

Late List –Planning Committee 22.10.25

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 place 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.

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Item Number	Application reference number	Comment
4	UTT/25/2045/CC Crumps Farm Stortford Road Little Canfield	TBC
5	UTT/25/1391/DFO Land West Of Garnetts Dunmow Road Takeley	TBC
6	UTT/25/1061/FUL East Of High Lane Stansted	The following conditions are to be added: 1. Prior to works above slab level, details of full 'Secured by Design' Accreditation (2025 residential standards) shall be submitted to and approved in writing by the Local Planning Authority. In consultation with Essex Police Designing Out Crime Officers, the details shall demonstrate how the development and buildings contained within will achieve relevant accreditation. The development shall be carried out in accordance with the approved details. REASON: To ensure safe development and contribute to reducing crime, in accordance with Uttlesford Local Plan Policy (2005) GEN2(d) and paragraph 135(f) of National Planning Policy Framework (2024). 2. Notwithstanding the list of approved plans, the position of visitor parking bays, exact location of plots and garages and the dimensions of garages for plots 17-19, 22, 39-42, 45-56 shall accord with the approved site layout plan in full as per drawing no. P22-3238_DE_07_N_01. The approved garage plans and elevations as per drawing no's. P22-3238_DE_0016_B_33, P22-3238_DE_0016_B_35 and P22-3238_DE_0016_B_36 shall also accord with approved site layout plan (ref P22-3238_DE_07_N_01).

		REASON: For the avoidance of doubt as to the nature of the development hereby permitted and to ensure consistency across all plans submitted in accordance with the Uttlesford Local Plan (adopted 2005).
7	UTT/24/3150/DFO Land South Of (West Of Robin Hood Road) Rush Lane Elsenham	Elsenham Parish Council have provided an updated response since the committee report was issued, this is provided below: Preliminary Note Objections were made originally by the Parish Council in January 2025, and revised in May 2025 to take account of the revised documents dated 1 May 2025. These further revised objections take account of: • the comments made at the meeting of UDC's Planning Committee, 27 August 2025; • the meeting between representatives of Matthew Homes and Elsenham Parish Council on 17 September 2025; • the revised documents on UDC's website dated 22 September 2025. At the meeting on 17 September 2025 it was possible to clarify and resolve some issues. Further issues have been resolved later. However, important issues remain, as given below. <u>Contents</u> 1. Natural springs 2. Heritage Asset: Wells Cottages and Fullers Court 3. Affordable Homes 4. Pedestrian and cycling access 1. Natural springs This topic has given rise to much needless confusion. To be clear: • it is not related to Stansted Brook, which is on the other side of the railway; • it is not related to the Sustainable Drainage System (SuDS), except insofar as that System should have regard for the issue;

