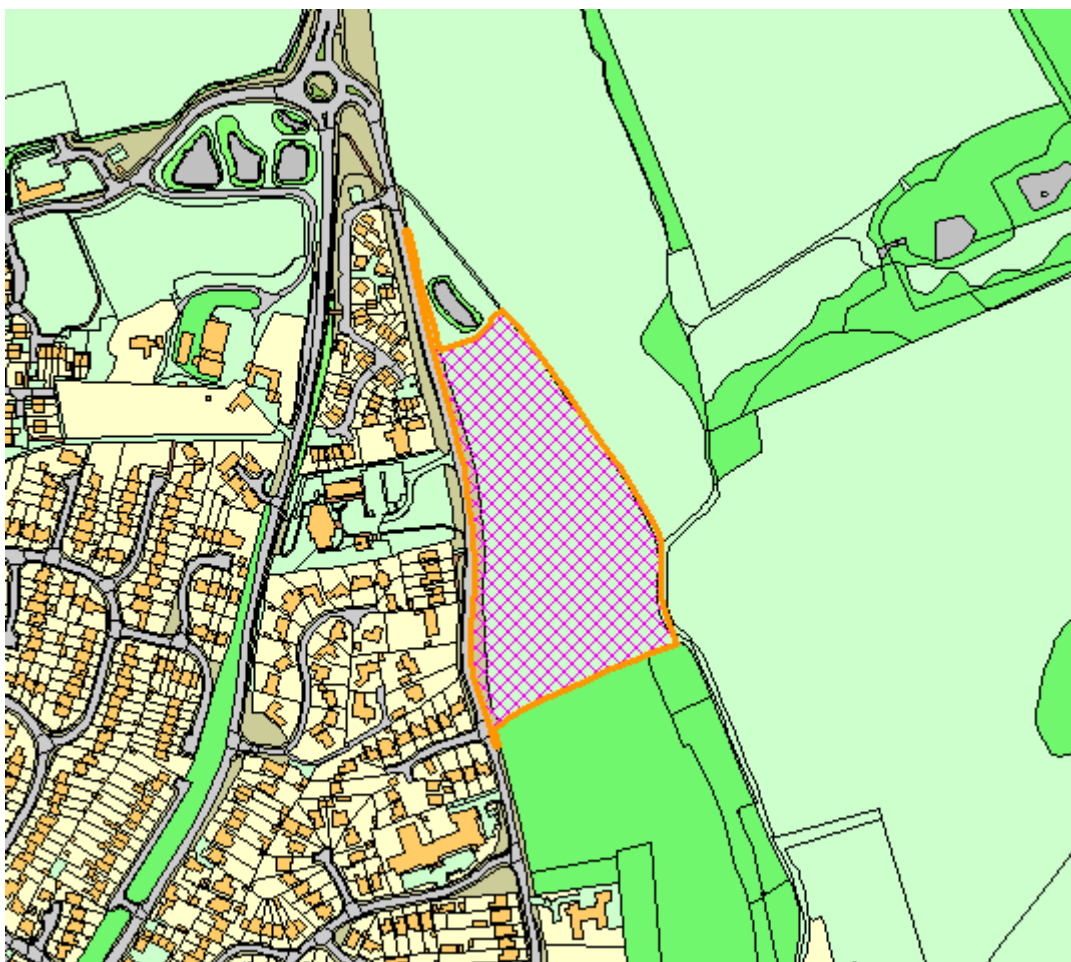


ITEM NUMBER:	6
PLANNING COMMITTEE DATE:	22 October 2025
REFERENCE NUMBER:	UTT/25/1061/FUL (deferral)
LOCATION:	East of High Lane, Stansted

SITE LOCATION PLAN:



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Organisation: Uttlesford District Council Date: 24 June 2025

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

APPLICANT: Bloor Homes (Eastern)

AGENT: Pegasus Group

EXPIRY DATE: 22.07.2025

EOT EXPIRY DATE: 31.10.2025

CASE OFFICER: Genna Henry

NOTATION:

- Outside Development Limits
- Flood Risk Zone (FRZ) 2 / 3 (*sequentially located on FRZ 1*)
- Classified Road
- Stanstead Airport with 6km
- Groundwater Protection Zone
- Agricultural Land (grade 3)

REASON THIS APPLICATION IS ON THE AGENDA: Major Development.

1. REASONS FOR DEFERRAL AND COMMENTS

1.1 The application was presented to members on 17 September 2025 and was deferred by planning committee to overcome overall concerns regarding design and layout of the proposals. Following the committee meeting the applicant has been in discussions with the Council to address matters.

1.2 Since the application has been deferred the applicant has made revisions to the plans and these mainly to address.

- Formalisation of a children's play area.
- Parking layouts.
- House types and materials.
- Clarifications on the refuse strategy.

1.3 One of the key concerns raised by members was the parking strategy and the triple tandem parking layouts for the 3-4bed dwellings. Most of these

larger dwellings previously had two parking spaces situated alongside the flank wall of each house with an additional garage building situated further in the rear gardens, and thus, creating a triple tandem layout. Notwithstanding this parking arrangement the garage buildings did not meet the adopted internal measurements for garages and so, for the 4bed dwellings, an additional parking space was provided outside each plot but within close proximity.

