

Addendum List –Planning Committee 14/1/26

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 – address	Comment
4	UTT/25/1224/FUL Land Near Pelham Substation, Maggots End Road, MANUDEN & BERDEN	<p>The applicant has provided an update regarding the grid connection for the proposed development, which is considered a material consideration. National Grid recently completed a nationwide reform of the grid connection process to address delays caused by inactive “zombie” projects under the previous first-come-first-served system.</p> <p>Under the new approach, all energy projects were assessed against two key criteria:</p> <ul style="list-style-type: none"> • Readiness to connect, and • Strategic alignment with where specific energy types are needed. <p>Projects meeting both criteria have been placed in Gate 2, meaning they are prioritised for early connection. Those that do not meet the criteria have been placed in Gate 1 and are unlikely to connect until the mid-2030s.</p> <p>The application site has been awarded a Gate 2 connection offer, confirmed by National Grid (supporting evidence provided by the applicant). This means:</p> <ul style="list-style-type: none"> • The project is ready to connect and strategically aligned with national energy needs. • National Grid has identified solar energy as necessary in this location. <p>The applicant notes that this reform exercise covered the entire national queue, regardless of other approved or built projects nearby. Therefore, the application site represents a rare and time-sensitive opportunity to deliver renewable energy locally.</p>
5	UTT/25/1742/FUL Land at Parsonage Farm, Forest Hall Road, STANSTED	<p><u>A) Annex 1 – Statutory Consultees</u></p>

1. Active Travel

From: Active Travel England Planning <planning-consultations@activetravelengland.gov.uk>
Sent: 04 July 2025 12:09
To: Planning <planning@uttlesford.gov.uk>
Subject: [External] >> LPA Reference: UTT/25/1742/FUL No Comment Response

LPA Reference: UTT/25/1742/FUL

ATE Reference: ATE/25/00967/FULL

Site Address: LAND AT PARSONAGE FARM, FOREST HALL ROAD,
STANSTED, CM24 8TY

Proposal: Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, substation, customer switchgear, access, fencing, CCTV cameras and landscaping

No comment

Dear Sir/Madam,
Thank you for your email

In relation to the above planning consultation and based on the information available, Active Travel England does not wish to make any comments at this time. The views of the local highway authority should be appropriately considered prior to determining this application.
Regards,

2. ECC Highways

From: Rachel McKeown - Strategic Development Engineer <Rachel.Mckeown@essex.gov.uk>

Sent: 17 October 2025 09:30

To: Genna Henry <GHenry@uttlesford.gov.uk>

Cc: Planning <planning@uttlesford.gov.uk>

Subject: RE: (31803) UTT/25/1742/FUL - Land At Parsonage Farm Forest Hall Road Stansted - highways

UTT/25/1742/FUL | Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, substation, customer switchgear, access, fencing, CCTV cameras and landscaping | Land At Parsonage Farm Forest Hall Road Stansted Essex

Good morning Genna,

Thank you for reconsulting us on the above application. We have taken the opportunity to review the revised documentation submitted and the applicant's response to our issues raised.

We welcome the updated commitments from the applicant to retain the public rights of way fully during construction and operation. However, we remain concerned about the use of "where possible" as a caveat on the commitments to provide sufficient buffer between the PROW and any solar panels or planting. Furthermore, in parts, the proposed alignment of 'Internal Track' and 'Heavy Track' are unsuitable and conflict with paragraph 4.14 of the TA ('No construction vehicles will use any part of the PROW'). The proposed 'Internal Track' should be realigned to avoid unnecessary conflict with footpath 28. We are comfortable that both of these issues could be addressed by condition – and can provide draft wording if this approach is also agreeable to you as planning authority?

With regards the Construction Management Plan, we have outstanding concerns (detailed below) but would be comfortable addressing these via a specific Construction Traffic Management Plan condition if you are agreeable?

- Paragraph 3.9: use of a banksman is necessary for all construction vehicle movements (not only HGV movements) to ensure the safety of PROW users
- Paragraph 3.9: signage should also be installed at the section of bridleway 27 which runs alongside Parsonage Lane
- Paragraph 4.5: given the proximity of the school, for the safety of pupils travelling to/from school, we consider that no HGV traffic should access the site during school start and end times (as well as not departing site)

For the record, I did not clarify that "obtaining the definitive widths for the existing PROW would be time consuming for no material gain"

Kind regards,

Rachel McKeown
Strategic Development Engineer

		3. National Highways
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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 (FAO Genna Henry)
planning@uttlesford.gov.uk

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

Council's Reference: UTT/25/1742/FUL

Location: Land at Parsonage Farm Forest Hall Road Stansted Essex

Proposal: Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, substation, customer switchgear, access, fencing, CCTV cameras and landscaping.

