management and Monitoring (SAMM) measures identified by the National Trust as landowners of £ £1,329.36 per new residential dwelling;
AND
- The provision of on-site Accessible Natural Greenspace (ANG) of sufficient high quality and size (refer to [GI Standards \(naturalengland.org.uk\)](https://www.naturalengland.org.uk/GI/Standards));
AND
- a signposted circular dog walking route of around 2.3-2.5 km from the new development, which could potentially make use of pedestrian links (PRoW and highways) in the local area.

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted. Natural England's further advice on designated sites and advice on other natural environment issues is set out below.

Hatfield Forest SSSI / NNR - further advice

Hatfield Forest is a National Nature Reserve (NNR). It is nationally designated as a Site of Special Scientific Interest (SSSI) and regarded to be of international importance for its ancient wood pasture-forest habitats. The interest features of these habitats are vulnerable to recreational impacts and within recent years there has been increasing concern regarding the number of visitors. It has been noted that there have been significant

		<p>increases in visitor numbers, linked to nearby residential development. Both Natural England and the National Trust therefore have concerns regarding the impacts of increasing visitor pressure on the designated site and it is apparent that the current number of visitors is exceeding carrying capacity of some important SSSI habitats and features.</p> <p>The National Trust has undertaken visitor surveys to establish a Zone of Influence (ZOI) for recreational impacts to Hatfield Forest SSSI / NNR, which has been determined to be 11.1km. Natural England regards this information as material and therefore would anticipate that the application be assessed in the context of these issues and the strategic mitigation solution to address recreational pressure impacts. Please note Natural England's Impact Risk Zones have since been updated to reflect this ZOI. New residential housing within this ZOI is likely to damage the interest features of Hatfield Forest SSSI/NNR.</p> <p>The evidence in relation to recreational pressure has been shared with your authority and we wrote to all Local Planning Authorities identified as falling within the ZOI to confirm Natural England's position. The strategic mitigation solution comprises two elements:</p> <ol style="list-style-type: none"> 1) Strategic Access Management and Monitoring (SAMM) package of measures undertaken within Hatfield Forest NNR/SSSI, to increase the resilience of the ancient woodland to recreational pressure; and, 2) For larger developments of 50+ dwellings, on and/or off site measures. <p>LPA Council Members are due to be consulted on a final draft Governance Agreement relating to the Mitigation Strategy in late spring 2024. Please refer to the letter from Natural England to the partner LPAs and the National Trust dated 8 April 2025 (available from the LPAs) for the most recent update on the strategic mitigation solution.</p> <p>We would take this opportunity to highlight the Local Planning Authority's duties under the Wildlife and Countryside Act 1981 (as amended), notably under section 28G with respect of the SSSI. Appropriate measures, such as the mitigation outlined above, should therefore be taken to ensure the conservation and enhancement of the SSSI. This is further reflected within paragraphs 174 and 180 of the NPPF, whereby authorities should seek to protect and enhance the natural environment, including sites of biodiversity value. Natural England advise that mitigation measures are sought to ensure compliance with the above referenced national policies.</p> <p>We draw your attention to appeal reference s62A/2023/0019RD (Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land also known as Bull Field, Warish Hall Farm, Takeley, Essex)), with respect to the Hatfield Forest SSSI/NNR strategic mitigation solution.</p> <p>Natural England advises that permission should not be granted until such time as the following mitigation measure has been <u>secured through planning condition</u>:</p> <ul style="list-style-type: none"> • Financial contribution towards Strategic Access Management and Monitoring (SAMM) measures identified by the National Trust as landowners of £ £1,329.36 per new residential dwelling; AND • The provision of on-site Accessible Natural Greenspace (ANG) of sufficient high quality and size (refer to GI Standards (naturalengland.org.uk)); AND • a signposted circular dog walking route of around 2.3-2.5 km from the new development, which could potentially make use of pedestrian links (PRoW and highways) in the local area. <p>Further general advice on consideration of protected species and other natural environment issues is provided at Annex A.</p> <p>Should the proposal change, please consult us again.</p> <p>If you have any queries relating to the advice in this letter, please contact Alex Nunns as case officer, via consultations@naturalengland.org.uk.</p> <p>Yours sincerely</p> <p>Fiona Martin Strategic Solutions Senior Officer West Anglia Team</p>
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STANSTED AIRPORT AERODROME SAFEGUARDING AUTHORITY PLANNING APPLICATION CONSULTATION RESPONSE – under Circular 1/2003 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas: the Town and Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas) Direction 2002				
Planning Authority:	UDC		Application No: UTT/25/1061/FUL	
Development Proposal:	Proposed erection of 56 no. dwellings, (including affordable housing) formation of site accesses, open space, landscaping and associated infrastructure.			
Location:	East Of High Lane Stansted			
OS Co-ordinates (Eastings/Northings):	551556-225855			
Our Reference:	STN 2025-169			
No Objection	Informatives	Need to engage with MAG Safeguarding	Request Conditions	Objection
	X		X	

Consultation Response:

Black – Conditions

Green – Informatives

The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict with aerodrome Safeguarding criteria. We have no objection subject to the following:

Height

No comments

Lighting

-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.

Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport.


-No lighting directly beneath any roof lights that will emit light upwards – only downward facing ambient lighting to spill from any roof lights upwards – ideally, automatic blinds to be fitted that close at dusk.

Reason: Flight safety - to prevent distraction or confusion to pilots using Stansted Airport.

Wildlife

-The proposed attenuation is to be designed to be dry. Only holding water for short periods of time (48 hours) in extreme rainfall events.

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN.

		<div data-bbox="667 204 860 263" data-label="Page-Header">  </div> <div data-bbox="1323 225 1417 245" data-label="Page-Header"> 13/08/2025 </div> <div data-bbox="710 303 1151 328" data-label="Section-Header"> <h4><u>Communication, Navigation, and Surveillance systems</u></h4> </div> <div data-bbox="710 327 1402 387" data-label="Text"> <p>-The use of radio frequency (RF) emitting devices in this location has the potential to interfere with Stansted Airport's Communication, navigation, and surveillance (CNS) equipment. RF devices are to be approved by Stansted Airport prior to energisation.</p> </div> <div data-bbox="710 392 1393 434" data-label="Text"> <p>Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations.</p> </div> <div data-bbox="710 461 797 485" data-label="Section-Header"> <h4><u>Materials</u></h4> </div> <div data-bbox="710 485 1382 528" data-label="Text"> <p>In the event of an unacceptable glint/glare hazard emanating from the solar PV installations Stansted Airport will (through the Air Navigation Order) require mitigation to remove the hazard.</p> </div> <div data-bbox="710 529 1411 590" data-label="Text"> <p>Reason: Flight Safety – Glint and glare has the potential to cause visual impairment or confusion for pilots during a critical phase of flight. Glint and glare can also cause visual impairment or confusion for Air Traffic Controllers.</p> </div> <div data-bbox="710 620 840 644" data-label="Section-Header"> <h4><u>Tall Equipment</u></h4> </div> <div data-bbox="710 643 1386 703" data-label="Text"> <p>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> </div> <div data-bbox="710 730 934 756" data-label="Section-Header"> <h4><u>Construction Management</u></h4> </div> <div data-bbox="710 754 1411 815" data-label="Text"> <p>-In the interests of aviation safety, measures to minimise and manage the creation of dust and smoke should be implemented for the full duration of all construction works, including demolition and excavation, in accordance with the advice of Stansted Airport and the Civil Aviation Authority.</p> </div> <div data-bbox="710 821 1391 863" data-label="Text"> <p>Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers.</p> </div> <div data-bbox="710 890 860 914" data-label="Section-Header"> <h4><u>Other Comments</u></h4> </div> <div data-bbox="710 912 1411 1023" data-label="Text"> <p>The development lies within the flight restricted zone established for Stansted Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: https://nsf.nats.aero/drones-and-model-aircraft/#:~:text=You%20must%20ensure%20you%20always%20adhere%20to%20the%20Drone%20Code</p> </div> <div data-bbox="710 1037 1404 1136" data-label="Text"> <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 Stansted 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> </div>
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		<p>From: NATS Safeguarding <NATSSafeguarding@nats.co.uk> Sent: 02 May 2025 12:05 To: Planning <planning@uttlesford.gov.uk> Subject: >> RE: [EXTERNAL] Planning Application Consultation - N UTT/25/1061/FUL [SG39320]</p> <p>Our Ref: SG39320 Dear Sir/Madam</p> <p>The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.</p> <p>If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.</p> <p>Yours faithfully  NATS Safeguarding</p> <p>E: natssafeguarding@nats.co.uk 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL www.nats.co.uk</p> <p>   </p>
6	<p>UTT/23/1332/OP</p> <p>Alpenrose Bedlars Green Bedlars Green Great Hallingbury</p>	<p><u>Additional drawings:</u></p> <p>Three indicative drawings were submitted and uploaded publicly to the LPA's planning portal on 8th September 2025. These provide visualisations of the proposed development from 3 angles (1. Looking south-east from the road toward the site; 2. Looking south-west from the road toward the site; and 3. Looking north-east from within the site towards the road). These have been submitted to support the presentation of the application at Planning Committee.</p>

		<p><u>Updates to committee report:</u></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> <p>To correct a mistake in the cost required for Hatfield Forest Mitigation Strategy fees as three net new dwellings are being proposed, not four, the last sentence of Paragraph 10.3.1 to be updated to read:</p> <p><i>“This is currently £4,000.80 (£1,333.60/net new dwelling)”</i></p> <p><u>Unilateral Undertaking:</u> A draft Unilateral Undertaking has been prepared and was uploaded publicly to the LPA’s planning portal on 12th September 2025.</p> <p>National Trust SAMM contribution - confirmed to be £4,000.80</p>
7		N/A

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.