- 1.4** Following September's committee meeting, and discussion with Council Officers, the applicant has now effectively designed out the triple tandem parking arrangements and garage buildings have been brought forward, and the internal dimensions of the garages have been made larger and will now count as a formal parking space.
- 1.5** The Council's Urban Design Officer has provided comments on the revised plans/details which will be discussed further below. There have been changes to the materials palettes for some dwellings and further details/clarifications have been supplied relating to the children's play areas, house types and materials, and refuse strategy. Overall, the Urban Design Officer is satisfied the application is acceptable in design terms.
- 1.6** In light of the above, Officers consider the nature of the revisions made are not material and does not warrant a formal re-consultation. Therefore, save for the reasons for deferral as outlined above, this report should be read as an addendum to the September Committee Report.

2. RECOMMENDATION

That the Strategic Director of Planning be authorised to **GRANT** permission for the development subject to those items set out in section 17 of this report -

- A) Completion of a s106 Obligation Agreement in accordance with the Heads of Terms as set out
- B) Conditions

And

If the freehold owner shall fail to enter into such an agreement, the Strategic Director of Planning shall be authorised to **REFUSE** permission following the expiration of a 6 month period from the date of Planning Committee.

3. SITE LOCATION AND DESCRIPTION:

- 3.1** The application site lies East of High Lane, Stansted Mountfitchet and is a triangular shaped plot comprising of approximately 3.26ha of land in agricultural use, outside development limits, and therefore within the countryside. South of the site lies a parcel of land that has recently been

approved for residential development (refs UTT/22/0457/OP and UTT/23/3236/DFO). Northwest of the application site is a new development granted in 2019 for 35 dwellings (UTT/18/1993/FUL).

- 3.2** The site also lies adjacent to a classified (B road) road, although, High Lane has a number of residential properties lining the road. The site is also within 200m of Aubrey Buxton Nature Reserve to the east, Alsa Woodland to the north, and the Ugley Brook runs north-south towards the eastern boundary. As such, the eastern boundary is adjacent to an area within Flood Risk Zone 3.
- 3.3** The site is also within 1km of Stansted Mountfitchet railway station to the south with access to other amenities and services within the village of Stansted Mountfitchet towards Lower Street, identified as a local centre. In addition, there are other village facilities along Cambridge Road. In terms of connectivity, from the centre of Stansted Mountfitchet there are convenient routes onwards towards the M11, Bishops Stortford and Stansted Airport. Also, a Public Right of Way (PROW) lies (FP_17_45) approximately 100m of the application site which connects to a wider PROW network. There is an Auction house on Cambridge Road, northwards which has a café, garden centre and a pre-school next door.
- 3.4** The site is within 3km of Stansted Airport.
- 3.5** The site is designated within the Council's Emerging Local Plan (eLP) and has been subject of discussions within the Examination in Public (EiP).

4. PROPOSAL

- 4.1** The application site seeks permission for 56no. residential units with 3no vehicle accesses proposed along High Lane, along with a 2m wide footway that will extend south from the primary access and additional footpaths to be provided along the western boundary of the application site. The footway will also link to an internal footpath which also provides connections to the committed development to the south¹ currently under construction.
- 4.2** The vehicle accesses to be provided along the High Lane frontage will be differentiated in terms street hierarchies. A primary access is proposed to the south opposite the property known as Tally-Ho and will serve the majority of dwellings (46no). The other two vehicle accesses will function as two separate drives both serving 5no residential units each.
- 4.3** The proportion of the site allocated for residential development will be 1.87ha (57.36%) with 1.14ha designated as Green Infrastructure (34.97%) and 0.25ha of the site will comprise of Highway Infrastructure (7.67%). The residential units will be concentrated towards the northern, western, central and southern boundaries of the site. The public open

¹ See LPA refs: UTT/22/0457/OP and UTT/23/3236/DFO.

space will be focused towards the rear of the site towards the east. A sustainable drainable basin is proposed to the south-east of the site and a pump station proposed along the southern boundary. The developable area is circa 31 dwellings per hectare.

4.4 The applicant also maintains that the existing landscape buffer will be retained fronting High Lane except where new vehicle accesses are proposed. To further enhance the site frontage supplementary soft landscaping is proposed for amenity purposes.

4.5 22 dwellings will be allocated as affordable housing which complies with ULP (2005) Policy H9. The tenure mix will be split as 70% affordable social rent / 30% affordable home ownership (including First Homes). The affordable housing units will mostly be situated to the south of the site but distributed in a tenure blind manner and will be dispersed among some market housing.