National Highways Ref: NH/25/11934

Referring to the consultation on a planning application dated 04 July 2025, referenced above, in the vicinity of the M11 and/or A120 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- b) ~~recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) ~~recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- d) ~~recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/ is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.
National Highways Planning Response (NHPR 25-01) January 2025

	<p>This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.</p> <div data-bbox="651 301 1358 1071" style="border: 1px solid black; padding: 10px;"><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><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> <div data-bbox="651 816 1358 1071" style="border: 1px solid black; padding: 10px;"><p>Signature: J SEARLE Date: 14 October 2025</p><hr/><p>Name Jen Searle Position: Spatial Planner</p><p>National Highways Woodlands Manton Lane Bedford MK41 7LW</p></div>
4. Lead Local Flood Authority	

	<p>Essex County Council Development and Flood Risk Waste & Environment C426 County Hall Chelmsford Essex CM1 1QH</p> <p>Genna Henry Uttlesford District Council Planning Services</p> <p>Date: 8 October 2025 Our Ref: SUDS-008336 Your Ref: UTT/25/1742/FUL</p> <p>Dear Ms Henry,</p> <p>Consultation Response – UTT/25/1742/FUL – Land at Parsonage Farm</p> <p>Thank you for your email received on 25 September 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.</p> <p>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.</p> <p>In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:</p> <ul style="list-style-type: none"> 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. <p>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:</p> <p>Condition 1</p> <p>No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event. 	 <p>• Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.</p> <p>• Final modelling and calculations for all areas of the drainage system.</p> <p>• The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.</p> <p>• Detailed engineering drawings of each component of the drainage scheme.</p> <p>• A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.</p> <p>• A written report summarising the final strategy and highlighting any minor changes to the approved strategy.</p> <p>The scheme shall subsequently be implemented prior to occupation.</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 operation of SuDS features over the lifetime of the development. To provide mitigation of any environmental harm which may be caused to the local water environment Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site. <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 163 and paragraph 170 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>
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	<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> <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>Condition 5</p> <p>The development hereby permitted shall not be commenced until such time as a soil management plan has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason</p> <p>Soil compaction can cause increased run-off from the site. Therefore a soil management plan should show how this will be mitigated against.</p>
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		<p>Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.</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 application 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>In the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.</p> <p>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>Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.</p>
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		<p>INFORMATIVES:</p> <ul style="list-style-type: none"> • 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. <p>Yours sincerely,</p> <p>Alison Vaughan, Development and Flood Risk Officer Team: Green Infrastructure and Sustainable Drainage Service: Climate Action and Mitigation Essex County Council</p> <p>Internet: www.essex.gov.uk Email: suds@essex.gov.uk</p>
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	5. The Environment Agency
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Genna Henry
Uttlesford District Council
Development Control
Council Offices London Road
Saffron Walden
Essex
CB11 4ER

Our ref: AE/2025/130704/03-L01
Your ref: UTT/25/1742/FUL
Date: 01 December 2025

Dear Genna,

**CONSTRUCTION AND OPERATION OF A SOLAR FARM COMPRISING GROUND
MOUNTED SOLAR PHOTOVOLTAIC (PV) ARRAYS AND BATTERY STORAGE
TOGETHER WITH ASSOCIATED DEVELOPMENT, INCLUDING INVERTER CABINS,
SUBSTATION, CUSTOMER SWITCHGEAR, ACCESS, FENCING, CCTV CAMERAS
AND LANDSCAPING**

LAND AT PARSONAGE FARM FOREST HALL ROAD STANSTED ESSEX

Thank you for your consultation dated 19 November 2025. We have reassessed this application based on the new information that the applicant is willing to accept a 15m buffer/offset from the Brook and a scheme of enhancement works to be submitted and approved prior to commencement of development. We are now able to remove our objection providing that the condition below is used and adhered to.

Great Hallingbury Brook

Development that encroaches on watercourses can have a potentially severe impact on their ecological value. Networks of undeveloped buffer zones help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the Thames River Basin Management Plan (RBMP). The proposed development will therefore be acceptable if a planning condition is included requiring a scheme to be agreed to protect a 15 metre wide ecological buffer zone around the Great Hallingbury Brook, as well as a scheme of works to enhance the ecological status of this buffer zone.

Condition

No development shall take place until a scheme for the provision and management of a 15 metre wide buffer zone alongside the Great Hallingbury Brook has been submitted to, and approved in writing by, the LPA. Thereafter, the development shall be carried out in accordance with the approved scheme. Any subsequent variations shall be agreed in writing by the LPA. The buffer zone scheme shall be free from built development including lighting, domestic gardens, non-native plant species and formal landscaping. The scheme shall include:

		<ul style="list-style-type: none"> • plans showing the extent and layout of the buffer zone • details of any proposed enhancements to the Great Hallingbury Brook (e.g. bank regrading, berm creation, deflectors, coir rolls, etc) • details of any proposed planting scheme (for example, native species) • details demonstrating how the buffer zone will be protected during development and managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan <p>Reason</p> <p>Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.</p> <p>This approach is supported by paragraphs 187 and 193 of the NPPF which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.</p> <p>The approach is also supported by Section 40 of the NERC Act 2006 as amended by section 102 Environment Act 2021, which establishes a general duty on public authorities, to conserve and enhance biodiversity through the exercise of its functions.</p> <p>It is also supported by emerging Uttlesford Local Plan policy Core Policy 34 (page 186) which stipulates that developments 'must demonstrate how they contribute positively towards achieving 'good' status under the Water Framework Directive for surface and ground waterbodies', and by emerging Uttlesford Local Plan Core Policy 35 (page 190) which states that any proposal should retain or reinstate a buffer zone of at least 15m from the bank top. The enhancement scheme should also observe emerging Uttlesford Local Plan Core Policy 40 (page 205) which requires developments 'to demonstrate a minimum of 20% Biodiversity Net Gain calculated using the most recent Statutory Metric'.</p> <p>We trust this advice is useful,</p> <p>Yours sincerely</p> <p>Mr Giles Ward Planning Officer</p> <p>6. Natural England</p>
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Date: 09 July 2025
Our ref: 518246
Your ref: UTT/25/1742/FUL