		• it was not dealt with at the outline planning stage, which was held under the defective S62A procedure. The Parish Council's representations to the Inspectorate drew attention to the matter, but these were ignored; • the natural springs in question are within the site, that is, on the land which is now proposed for a development of 40 dwellings. The only reference which has been found in the revised documents now under review is as follows: The site sits alongside Rush Lane, named after the historical capillary network of underground waterways and natural springs. The drainage strategy and construction management plan addresses the hydrological aspect of this (<i>Revised Design and Access Statement</i>, p. 35). The Parish Council is unable to locate a drainage strategy within the detailed application. The outline application (UTT/23/2622/PINS, S62A/2023/0026) which preceded the detailed application included the <i>Flood Risk Assessment and Drainage Strategy</i> which (remarkably) does not mention the springs. No construction management plan has been located in the application documents. It is known locally that natural springs are to be found on the site, on the eastern side generally. Parts of the site itself, within the memory of some inhabitants, were given over to water meadows. The area of Robin Hood Road nearest to the pedestrian railway level crossing is often wet - not, as sometimes assumed, through a burst water main, but from the natural springs. The issue is rendered the more pressing by the representations received from a resident at Fullers Court, Robin Hood Road, who reports that water from the springs comes up into her lounge on occasion (UTT/24/3150/DFO, Fullers Court - Comments, 20 Dec 2024). The application of 1 May 2025 includes the legend 'Area of springs to be investigated. Land Drain to be installed' (<i>Engineering Layout</i>, 3 of 3). The late recognition that natural springs are an issue gave no clarity as to what action was proposed, and other areas of the site are known to be susceptible. Clearly a comprehensive professional study is needed as to the location of the springs, the effect of covering the area with houses and hard-standing, and whether any measures could be taken to alleviate the effects. 2. Heritage Asset: Wells Cottages and Fullers Court
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		The matter was drawn to attention at the meeting with Matthew Homes on 17 September 2025, when the Parish Council repeated the request that an independent surveyor should be engaged to report on the cottages before and after construction. The developer undertook to consider the matter, but without result. The heritage assets affected by the proposal include the Grade II listed Wells Cottages in Robin Hood Road, close to the junction with Rush Lane (UTT/23/2622/PINS, <i>UDC Conservation - Comments</i>, 3.0) and the Grade II listed Fullers Court (formerly the Robin Hood pub), on Robin Hood Road near the junction with Mill Close, situated very close to the road. It is known that the cottages have no foundations. There is much concern at the prospect of a large number of large construction vehicles threading their way at regular intervals and over an extended period through parked cars on Robin Hood Road, creating inevitable vibration as they change gear, particularly on leaving the site and making their way slowly uphill. The outline application referred to the NPPF as follows: Paragraph 199 requires that decision makers give great weight to the conservation of designated heritage assets when considering applications that could affect an assets' significance. It also makes clear that great weight must be given irrespective of the degree of harm which would result (UTT/23/2622/PINS, <i>Heritage Statement</i>, 2.3.6). However, there was nothing beyond this statement to suggest that any weight was given to the possible harm from vibration caused by construction vehicles to Wells Cottages and Fullers Court, and nothing has been found in the detailed application under discussion. There is a duty to preserve the listed buildings in Robin Hood Road. There have been no other recent developments with potential impact on Wells Cottages and Fullers Court. The Parish Council considers that, should the application be considered for approval, the applicants should arrange a comprehensive, independent professional survey of these heritage assets before and after construction, with a commitment to make good any damage which has occurred. 3. Affordable Homes The affordable housing is clustered, predictably, along the southern boundary, which will be much the noisiest part of the site on account of the railway.
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		The proposals are unacceptable. 4. Pedestrian and cycling access It is stated that: Walking and cycling encouraged with a well connected layout offering a choice of direct routes to all destinations (<i>Design & Access Statement</i>, 10.2) The claim of a choice of direct routes cannot be sustained. There is nothing to show that any provision has been made for cyclists. The PRoW parallel to the railway in the south of the site is to be continued, but there is nothing to say whether it will be suitable for cyclists as well as pedestrians. <u>OFFICER COMMENTS</u> A Flood Risk Assessment (FRA) was submitted as part of the outline application and the Lead Local Flood Authority (LLFA) confirmed on the basis of the FRA that they had no objection to the application. As part of this DFO application, the LLFA have confirmed that the detailed drainage scheme was secured by way of condition on the outline application and will therefore be dealt with when the documents are submitted to discharge that condition. This is discussed at section 14.9 Officer Report. Notwithstanding, what has been shown in terms of attenuation basin is in line with the FRA and Officers do not object. Condition 8 of the Outline planning permission secures submission of a Construction and Environment Method Statement prior to commencement of development. Officers don't consider it proportionate to add a condition that requires provision of a before and after survey of the heritage assets, given the proximity and the existing condition on the outline permission. Notwithstanding, it is for Members to determine the application and this may be something they want to discuss. It was discussed and agreed at committee at the August committee that while a wider spread of the affordable units would have been preferred, the use of tenure blind material and the size of the cluster means that they are considered acceptable. This is discussed in the Officer report at para 14.4.3.
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		The applicant has provided the clarity Members previously requested in terms of pedestrian and cycle connections. As discussed at para 14.5.4 of the Officer Report, onward cycle routes outside of the site don't exist, so opportunities to enhance cycle provision are limited. The PROW to the south of the site that extends west is a footpath, and there are no cycle links or routes anywhere near the site to connect into.		
8	UTT/25/1609/DFO Land East Of Highwood Quarry (Landscape Buffer) Woodside Way Dunmow		REVISED CONDITION LIST This takes into consideration of a duplicated condition.	
		1	The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule. REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies	
		2	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 and in accordance with Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.	
		3	Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials other than clear or obscure glass, including solar PV panels, shall be added to the building without the express consent of the local planning authority.	