4.6 List of Plans*

- 4.7**
- Site Location Plan P22-3238_DE_0008_C_01
 - **Site Layout P22-3238_DE_07_N_01**
 - Land Use Plan P22-3238_DE_07_A_15
 - **Enclosures Plan P22-3238_DE_07_C_06**
 - Street Hierarchy Plan P22-3238_DE_07_B_07
 - Building Heights Plan P22-3238_DE_07_B_08
 - Affordable Housing Plan P22-3238_DE_07_B_09
 - M4(2) & M4(3) Housing Plan P22-3238_DE_07_B_10
 - **Parking Strategy Plan P22-3238_DE_07_C_11**
 - Back-to-Back Distances Plan P22-3238_DE_07_B_12
 - **Refuse Strategy Plan P22-3238_DE_07_C_13**
 - Surface Finishes Plan P22-3238_DE_07_B_14
 - **Materials Plan P22-3238_DE_07_G_03**
 - **Garden Areas Plan P22-3238_DE_07_I_02**
 - PROW Plan P22-3238_DE_0008__05
 - Regulating Plan P22-3238_DE_17_B_06
 - Danby Brick P22-3238_DE_0016_B_01
 - Bepton Brick P22-3238_DE_0016_B_02
 - Kempton Brick P22-3238_DE_0016_C_03
 - **Kempton Render P22-3238_DE_0016_A_55**
 - Lebberton Render P22-3238_DE_0016_A_04
 - Lebberton Boarding P22-3238_DE_0016_A_05
 - Hove Brick P22-3238_DE_0016__39
 - Honiton Brick P22-3238_DE_0016_B_07
 - Honiton Boarding P22-3238_DE_0016_B_08
 - Whitby Brick P22-3238_DE_0016_B_09
 - Whitby Boarding P22-3238_DE_0016_B_10

- Wayfield Render P22-3238_DE_0016_B_11
- **Leighton Brick P22-3238_DE_0016_C_12**
- **Leighton Boarding P22-3238_DE_0016__57**
- Horsham Brick P22-3238_DE_0016_C_13
- Horsham Boarding P22-3238_DE_0016_C_14
- Horsham Render P22-3238_DE_0016_B_15
- **Portland Boarding P22-3238_DE_0016_C_17**
- **Portland Flint P22-3238_DE_0016__56**
- Symons Render P22-3238_DE_0016__40
- Symons Weatherboarding P22-3238_DE_0016__41
- Tiverton Brick P22-3238_DE_0016_A_20
- Typton Brick P22-3238_DE_0016__42
- Tring Elevations Brick P22-3238_DE_0016__43
- Tring Floor Plan P22-3238_DE_0016__44
- Sansom Semi Brick P22-3238_DE_0016__45
- Sansom Elevations End Brick P22-3238_DE_0016__46
- Sansom Plans End P22-3238_DE_0016__47
- Sansom Elevations Mid Brick P22-3238_DE_0016__48
- Sansom Plans Mid P22-3238_DE_0016__49
- Sutherland Semi Brick V1 P22-3238_DE_0016__50
- Sutherland Semi Brick V2 P22-3238_DE_0016__51
- Sutherland Semi Render P22-3238_DE_0016__52
- Swenson Elevations Brick P22-3238_DE_0016__53
- Swenson Floor Plans Brick P22-3238_DE_0016__54
- **Single Parking Garages P22-3238_DE_0016_B_33**
- **Twin Parking Garages 3238_DE_0016_B_35**
- **Double Garage P22-3238_DE_0016_B_36**
- Illustrative Site Sections P22-3238_DE_0009_A_04
- **Illustrative Street Scenes P22-3238_DE_0009_D_03**
- Illustrative Street Scenes P22-3238_DE_0009_B_05
- **Site Landscaping 1 of 3 EA199-LS-001b**
- **Site Landscaping 2 of 3 EA199-LS-002b**
- Site Landscaping 3 of 3 EA199-LS-003a
- High Lane Access Arrangement ZD921-PL-SK-250 P01 P04 P05
- Southern Footway Improvements ZD921-PL-SK-256 P01 P03

** Plans in bold demonstrate plans that have been updated*

5. **ENVIRONMENTAL IMPACT ASSESSMENT**

- 5.1 The development does not constitute 'EIA development' for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

6. **RELEVANT SITE HISTORY**

6.1 N/A

7. **PREAPPLICATION ADVICE AND/OR COMMUNITY CONSULTATION**

7.1 Paragraph 40 of the NPPF (2024) states 'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre- application discussion enables better coordination between public and private resources and improved outcomes for the community.

7.2 The applicant has sought pre-application advice from the LPA which has been appended to the Planning Statement.

7.3 The application has also been furnished with a 'Statement of Community Involvement' (July 2025) outlining the programme of public consultation with the local community and stake holders.

7.4 The supporting documentation also demonstrates how the applicant has also engaged with the Local Planning Authority² and the Parish Council.

8. **SUMMARY OF STATUTORY CONSULTEE RESPONSES**

8.1 **ECC Highways**

8.1.1 No objection, subject to conditions and informatives.

8.2 **National Highways**

8.2.1 No objections.

8.3 **Local Flood Authority**

8.3.1 No objections, subject to conditions.

8.4 **Environment Agency**

8.4.1 No objection, subject to conditions.

8.5 **Natural England**

8.5.1 No objection, subject to appropriate mitigation of the following;

- Financial contribution towards Strategic Access Management and Monitoring (SAMMs) measures identified by National Trust as landowners of £1,329.36 per residential dwelling; and
- The provision of on-site Accessible Natural Greenspace (ANG) of sufficient high quality and size; and

² Both Development Management and Policy Officers

- A signposted circular dog walking route of 2.3-2.5km from the new development which potentially make use of pedestrian/highways links in the local area.