Genna Henry
Uttlesford District Council

BY EMAIL ONLY



Dear Genna Henry

Planning consultation: Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, substation, customer switchgear, access, fencing, CCTV cameras and landscaping
Location: Land At Parsonage Farm Forest Hall Road Stansted

Thank you for your consultation on the above which was received by Natural England on 04 July 2025

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

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

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

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

Soils and Agricultural Land Quality

Under the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMP) Natural England is a statutory consultee on development that would lead to the loss of over 20ha of 'best and most versatile' (BMV) agricultural land (land graded as 1, 2 and 3a in the Agricultural Land Classification (ALC) system, where this is not in accordance with an approved plan).

From the description of the development this application is likely to affect BMV agricultural land. We consider that the proposed development, if temporary as described, is unlikely to lead to significant permanent loss of BMV agricultural land, as a resource for future generations. This is because the solar panels would be secured to the ground by steel piles with limited soil disturbance and could be removed in the future with no permanent loss of agricultural land quality likely to occur, provided the appropriate soil management is employed and the development is undertaken to high standards.

Although some components of the development, such as construction of a sub-station, may permanently affect agricultural land this would be limited to small areas. However, during the life of the proposed development it is likely that there will be a reduction in agricultural production over the whole development area. Your authority should therefore consider whether this is an effective use of land in line with planning practice guidance which encourages the siting of large scale solar farms

	<p>on previously developed and non-agricultural land. Paragraph 174b and footnote 53 of the National Planning Policy Framework (NPPF) states that:</p> <p><i>'Planning policies and decisions should contribute to and enhance the natural and local environment by:</i></p> <p><i>recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.'</i></p> <p>Footnote 53: <i>Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality.</i> We would also draw to your attention to Planning Practice Guidance for Renewable and Low Carbon Energy (March 2015) (in particular paragraph 013), and advise you to fully consider best and most versatile land issues in accordance with that guidance.</p> <p>Local planning authorities are responsible for ensuring that they have sufficient information to apply the requirements of the NPPF. The weighting attached to a particular consideration is a matter of judgement for the local authority as decision maker. This is the case regardless of whether the proposed development is sufficiently large to consult Natural England.</p> <p>Should you have any questions about ALC or the reliability of information submitted with regard to BMV land please refer to Natural England's 'Guide to assessing Development proposals on Agricultural Land'. This document describes the ALC system including the definition of BMV land, existing ALC data sources and their relevance for site level assessment of land quality and the appropriate methodology for when detailed surveys are required.</p> <p>Soil is a finite resource which plays an essential role within sustainable ecosystems, performing an array of functions supporting a range of ecosystem services, including storage of carbon, the infiltration and transport of water, nutrient cycling, and provision of food. It is recognised that a proportion of the agricultural land will experience temporary land loss. In order to both retain the long term potential of this land and to safeguard all soil resources as part of the overall sustainability of the whole development, it is important that the soil is able to retain as many of its many important functions and services (ecosystem services) as possible through careful soil management and appropriate soil use, with consideration on how any adverse impacts on soils can be avoided or minimised.</p> <p>In the absence of soil survey information, Natural England would advise that any grant of planning permission should be made subject to conditions to safeguard soil resources, including the provision of soil resource information in line with the Defra guidance Code of Practice for the Sustainable Use of Soils on Construction Sites.</p> <p>Consequently, Natural England would advise that any grant of planning permission should be made subject to conditions to safeguard soil resources and agricultural land, including a required commitment for the preparation of reinstatement, restoration and aftercare plans; normally this will include the return to the former land quality (ALC grade). General guidance for protecting soils during development is also available in Defra's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites, and should the development proceed, we recommend that relevant parts of this guidance are followed, e.g. in relation to handling or trafficking on soils in wet weather.</p> <p>The British Society of Soil Science has published the Guidance Note Benefitting from Soil Management in Development and Construction which sets out measures for the protection of soils within the planning system and the development of individual sites, which we also recommend is followed.</p> <p>We would also advise your authority to apply conditions to secure appropriate agricultural land management and/or biodiversity enhancement during the lifetime of the development, and to require the site to be decommissioned and restored to its former condition when planning permission</p>
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expires.

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Camilla Davidge
Higher Officer - Central Casework Team
Natural England

		7. Manchester Airport Group
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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/25/1742/FUL					
Development Proposal:	Construction and operation of a solar farm comprising ground mounted solar photovoltaic (PV) arrays and battery storage together with associated development, including inverter cabins, substation, customer switchgear, access, fencing, CCTV cameras and landscaping						
Location:	Land At Personage Farm Forest Hall Road Stansted Essex						
OS Co-ordinates (Easting/Northing):	551697-223382						
Our Reference:	STN 2025-242						
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 part of the development (including construction equipment i.e. cranes) should exceed 10 metres in height above ground level (based upon current ground levels), without prior agreement from the Stansted Airport Aerodrome Safeguarding Authority in order to protect the protected surfaces established around Stansted Airport.