			REASON: Flight safety - to prevent ocular hazard and distraction to pilots using Stansted airport. An aviation perspective Glint and Glare assessment may be necessary in accordance with Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.	
		4	Any large-scale gas purging operations associated with the development shall be coordinated with Stansted Airport and details of such coordination shall be included within the Construction Environmental Management Plan. REASON: In the interests of flight safety and to ensure safe aerodrome operations.	
5	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 and in accordance with Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.			
9	UTT/24/3245/DFO Land To The West Of Buttleys Lane Dunmow	TBC		
10	UTT/25/0539/FUL Land To The South Stortford Road Little Canfield	The following comments were received by Affinity Water:		

Uttlesford District Council
London Road,
Saffron Walden,
Essex,
CB11 4ER

Reference Number: UTT/25/0539/FUL

13 October 2025

Dear Sir/Madam,

DESCRIPTION: Proposed nursery, soft play area, swimming pool, cafe and versatile learning spaces designed specifically for families and children in the community.

LOCATION: Land To The South Of Stortford Road Little Canfield.

Thank you for notification of the above planning application. Planning applications are referred to us where our input on issues relating to water quality or quantity may be required.

Water quality

We have reviewed the planning application documents and we can confirm that the site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

For any works involving excavations below the chalk groundwater table (for example, piling or the implementation of a geothermal open/closed loop system), a ground investigation should first be carried out to identify appropriate techniques

and to avoid displacing any shallow contamination to a greater depth, which could impact the chalk aquifer.

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".

Water efficiency

Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions. They also minimise potable water use by reducing the amount of potable water used for washing, cleaning and watering gardens. This in turn reduces the carbon emissions associated with treating this water to a standard suitable for drinking and will help in our efforts to get emissions down in the borough.

We currently offer a discount to the infrastructure charge for each new development where evidence of a water efficiency design to a standard of 110litres (or less) per person per day is expected. The discount value for the charging period 2023/24 is £258. For more information visit [Water efficiency credits \(affinitywater.co.uk\)](https://affinitywater.co.uk/water-efficiency-credits).

Infrastructure connections and diversions

There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

Due to its location, Affinity Water will supply drinking water to the development in the event that it is constructed. Should planning permission be granted, the applicant is also advised to contact Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.

To apply for a new or upgraded connection, please contact our Developer Services Team by going through their My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com. The Team also handle C3 and C4 requests to cost potential water mains diversions. If a water mains plan is required, this can also be obtained by emailing maps@affinitywater.co.uk. Please note that charges may apply.

Thank you for your consideration.

Yours sincerely,

Jack Goldsmith
Environmental Projects Officer
Environmental Planning
planning@affinitywater.co.uk

11	UTT/25/2262/FUL Land East Of Oakhanger Friars Lane Hatfield Heath	A. STATUTORY CONSULTEE COMMENTS
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Your Ref: UTT/25/2262/FUL
Our Ref: 23439
Date: 10/10/2025
cc. cllr.susan.barker@essex.gov.uk



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

County Hall
Chelmsford
Essex CM1 1QH

Recommendation

Application No. UTT/25/2262/FUL

Applicant. Mr & Mrs David & Debbie Worrell

Site Location. Land East of Oakhanger Friars Lane Hatfield Heath
Hertfordshire

Proposal. Proposed erection of 7 no. dwellings with new access and
associated development.

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.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:

1. Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the proposed plan drawing no.BRD/25/033/002-A shall be provided. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
Reason: To ensure that appropriate access, parking and turning is provided.
2. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
Reason: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with policy DM1 of the Development Management policies.

		3. Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management policies. 4. Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator). Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Development Management policies. The above conditions are required to ensure that the development accords with the National Planning Policy Framework 2024 (NPPF) and the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1. <u>Informative:</u> i. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org ii. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway. iii. There shall be no discharge of surface water onto the Highway. iv. The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense. v. 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.  pp. Director for Highways and Transportation Enquiries to Chioma Cureton
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		B. CONDITIONS - Condition 5 to be reworded to <i>“Prior to first occupation of development, the access arrangements, vehicle parking and turning areas as indicated on the proposed plan drawing no. BRD/25/033/002-A shall be provided. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.</i> Reason: <i>To ensure that appropriate access, parking and turning is provided.”</i> - Condition 9 to be removed – this was an error - Condition 10 to become Condition 9 - Condition 11 to become Condition 10 - Condition 12 to become Condition 11 - Condition 13 to become Condition 12 - Condition 14 to become Condition 13 - New condition proposed following ECC Highway’s recommendations. This is proposed as Condition 14: Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, (to include six one day travel vouchers for use with the relevant local public transport operator). Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Development Management policies.
12	UTT/25/1957/FUL Council Offices London Road Saffron Walden	TBC
13	UTT/25/1958/LB	TBC

	Council Offices London Road Saffron Walden	
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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.