8.5.2 The mitigation measures identified above ought to be secured either through a planning condition or planning obligations.

8.6 Manchester Airport Group (MAG)

8.6.1 No objections, subject to conditions and informatives.

8.7. National Air Traffic Services (NATS)

8.7.1 No objection

9. PARISH COUNCIL COMMENTS

9.1 No objections but raised concerns of whether the proposed footpath complies with Secured by Design Principles and the UDC Design Code (Policy P1.2C) on both footpath and bicycle routes.

9.2 The proposed garages do not meet design standards and will not count towards parking provision. This will still constitute tandem parking.

9.3 As per the Landscape Officer request, street facing hedges should be not be private ownership.

9.4 A contribution of £50,000 to be included within the s106 agreement, for to the installation of a Natural Flood Management scheme for Ugley Brook.

9.5 *As verbally updated in September, the Parish Council had requested a fee £50,000 to be included in the s106 agreement for Flood Management Scheme, but Officers are of the view matters ought to be covered by the Environment Agency and this has not been raised by the EA.*

10. CONSULTEE RESPONSES

10.1 UDC Conservation

10.1.1 No objections, but specific 3D sketch visualisations within the Design & Access Statement would have been beneficial. The proposed development will not result in harm to the setting of designated heritage assets.

10.2 UDC Environmental Health

10.2.1 No objections, subject to noise, CEMP, contamination and external lighting details and relevant informatives.

10.3 UDC Housing Officer

- 10.3.1** No objections, as the applicant provides policy compliant 40% affordable housing with appropriate property sizes and house types.
- 10.4 UDC Landscape Officer**
- 10.4.1** No objections, subject to landscape improvements.
- 10.5 UDC Urban Design**
- 10.5.1** No objections but concerns with the triple tandem parking layout some plots.(Comments on original submission)
- 10.6 UDC Waste Services**
- 10.6.1** A late consultation response has been sent; no comments have been received at the time of writing.
- 10.7 NHS**
- 10.7.1** Contributions required.
- 10.8 Place Services (Ecology)**
- 10.8.1** No objection, subject to conditions
- 10.9 Place Services (Archaeology)**
- 10.9.1** No objections, subject to conditions.
- 10.10 ECC Minerals and Waste**
- 10.10.1** No objections.
- 10.11 ECC Education**
- 10.11.1** Contributions required
- 10.12 Essex Police (Secured by Design)**
- 10.12.1** No objection, advisory comments raised and a condition to secure by design.
- 10.13 National Trust**
- 10.13.1** No objection, subject to the following reasons and relevant mitigation;
- 10.13.2** The site is within 8km from the SSSI, National Nature Reserve areas and ancient woodland of Hatfield Forest. The impacts of the development on Hatfield Forest should be addressed and new housing proposed within

the Zone of Influence will contribute further (both individually and cumulatively) towards recreational pressure on the Forest.

10.13.3 On-site mitigation

- High quality, informal, semi-natural areas to be provided prior to first occupation of the dwellings (including a dog walking circuit and dogs off lead area);
Any other on-site mitigation as advised by Natural England

10.13.4 Off-site mitigation

A financial contribution of £75,773.52 (£1,329.36/per dwelling) to the National Trust for use at Hatfield Forest towards visitor and botanical monitoring and mitigation works.

10.14 Gigaclear

10.14.1 Advisory comments with associated guidance.

10.15.1 UK Power Networks

10.15.2 Advisory comments with associated guidance.

10.16.1 Thames Water

10.16.2 No objection, but concerns raised, subject to informatives.

11. REPRESENTATIONS

11.1 A site notice was displayed, the application was advertised in the local press and notification letters sent to nearby properties. The overall consultation period expired 21.08.2025.

11.2 Support

11.2.1 Please see September 2025 Planning Committee Report

11.3 Object

11.3.1 Please September 2025 Planning Committee Report.

Notwithstanding the above, additional objections have been received, summarised below;

- Proposed layby is now too short and needs extending by 3-4metres so layby front concerned property at High Lane
- Queries raised of how occupiers of the new development will be restricted from using parking provisions within the layby area along High Lane

- Concerns with the 3 grown oak trees to be removed

11.4 Comment

11.4.1 The additional comments are noted, as per para. 11.4.2 the previous application;

'revised plans have been submitted since the initial proposal. The informal layby will be reduced in sizes, however, Highways Officers have been consulted and have agreed the revisions are acceptable. Conditions/planning obligations have been requested to formalise the revised layby parking arrangements for existing High Lane users.'

12. MATERIAL CONSIDERATIONS

12.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, The Development Plan and all other material considerations identified in the "Considerations and Assessments" section of the report. The determination must be made in accordance with the plan unless material considerations indicate otherwise.

12.2 Section 70(2) of the Town and Country Planning Act requires the local planning authority in dealing with a planning application, to have regard to

- a) The provisions of the development plan, so far as material to the application:
 - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- b) any local finance considerations, so far as material to the application, and
- c) any other material considerations.