Reason: Flight Safety - To ensure adequate separation between aircraft and ground-based structures.

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.

Wildlife

-During construction, robust measures are to be taken to prevent birds hazardous to aviation being attracted to the site. No pools of water should occur and prevent the scavenging of any detritus.

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.





11/11/2025

Communication, Navigation, and Surveillance systems

-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.

Reason: Flight safety – In the interests of maintaining the integrity of CNS equipment critical to aviation operations.

Materials

No comments

Tall Equipment

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/>

Construction Management

-No development shall take place until a comprehensive Construction Management Plan has been submitted to and approved in writing by the local planning authority, in consultation with Stansted Airport. The Construction Management Plan is to include at least the following topics:

- Control of dust and smoke
- The process for notifying the airport prior to the use of frequency emitting devices
- Measures to prevent foreign object debris (including airborne tarpaulins)
- Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal).
- Food waste to be contained within covered bins to prevent birds scavenging detritus and food waste, to ensure the risk of bird strike at STN is not increased.
- Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation.

Reason: Flight safety – Construction activities can pose a risk to aviation operations unless managed safely.

Other Comments

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://nfs.nats.aero/drones-and-model-aircraft/#:-:text=You%20must%20ensure%20you%20always%20adhere%20to%20the%20Drone%20code>

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.

C2 - Internal



8. NATS Safeguarding



From: NATS Safeguarding <NATSSafeguarding@nats.co.uk>

Sent: 04 July 2025 14:15

To: Planning <planning@uttlesford.gov.uk>

Subject: >> RE: [EXTERNAL] Planning Application Consultation - N UTT/25/1742/FUL GENNAH [SG37746]

Our Ref: SG37746

Dear Sir/Madam

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safety requirements. 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 (En Route) Public Limited Company ("NERL") as the body responsible for the management of en route air traffic. It remains the responsibility of the applicant to consult with other parties, such as airports, airspace users, and other relevant stakeholders, to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis for a further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes before any planning permission or any consent being granted.

Yours faithfully



9. Historic England



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

Direct Dial: 01223 582784

Our ref: W: P01595033

18 July 2025

Dear Ms Henry

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

**LAND AT PARSONAGE FARM, FOREST HALL ROAD, STANSTED, ESSEX
Application No. UTT/25/1742/FUL**

Thank you for your letter of 4 July 2025 regarding the above application for planning permission.

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

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

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

Yours sincerely

Rosa Teira Paz
Inspector of Historic Buildings and Areas

	<p><u>B) Utility companies</u></p> <ul style="list-style-type: none"> i. Fulcrum pipelines made a comment in July 2025 stating it is highly likely that they have assets within the vicinity, but no further comments have been received. An informative will be added to ensure the applicant/development makes contact prior to works commencing. ii. ESP Utilities, no objections but within a 90 day validation period. Again an informative will be added to remind the applicant to make contact to ensure assets/apparatus are not within the development area iii. No objections from Gigaclear subject to conditions iv. UK Power Networks advisory comments made <p><u>C) Conditions</u></p> <ul style="list-style-type: none"> i. The first line of condition 3 will state 'Prior commencement of <i>the relevant development</i>'. ii. The first line of condition 6(D) will state 'No development or preliminary groundworks on the relevant part of the development hereby approved' iii. Condition 7 will insert reference to ULP Policy GEN7 in the policy reasons and omit reference to occupants pf the dwellings hereby approved iv. Condition 8 will insert reference to ULP Policy GEN7 in the policy reasons v. The duplication of 'The approved CEMP: Biodiversity shall be adhered to' in the condition wording shall be deleted vi. Condition 12 'Farmland Bird Compensation Strategy' shall be deleted and replaced as below following further clarifications from Place Services (Ecology): <i>'No development shall take place until a Species Protection Strategy has been submitted to and approved in writing by the local planning authority.</i> <i>The Species Protection Strategy shall include the following:</i> <ul style="list-style-type: none"> a) Purpose and conservation objectives for the proposed works. b) Review of site potential and constraints. c) Detailed design(s) and/or working method(s) to achieve stated objectives. d) Extent and location/area of proposed works on appropriate scale maps and plans.
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		<p>e) <i>Type and source of materials to be used where appropriate, e.g. native species of local provenance.</i></p> <p>f) <i>Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.</i></p> <p>g) <i>Persons responsible for implementing the works.</i></p> <p>h) <i>Details of initial aftercare and long-term maintenance</i></p> <p>i) <i>Details for monitoring and remedial measures.</i></p> <p><i>The Species Protection Strategy shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter."</i></p> <p>REASON: <i>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 Framework.'</i></p> <p>vii. A further condition was requested below by Place Services (Ecology);</p> <p><i>'No development shall take place, including demolition, ground works and vegetation clearance, until a biodiversity monitoring strategy has been submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to provide protected and Priority species monitoring requirements as outlined in the Chapter 6: Ecology and Biodiversity of the Environment Statement, including paragraph 6.285.</i></p> <p><i>The content of the Strategy shall include the following.</i></p> <p>a) <i>Aims and objectives of monitoring to match the stated purpose.</i></p> <p>b) <i>Identification of adequate baseline conditions prior to the start of development.</i></p> <p>c) <i>Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.</i></p> <p>d) <i>Methods for data gathering and analysis.</i></p> <p>e) <i>Location of monitoring.</i></p> <p>f) <i>Timing and duration of monitoring.</i></p> <p>g) <i>Responsible persons and lines of communication.</i></p> <p>h) <i>Review, and where appropriate, publication of results and outcomes.</i></p>
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		<p><i>A report describing the results of monitoring shall also be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.</i></p> <p><i>The monitoring strategy will be implemented in accordance with the approved details.</i></p> <p><i>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 Framework.</i></p> <p><i>Monitoring is also required to: a) determine whether any conservation actions have been ineffective, leading to failure (in full or part) to achieve stated conservation objectives, and b) identify contingencies and/or remedial measure required to ensure that biodiversity outcomes comply with the originally approved scheme.'</i></p> <p>viii. Condition 15 wording shall be amended to the following:</p> <p><i>'Prior to commencement of development hereby approved a Bat Survey Report containing the updated surveys from 2025 shall be submitted to and approved in writing by the Council. If the Bat Survey Report identifies a change to the potential for bats, then mitigation measures shall be updated and incorporated.</i></p> <p><i>Any identified mitigation measures shall be implemented in accordance with the approved details.'</i></p> <p>ix. The first part of condition 16 (Landscape and Ecological Management Plan) shall be amended to the following:</p> <p><i>A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development [or specified phase of development].</i></p>
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		<p>Condition 16 (LEMP) shall amend the 'approved details for a minimum of 30 years' to 'the lifetime of the development to deliver the required habitat created'</p> <p>x. The first line of condition 20 shall insert the following wording to amend the trigger 'Prior to the installation of lighting at the development hereby approved'.</p> <p>xi. Amended worded in condition 24 to reflect 'The CEMP shall generally accord with the revised Construction Traffic Management Plan, prepared by SLR Consulting Limited, 29 September 2025, rev 04 and shall include, but not be limited to, the following:'</p> <p>xii. The wording of condition 25 shall be amended with the following:</p> <p>'No works except shall takes place until a detailed surface water drainage scheme for the site aligning with the principles laid out in the approved drainage strategy, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> - Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event, for the attenuated areas showing in the approved drainage strategy. - Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event - Final modelling and calculations for all areas of the drainage system - The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753 - Detailed engineering drawings of each component of the drainage scheme - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features - A written report summarising the final strategy and highlighting any minor changes to the approved strategy. <p>The scheme shall subsequently be implemented prior to operational first use'</p> <p>xiii. Condition 29 deleted, as a duplicate of condition 26</p>
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	<p>xiv. Condition 35 amended the condition references to conditions 33 and 34</p> <p>Also part (f) of condition 35 shall include brackets '(including any ecological surveys where necessary)'.</p> <p>xv. A further condition for Designing Out Crime will be added as follows;</p> <p><i>'Prior to works above slab level, details of how the development will meet 'Secured by Design' principles shall be submitted to and approved in writing by the Local Planning Authority in consultation with Essex Police Designing Out Crime Officers.</i></p> <p><i>The development shall be carried out in accordance with the approved details.</i></p> <p><i>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)'</i></p> <p>xvi. Place Services (Ecology) in recent correspondence also requested an Operational Environmental Management Plan (OEMP), although a verbal update will be provided at the Planning Committee meeting.</p> <p>D) Other Matters</p> <ul style="list-style-type: none"> i. As per para. 14.9.10 of the report, Natural England have recommended conditions to safeguard soil resources and agricultural land although their response that there is an absence of soil survey, although Land Take and Soils were scoped-in into the Environmental Statement with an appended Agricultural Land Classification report. <p>A verbal update will provided with regards to a soils survey condition.</p> <ul style="list-style-type: none"> ii. Notwithstanding para. 14.10.4, a Public Right of Way condition has been added to ensure safety during construction period. Of the same paragraph, a correction to the timings referenced where it states "...the applicant confirmed that they would accept a condition to ensure no HGVs will depart from the site between 8:15-45 and 15:20-15:50 as HGVs will travel one-way..." iii. As per para. 14.10.6, having liaised with National Highways it has been confirmed they are satisfied with conditions imposed
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		iv. Place Services have also confirmed that following the revisions to BNG details/report the BNG calculations have been changed to 86% habitat units and 58.35% hedgerow units.
6	UTT/25/1193/FUL Bretts Farm, Chelmsford Road, WHITE RODING	<p>ECC Highways Consultee Comments:</p> <p>ECC Highways have no objection to the proposed development.</p>

Your Ref: UTT/25/1193
Our Ref: 59007
Date: 8th January 2026



Director for Highways
and Transportation

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/25/1193

Applicant Mr Stuart Cowley

Site Location Bretts Farm Chelmsford Road White Roding Dunmow CM6 1RF

Proposal Demolition of existing commercial units at Bretts Farm, erection of a new commercial building (including four units), 8 residential dwellings and associated infrastructure.