12.3 The Development Plan

12.3.1 Essex Minerals Local Plan (adopted July 2014)
 Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
 Uttlesford District Local Plan (adopted 2005)
 Felsted Neighbourhood Plan (made February 2020)
 Great Dunmow Neighbourhood Plan (made December 2016)
 Newport and Quendon and Rickling Neighbourhood Plan (made June 2021)
 Thaxted Neighbourhood Plan (made February 2019)
 Stebbing Neighbourhood Plan (made July 2022)
 Saffron Walden Neighbourhood Plan (made October 2022)
 Ashdon Neighbourhood Plan (made December 2022)
 Great & Little Chesterford Neighbourhood Plan (made February 2023)

13. POLICY

13.1 National Policies

13.1.1 National Planning Policy Framework (2024)

13.2 Uttlesford District Local Plan 2005

13.2.1	S7	The Countryside
	GEN1	Access
	GEN2	Design
	GEN3	Flood Protection
	GEN4	Good Neighbourliness
	GEN5	Light Pollution
	GEN6	Infrastructure Provision
	GEN7	Nature Conservation
	GEN8	Vehicle Parking Standards
	H9	Affordable Housing
	H10	Housing Mix
	ENV3	Open Space and Trees
	ENV4	Ancient Monuments and Sites of Archaeological Importance
	ENV5	Protection of Agricultural Land
	ENV7	The protection of natural environmental designated sites
	ENV8	Other landscape elements of importance for nature conservation
	ENV10	Noise Sensitive Development
	ENV11	Noise Generators
	ENV12	Groundwater protection
	ENV13	Exposure to Poor Air Quality
	ENV14	Contaminated land
	ENV15	Renewable Energy

13.3 State name of relevant Neighbourhood Plan in this title

13.3.1 There is not 'made' Neighbourhood Plan for the area.

13.4 Supplementary Planning Document or Guidance

Uttlesford Local Residential Parking Standards (2013)
Essex County Council Parking Standards (2009)
Supplementary Planning Document – Accessible homes and playspace (2005)
Supplementary Planning Document – Developer's contributions (2023)
Essex Design Guide
Uttlesford Interim Climate Change Policy (2021)
Uttlesford District Council District-Wide Design Code (2024)

14. CONSIDERATIONS AND ASSESSMENT

14.1 The issues to consider in the determination of this application are:

- 14.2** **A) Principle of development**
B) Design, Appearance and Layout
C) Residential Amenity
D) Landscaping, Ecology and Biodiversity
E) Highways, Access and Parking
F) Flood Risk and Site Drainage
G) Environmental Health and Contamination
H) Planning Obligations and s106 Agreement

14.3 **A) Principle of development**

14.3.1 While site plans and elevations have been updated since the September Committee report, Officers are of the view the revisions made are not material to the overall application.

14.3.2 Specifically, the parking strategy, refuse strategy, materials plan, garden areas plan and a number of house types have been updated. Moreover, the overall layout is broadly consistent with the previous plans. Therefore, given the nature of the updates, the LPA are of the view revisions do not have a material impact on the principle of development.

14.3.3 As per para. 14.3.35 of the September report, in principle, the proposal is deemed acceptable subject to any further adverse impacts being significantly and demonstrably outweighed by the benefits. Overall, the proposals are in accordance ULP (2005) S7, GEN2(b) and the NPPF (2024).

14.4 **B) Design, Appearance and Layout**

14.4.1 Design / Appearance

14.4.2 Members are encouraged to refer to the September Committee report for overall comments on design and layout. Thus, this section only addresses concerns raised at the September meeting and subsequent revisions.

14.4.3 Following discussions from September revisions have been made to some house types and now reflects a more varied material palette. For instance, house type Portland Flint replaces Portland Boarding and Leighton Boarding replaces house type Leighton Brick. A snapshot of the proposed revisions are extracted below;

14.4.4 *Portland House Types revisions*

14.4.5 *Portland Boarding (September Committee)*



14.4.6 *Portland Flint (Current revisions)*



14.4.7 *Leighton Brick (September Committee)*



14.4.8 *Leighton Boarding (Current revisions)*



14.4.9 Officers are of the view the revision to materials increases the variety of the materials palette and subsequently provides more visual interest among the house types. The Council's Urban Design Officer has commented on the revisions and notes the additional variety in materials and articulation to the street scene. Also at the September Committee Members discussed the house types and expressed concerns with the affordable housing house types as these house types are not reflected among the market house types. While Officers have noted this, however,

the LPA are of the view that the proposed types do represent a tenure blind design as it is not apparent from the building designs or materials which tenure each house type might be. Furthermore, the applicant has supplied illustrative CGIs to further demonstrate how the house types and materials will appear visually within the development site which will be presented at the next committee meeting.

14.4.10 *Layout*

14.4.11 In terms of layout, there has been changes to the parking strategy and triple tandem parking has been designed out of the scheme. Where triple tandem parking was previously proposed for the 3 & 4 bed dwellings, the garage buildings have now been positioned further forward towards the rear building line of the house and there is no longer a triple tandem arrangement for these plots. Conversely, the garage buildings have been extended so that internal measurements are 3m x 7m and can now count as a formal parking space. All the 3-4bed units with garages will no longer feature a triple tandem arrangement and garages will be constructed to the adopted parking standards. However, the 4bed plots will still feature one off plot parking space but this will be close to the host properties. Overall, the development will provide sufficient parking spaces for all 1bed-4bed units.

14.4.12 At the previous committee meeting, concerns were also expressed regarding the refuse strategy. The refuse strategy plan has been updated and essentially clarifies which areas are shared private drives. The properties within these areas will have a bin collection point which will be within 30m max from each plot. Discussions at the previous committee meeting had raised concerns with the offsite parking provisions for the larger dwellings and it was suggested that if the triple tandem arrangement was designed out then the refuse strategy could be better streamlined so that kerbside collections could be achieved.

14.4.13 The Council's Urban Design Officer has comments on the updated refuse plan and comments that additional travel distances for homeowners to place their waste & recycling at collection points is a result of some of the roads being private and unadopted. For dwellings situated within the shared drive areas refuse collection vehicles will only stop at the mouth of the road i.e. these vehicles will not enter the shared drive areas from High Lane and residents will be expected to place waste/recycling at the designated collection points. No adverse comments have been received since this is not an uncommon arrangement and therefore the refuse strategy is deemed acceptable. At the next committee meeting officers will clarify the refuse strategy details.

14.5 **C) Residential Amenity**

14.5.1 Given the nature of the updates, the LPA are of the view the revisions do not have a material impact on neighbouring / residential amenity. Please refer to the September Planning Committee report.

14.6 D) Landscaping, Ecology and Biodiversity

14.6.1 Given the nature of the updates, the LPA are of the view revisions do not have a material impact on landscape, ecology or biodiversity. Please refer to the September Planning Committee report for a full assessment on these matters.

14.6.2 Following discussions from September Committee Meeting, the applicant has supplied more detailing of the public open space area and so that a Local Area of Play (LAP) is formalised within the landscape plans. The landscape plans show the play area will incorporate feature boulders, climbing trunks, balancing beams, a roundabout and a see-saw. Also, some of the visitor parking provisions along the western boundary where it abuts the public open space have been rearranged which increases natural surveillance onto the public open space. Although, no changes have been made to the landscape masterplan.

14.6.3 The Council's Urban Design Officer has commented on the landscape plans and notes the play provision and the location of the public open space. Overall, no adverse comments have been made.

14.7 E) Highways, Access and Parking

14.7.1 Given the nature of the updates the LPA are of the view revisions do not have a material impact on highways or vehicle access into the site. Please refer to the September Planning Committee report for highways matters.

14.8 F) Flood Risk and Site Drainage

14.8.1 Given the nature of the updates, the LPA are of the view the revisions do not have a material impact on flood risk or site drainage. Please refer to the September Planning Committee report for flood risk and site drainage matters.

14.9 G) Environmental Health and Contamination

14.9.1 Given the nature of the updates, the LPA are of the view the revisions do not have a material impact on environmental health issues. Please refer to the September Planning Committee report for Environmental Health matters.

14.10 H) Planning Obligations and s106 Agreement

14.10.1 Paragraph 58 of the NPPF sets out that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. The following identifies those matters that the Council would seek to secure through a planning obligation, in the event the application is approved.

- 14.10.2** Given the nature of the updates, the LPA are of the view the revisions do not have a material impact on planning obligations. Please refer to the September Planning Committee report for planning obligations.

15. ADDITIONAL DUTIES

15.1 Public Sector Equalities Duties

- 15.1.1** The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

- 15.1.2** The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 15.1.3** Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

15.2 Human Rights

- 15.2.1** There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

16. CONCLUSION

- 16.1** The planning balance as per the September Planning Committee report has not been amended, please refer to the previous report.

- 16.2** The Council has assessed the application and have concluded that proposals are acceptable in this location and comply with relevant local and national planning policies. In addition, the suggested benefits put forward by the applicant have been assessed and considered in the planning balance.

- 16.3** Furthermore, the applicant has been proactive and sought to address the concerns raised by Members at the September Planning Committee

meeting. Officers consider the amendments are appropriate and the Council's Urban Design Officer also considers the revisions acceptable in design terms.

- 16.4** Therefore, the principle of residential use is deemed acceptable at this site and the scheme results in positive benefits, in combination, that significantly and demonstrably outweigh the adverse impacts identified

17. S106 and CONDITIONS

17.1 S106 DRAFT HEADS OF TERMS

- 17.2**
- (i) Provision of 40% affordable housing
 - (ii) Affordable housing tenure mix of 70% affordable rent and 30% affordable home ownership
 - (iii) Education contributions (£377,651.80)
 - (iv) NHS Contributions (£105,165.00)*
 - (v) Financial contributions to Strategic Access Management and Monitoring (SAMM) £74,444.16 (Natural England/National Trust)
 - (vi) Biodiversity Net Gain: Habitat Management and Monitoring Plan (HMMP)
 - (vii) Non-financial mitigations to Hatfield Forest SSSI/NNR
 - (viii) Sustainable Transport Contribution (Residential Travel Pack inc. circular walking routes into wider countryside)
 - (ix) Highways mitigations / contributions (details to be finalised)
 - (x) Monitoring Fees (details to be finalised)
- *subject to change due quantum of development changing from 57 to 56 dwellings.**

- 1** The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2** The development hereby permitted shall be carried out in accordance with the approved plans.