The Highway Authority has reviewed all the supporting highways and transportation documentation submitted in support of this planning application including additional information requested by the Highway Authority via the Local Planning Authority that is published on the UDC website.

From a highway and transportation perspective the Highway Authority has no objections to make on the proposal, subject to the following conditions/ obligations:

Conditions 4, 5 6, 7 and 8 contained in the Uttlesford District Council Committee Report for the above planning application dated 6 January 2025 together with the following:

1. The existing access shall be suitably and permanently closed incorporating the reinstatement of full height kerbing and footway/verge construction as required immediately the proposed new access is brought into first beneficial use.

Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance.

2. 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;

		<ul style="list-style-type: none"> I. construction access II. the parking of vehicles of site operatives and visitors, III. loading and unloading of plant and materials, IV. storage of plant and materials used in constructing the development, V. wheel and underbody washing facilities. <p>Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies as County Council Supplementary Guidance.</p> <p><u>3.</u> 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 as available)</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>Informatics:</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 applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org
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	<p>Revised and New Conditions:</p> <p>Condition 9 (revised) to read:</p> <p>No development shall take place, including any ground works or demolition, until a Construction and Environmental Management Plan in accordance with Uttlesford District Council Environmental Code of Development Practice 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 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) Dust mitigation and management measures (f) The location and operation of plant and wheel washing facilities (g) Measure to reduce demolition and construction noise (h) Hours of operation (i) Details of a complaints procedure with a designated person on site responsible for complaint handling (j) Other site specific Environmental Protection issues as requested on a case by case basis (k) The development shall be undertaken in full accordance with the details approved under Parts a-j <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 DM 1 of the Highway Authority's Development Management Policies as County Council Supplementary Guidance, and to protect the neighbouring amenities during the construction phase of development and in the interests of highway safety, in accordance with Policies GEN1, GEN4 of the Uttlesford Local Plan (2005).</p> <p>Condition 16 (<i>new</i>) to read:</p> <p>The existing access shall be suitably and permanently closed incorporating the reinstatement of full height kerbing and footway/verge construction as required immediately the proposed new access is brought into first beneficial use.</p>
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		<p>Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway 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>Condition 17 (<i>new</i>) to read:</p> <p>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 as available)</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>
7	UTT/25/1900/FUL Rosemary Cottage, Causeway End Road, FELSTED	None
8	UTT/25/3169/HHF 8 Church Street, GREAT DUNMOW	None

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.

APPENDIX C

UTT/25/1542/FUL - London Stansted Airport, Bassingbourn Road - Planning conditions (full wording)

<u>Condition:</u>		
	Time Limit	
1	The development hereby permitted shall be begun before the expiration of 8 years from the date of this decision. Reason: Because the number of passengers above 43mppa passing through the Airport is evidenced to not occur before 1st January 2034.	
	Water Efficiency	
2	Not to exceed 43mppa (million passengers per annum) unless and until a scheme for the provision and implementation of water resource efficiency measures during the operational phases of the development has been submitted to and approved in writing by the local planning authority ("the Approved Scheme"). The scheme shall include the identification of locations for	

	<p>sufficient additional water meters to inform and identify specific measures in the strategy. The locations shall reflect the passenger, commercial and operational patterns of water use across the airport. The scheme shall also include a clear timetable for the implementation of the measures in relation to the operation of the development. The Approved Scheme shall be implemented, and the measures provided and made available for use in accordance with the timetable in the Approved Scheme.</p> <p>REASON: In order to secure a sustainable form of development, as set out in paragraph 162 of the National Planning Policy Framework and Policy GEN2(e) of the Uttlesford Local Plan (adopted 2005).</p>	
	Tourism	
3	<p>Within 12 months of the date of this planning permission the airport operator shall have submitted to and have had confirmation of approval in writing by the Local Planning Authority ("Approved Details") details of how the airport operator will assist in the promotion of tourism within Uttlesford/West Essex. Thereafter the promotion of tourism shall be carried out in accordance with the Approved Details.</p> <p>Reason: In order to maximise and manage sustainable rural tourism in accordance with Paragraph 88 of the NPPF (2024).</p>	
	Construction Management Plan	
4	<p>Prior to the commencement of construction works as part of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority (the "Approved CEMP"). The construction management plan shall have consideration and be consistent with the UTT/18/0460/FUL CEMP. The construction works shall subsequently be carried out strictly in accordance with the Approved CEMP.</p>	

	<p>The CEMP shall incorporate the findings and recommendations of the Environmental Statement and shall incorporate the following plans and programmes:</p> <ul style="list-style-type: none"> • (a) External Communications Plan • (i) External communications programme • (ii) External complaints procedure • (b) Pollution Incident Prevention and Control Plan (i) Identification of potential pollution source, pathway and receptors • (ii) Control measures to prevent pollution release to water, ground and air (including details of the surface/ground water management plan) • (iii) Control measures for encountering contaminated land (iv) Monitoring regime • (v) Emergency environmental incident response plan • (vi) Incident investigation and reporting • (vii) Review/change management and stakeholder consultation • (c) Site Waste Management Plan <ul style="list-style-type: none"> • (i) Management of excavated materials and other waste arising • (ii) Waste minimisation • (iii) Material re-use • (d) Nuisance Management Plan (Noise, Dust, Air Pollution, Lighting) <ul style="list-style-type: none"> • (i) Roles and responsibilities • (ii) Specific risk assessment – identification of sensitive receptors and predicted impacts • (iii) Standards and codes of practice • (iv) Specific control and mitigation measures • (v) Monitoring regime for noise • (e) Management of Construction Vehicles <ul style="list-style-type: none"> • (i) Parking of vehicles of site operatives • (ii) Routes for construction traffic <p>The CEMP shall include as a minimum all measures identified as "Highly Recommended" or "Desirable" in IAQM "Guidance on the assessment of dust from demolition and construction," Version 1.1 2014 commensurate with the level of risk evaluated in accordance with the IAQM</p>	
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	<p>guidance, for construction activities which are within the relevant distance criteria from sensitive locations set out in Box 1 and Tables 2, 3 and 4 of the IAQM guidance.</p> <p>The CEMP shall provide for all heavy goods vehicles used in the construction programme to be compliant with EURO VI emissions standards, and for all Non Road Mobile Machinery to be compliant with Stage V emissions controls as specified in EU Regulation 2016/1628, where such heavy goods vehicles and Non Road Mobile Machinery are reasonably available. Where such vehicles or machinery are not available, the highest available standard of alternative vehicles and machinery shall be used.</p> <p>Reason: To protect amenity of neighbouring properties and in the interests of highway safety, in accordance with Uttlesford Local Plan Policies GEN1, GEN2, GEN4, ENV11 (adopted 2005).</p>	
5	<p>Drainage</p> <p>No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority ("Approved Scheme"). The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> • Limiting discharge rates to 1:1 Greenfield runoff rates for all storm events up to and including the 1 in 100 year rate plus 45% allowance for climate change • Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 45% climate change event. • Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 45% climate change critical storm event. • Final modelling and calculations for all areas of the drainage system. • The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. • Detailed engineering drawings of new or altered each component of the drainage system. • A final drainage plan which details how any new drainage assets connect to the existing system, exceedance and conveyance routes and location and sizing of any drainage features. 	

	<ul style="list-style-type: none"> •A written report summarising the final strategy and highlighting any minor changes to the approved strategy. <p>The Approved Scheme shall subsequently be implemented prior to first operational use of the approved operational development described as the 'RET fillet'.</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 operation of SuDS features over the lifetime of the development. •To provide mitigation of any environmental harm which may be caused to the local water environment •Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site. <p>To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework. This condition must be 'precommencement' to ensure that the development is only carried out in accordance with the above details.</p>	
	Drainage Maintenance Plan	
<u>6</u>	<p>No operational development shall take place unless and until 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 ("Approved Maintenance Plan").</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>To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework.</p>	
	Drainage - Yearly Logs Of Maintenance	
7	<p>The airport operator must maintain yearly logs of maintenance which should be carried out in accordance with any Approved Maintenance Plan as referred to in condition 6 above. 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. To prevent surface water flooding both on- and off-site, in accordance with the National Planning Policy Framework.</p>	
	Remediation for PFAS	
8	<p>Not to commence or allow commencement of the development hereby permitted unless and until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development, has been submitted to, and approved in writing by, the Local Planning Authority ("Approved Remediation Strategy"). This strategy must include the following components:</p> <ol style="list-style-type: none"> 1. Up to date Preliminary Risk Assessment (PRA) and conceptual model following the results of an exploratory investigation 2. A detailed site investigation scheme, based on the results from (1) to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site. 3. A tiered risk assessment using the results of the site investigation referred to in (2). 4. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken. 	

	<p>5. A remediation strategy and verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, mitigation, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the written consent of the LPA. The scheme shall be implemented in accordance with the Approved Remediation Strategy.</p> <p>Reason(s):</p> <ul style="list-style-type: none"> • To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 197 of the NPPF. • To ensure the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate in line with paragraph 196 and 197 of the NPPF. <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	Verification Report	
9	<p>Prior to commencement of development, a verification report demonstrating the completion of works set out in the Approved Remediation Strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason:</p> <p>To ensure that the site does not pose any further risk to the land and water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	

	Long-term Monitoring	
<u>10</u>	<p>Not to commence or allow commencement of the development hereby permitted unless and until such time as a detailed scheme for groundwater monitoring in respect of contamination has been submitted to, and approved in writing by, the LPA.</p> <p>The scheme shall, where necessary, be supported by:</p> <ul style="list-style-type: none"> •detailed sampling and analytical schedules •programme for future maintenance and decommissioning •schedule for submission of interim and final monitoring reports •contingency action plan including the list of potential mitigation measures that will be implemented, should unexpectedly changes in groundwater quality be noted as a result of decommissioning or redevelopment works. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or any details as may subsequently be agreed, in writing, by the LPA. <p>Reason:</p> <p>To ensure that the site does not pose any further risk to the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	Previously Unidentified Contamination	
<u>11</u>	<p>If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>Reason:</p> <p>To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified</p>	