REASON: For the avoidance of doubt as to the nature of the development hereby permitted and in accordance with the Uttlesford Local Plan (adopted 2005).

- 3** Prior to the commencement of the development hereby approved, details of all external finishing materials (including window/door openings, roof tiles, fascias, soffits and rainwater goods) shall be submitted to approved in writing by the Local Planning Authority. The approved works shall thereafter be constructed in accordance with the approved details.

REASON: In the interest of preserving the character and appearance of the surrounding area in accordance with Policy GEN2 of the Uttlesford District Local Plan 2005 (as Adopted) and the National Planning Policy Framework.

LANDSCAPING AND ECOLOGY

- 4** No development shall commence until a landscape management plan has been submitted to and approved in writing by the local planning authority.

The landscape management plan shall include, but not limited to, the following;

- i) Management responsibilities;
- ii) Maintenance schedules for upkeep of all landscaped areas (other than domestic gardens);
- iii) Planting heights within public open space areas fronting plots 21, 23, 34-46;

The landscape management plan shall specifically detail how the public open space including any hedges and/or not in private ownership shall be managed.

The landscape management plan shall be implemented in accordance with the details as approved and retained thereafter.

REASON: To secure appropriate landscaping of the site in the interests of visual amenity and the rural countryside character in accordance with adopted Local Plan Policies (2005) S7, GEN2 and GEN7 and the National Planning Policy Framework (2024).

- 5** The hard and soft landscaping details of the development hereby approved shall be implemented in accordance with the details indicated on the following plan(s);

- Site Landscaping, drawing no. EA199-LS-001b
- Site Landscaping, drawing no. EA199-LS-002b
- Site Landscaping Specification & Schedule, drawing no. EA199-LS 003a

Unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the character and openness of the countryside location and ensure no loss of amenity for the neighbouring occupiers and the occupants of the dwelling hereby approved, in accordance with the adopted Uttlesford Local Plan Policies S7, GEN2, GEN4, and the National Planning Policy Framework (2024).

- 6** The Arboricultural details of the development hereby approved shall be implemented in accordance with the details contained within the

‘Arboricultural Impact Assessment’, dated 17th July 2025, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To protect the character of the countryside location and the rooting systems of trees and hedges to be retained (including TPO trees). Also in the interest of residential amenity and in accordance with the adopted (2005) Uttlesford Local Plan Policies S7, GEN2, GEN4 and the National Planning Policy Framework (2024).

- 7 All ecological mitigation measures and/or works shall be carried out in accordance with the details contained in the Update Interim Ecological Impact Assessment Rev C (SES, July 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

The enhancement measures and/or works shall be carried out strictly in accordance with the approved details and shall be maintained as such thereafter.

REASON: To conserve and enhance protected and priority species and habitats and allow the local planning authority to discharge its duties under s40 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended) and in accordance with the adopted Uttlesford Local Plan Policies (2005) GEN7, ENV8, and the National Planning Policy Framework (2024).

- 8 Prior to commencement of development a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following;

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements) to include protection of the stream onsite;
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works;
- f) Responsible persons and lines of communication;
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the

approved details, unless otherwise agreed in writing by the local planning authority.

REASON: To conserve and enhance protected and priority species and habitats and allow the local planning authority to discharge its duties under s40 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended) and in accordance with the adopted Uttlesford Local Plan Policies (2005) GEN7, ENV8, and the National Planning Policy Framework (2024).

- 9** Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations of the Update Interim Ecological Impact Assessment Rev C (SES, July 2025), shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs or product descriptions to achieve stated objectives;
- c) locations of proposed enhancement measures by appropriate maps and plans (where relevant);
- d) persons responsible for implementing the enhancement measures; and
- e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details shall be retained in that manner thereafter.

REASON: To conserve and enhance protected and priority species and habitats and allow the local planning authority to discharge its duties under s40 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended) and in accordance with the adopted Uttlesford Local Plan Policies (2005) GEN7 and the National Planning Policy Framework (2024).

- 10** Prior to occupation, a “lighting design strategy for biodiversity” in accordance with Guidance Note 08/23 (Institute of Lighting Professionals) shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features on site that are particularly sensitive bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b) show how and where external lighting will be installed (through provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit

will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the approved scheme and maintained thereafter in accordance with the approved scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

REASON: To conserve and enhance protected and priority species and habitats and allow the local planning authority to discharge its duties under s40 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended) and in accordance with the adopted Uttlesford Local Plan Policies (2005) GEN7 and the National Planning Policy Framework (2024).

- 11** Prior to commencement of development, a Habitat Management and Monitoring Plan (HMMP) for significant on-site enhancements, prepared in accordance with the approved Biodiversity Gain Plan, shall be submitted to, and approved in writing by the local authority and shall include:

- a) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - b) the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan;
 - c) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;
 - d) the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and
 - e) details of the content of monitoring reports to be submitted to the LPA including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.
- Notice in writing shall be given to the Council when the:
- initial enhancements, as set in the HMMP, have been implemented; and
 - habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Unless otherwise agreed in writing, monitoring reports shall be submitted in years 1, 2, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

REASON: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development.

HIGHWAYS

- 12** 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.

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).

- 13** 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.

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).

- 14** 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 thereafter.

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).

- 15** 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.

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 GEN1 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).

- 16** Prior to occupation of the development, a scheme of highway works for the Proposed 2 metre Footway (minimum width) from the Primary Access as shown 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) shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the works shall be implemented in accordance with the approved details and shall be fully implemented prior to first occupation of any dwelling on the site.

REASON: In the interest of highway safety and in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework (2024).

- 17** 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:

- 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.

Thereafter the approved plan be adhered to throughout the construction period.

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).

- 18** 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 approved development.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interest of highway safety and that appropriate parking is provided in accordance with Policies GEN8 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).

- 19** Each residential unit shall be provided with a minimum of one secure covered cycle parking space as indicated on drawing no. P22-3238_DE_07_B_11 prior to its occupation.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with ULP Policy (2005) GEN1 National Planning Policy Framework (2024).

- 20** Prior to first occupation of the development, the vehicular turning facilities as shown on the Revised Site Layout Plan (drawing no. P22-3238_DE_07_M_01), shall be constructed, surfaced and thereafter be maintained free from obstruction within the site.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interest of highway safety and that appropriate parking is provided in accordance with Policy GEN8 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).

- 21** 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. The Residential Travel Information Packs shall include, but not limited to;

- (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; and

(iii) details and locations of dog waste bins to be provided along the signposted circular dog-walking route.

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).

- 22** 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 in writing by the Local Planning Authority. The scheme of highways works to be included are;

- 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.

The approved scheme shall be fully implemented prior to first occupation of any dwelling on the site

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

SUSTAINABLE DRAINAGE

- 23** 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 within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: 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. In accordance with Policy GEN3 of the Uttlesford Local Plan as Adopted (2005), and the National Planning Policy Framework (2024).

- 24** 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.

REASON: In accordance with paragraph(s) 167 and 174 and Uttlesford Local Plan Policy (2005) Policy GEN3.

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.

Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

- 25** 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.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

REASON: 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. 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.

- 26** 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.

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.

MANCHESTER AIRPORT GROUP SERVICES (MAGS)

- 27** 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. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002.

- 28** 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. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002.

- 29** 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.

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. In accordance with Circular Guidance - The Town and Country Planning (safeguarding aerodromes, technical sites and military explosives storage areas) Direction 2002.

ARCHAEOLOGY

- 30** No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.

REASON: To preserve potential archaeological remains, in accordance with the adopted Uttlesford Local Plan Policy ENV4, and the National Planning Policy Framework (2024).

- 31** No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 30 above, and any subsequent mitigation has been agreed.

REASON: To preserve potential archaeological remains, in accordance with the adopted Uttlesford Local Plan Policy ENV4, and the National Planning Policy Framework (2024).

- 32** The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority.

This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance by the Local Planning Authority.

REASON: To preserve potential archaeological remains, in accordance with the adopted Uttlesford Local Plan Policy ENV4, and the National Planning Policy Framework (2024).

ENVIRONMENTAL HEALTH

- 33** No development shall commence until a detailed scheme of noise mitigation (covering façade, glazing and ventilation specifications) from aircraft and road traffic noise has been submitted to the Local Planning Authority for written approval. The scheme shall follow BS8233:2014 Guidance and the recommendations identified in the Noise Report (WSP dated April 2025).

REASON: To ensure future occupiers enjoy a good acoustic environment, in accordance with Policy ENV10 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework (2024).

- 34** A noise validation report, demonstrating compliance with the noise criteria shall be submitted to and approved by the local planning authority before any of the dwellings are occupied. This assessment shall be conducted in accordance with Professional Practice Guidance: Planning and Noise-New Residential Development (May 2017) and the approved noise design scheme. Such noise protection measures shall thereafter be maintained and operated in accordance with the approved scheme.

REASON: To ensure future occupiers enjoy a good acoustic environment, in accordance with Policy ENV10 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework (2024).

- 35** If during any site investigation, excavation, engineering or construction works evidence of land contamination is identified, the applicant shall notify the Local Planning Authority without delay. Any land contamination

identified, shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

REASON: To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with the adopted Uttlesford Local Plan (2005) Policies GEN2, ENV12, ENV14, and the National Planning Policy Framework (2024).

- 36** Prior to installation, and in consultation with Environmental Health and Essex Police, details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure, and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

REASON: To protect the amenities of the occupiers of adjoining properties and the rural character in accordance with ULP Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005) and the NPPF (2024).

- 37** The Energy details of the development hereby approved shall be implemented in accordance with the details contained within the 'Energy Strategy Statement', prepared by Briary Energy, dated August 2024, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure the development is sustainable and makes efficient use of energy, water and materials and has an acceptable appearance to comply with Policies ENV13 and GEN2 of the Uttlesford Local Plan as Adopted (2005), the National Planning Policy Guidance, as well as Uttlesford District Council's Interim Climate Change Policy document (2021) and the Uttlesford Climate Change Strategy 2021-2030.

- 38** 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.

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).

- 39** 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:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

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.

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.

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.