	<p>contamination sources at the development site. This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
	SuDS Infiltration of surface water into ground	
<u>12</u>	<p>There shall be no ground water infiltration.</p> <p>Reason:</p> <p>To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.</p> <p>This is in line with paragraph 196 and 197 of the NPPF.</p> <p>Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	
<u>13</u>	<p>Piling/boreholes/tunnel shafts</p> <p>The Piling/ other foundation designs/ investigation boreholes using penetrative method may not commence until such time as a scheme has been submitted to, and approved in writing by, the Local Planning Authority (the “Approved Scheme”). The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:</p> <ul style="list-style-type: none"> • Foundation Works Risk Assessment • A conceptual site model • Specification of the type, number and depth of proposed piles/ foundations • A detailed groundwater monitoring programme including a schedule for submission of interim and final monitoring reports • A contingency action plan including the list of potential mitigation measures that will be implemented, should unexpected changes in groundwater quality be noted as a result of decommissioning piling/ other foundations /investigative boreholes works. • Timing/phasing arrangements. • The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the Approved Scheme 	

	<p>Reason:</p> <p>To ensure that the proposed activities, do not harm groundwater resources in line with paragraph 196 and 197 of the NPPF and The Environment Agency's approach to groundwater protection. Also in accordance with Local Plan Policy ENV12 (adopted 2005).</p>	
<u>14</u>	<p>Decommissioning of investigative boreholes</p> <p>Not to commence or allow the commencement of the development hereby permitted unless and until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the LPA ("Approved Scheme"). The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme shall be fully implemented and subsequently maintained, in accordance with the Approved Scheme. The scheme will need to include the following:</p> <p class="list-item-l1">i. Decommissioning Plan to include intended programme/schedule of works and detailed method statement</p> <p class="list-item-l1">ii. Borehole Retention Plan to include location, security and protection measures</p> <p class="list-item-l1">ii. Verification report for the decommissioned boreholes to include records of:</p> <ul style="list-style-type: none"> • the reason for abandonment; • groundwater level prior to decommissioning; • any removal of casing or attempts to remove the casing; • the depth, position and nature of backfill materials; • problems encountered during decommissioning. <p>Reason:</p> <p>To ensure that redundant boreholes are safe and secure, and do not pose an unacceptable risk of groundwater pollution or loss of water supplies in line with paragraph 196 and 197 of the NPPF and The Environment Agency's approach to groundwater protection. Also in accordance with Local Plan Policy ENV12 and ENV14 (adopted 2005).</p>	

	Ecology							
<u>15</u>	<p>All mitigation measures and/or works shall be carried out in accordance with the details contained in the Chapter 12(D) Ecology and Biodiversity (May 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.</p> <p>Reason:</p> <p>To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (as amended). Also in accordance with Local Plan Policy GEN7 (adopted 2005).</p>							
	Noise							
<u>16</u>	<p>By the end of 2032 or by the end of the first calendar year that annual passenger throughput reaches 43million (whichever is sooner), Stansted Airport Limited, or any successor or airport operator, shall reduce the areas enclosed by the noise contours as set out in Table 1. Thereafter the areas enclosed by the contours as set out in Table 1, shall not be exceeded.</p>							
	Table 1							
	<table border="1"> <tr> <td>54 dB LAeq, 16hr</td> <td>51.9 km²</td> <td></td> </tr> <tr> <td>48 dB LAeq, 8hr</td> <td>73.6 km²</td> <td></td> </tr> </table>	54 dB LAeq, 16hr	51.9 km ²		48 dB LAeq, 8hr	73.6 km ²		
54 dB LAeq, 16hr	51.9 km ²							
48 dB LAeq, 8hr	73.6 km ²							
	<p>For the purposes of this condition, the noise contour shall be calculated by the Civil Aviation Authority's Environmental Research and Consultancy Department (ERCD) Aircraft Noise Contour model (current version 2.4), (or as may be updated or amended) or, following approval by the local planning authority, any other noise calculation tool such as the Federal Aviation Administration Aviation Environmental Design Tool (current version 3.0c) providing that the calculations comply with European Civil Aviation Conference Doc 29 4th Edition (or as may be</p>							

	<p>updated or amended) and that the modelling is undertaken in line with the requirements of CAA publication CAP2091 (CAA Policy on Minimum Standards for Noise Modelling). All noise contours shall be produced using the standardised average mode.</p> <p>To allow for the monitoring of aircraft noise, the airport operator shall make noise contour mapping available to the local planning authority annually as part of demonstrating compliance with this condition. Contours should be provided in 3dB increments from 51 dB LAeq,16hr and 45 dB LAeq, 8hr.</p> <p>Reason:</p> <p>In the interests of protecting the amenity of local residents, in accordance with Uttlesford Local Plan Policy ENV11, and in accordance with the principle of the aviation industry sharing the benefits of improvements to technology with local communities, as set out in the Aviation Policy Framework.</p> <p>For the purposes of condition 16, the noise contour shall be calculated by the CAA's Environmental Research and Consultancy Department (ERCD) Aircraft Noise Contour (ANCON) model (current version 2.4) (or as may be updated or amended) and using the standardised average mode.</p>	
17	<p>Restricting Passenger Numbers</p> <p>From the date of the commencement of the development permitting 43mppa, the passenger throughput at Stansted Airport shall not exceed 51 million passengers in any 12 calendar month period. From the date of this permission, the airport operator shall report the monthly and moving annual total numbers of passengers in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.</p> <p>Reason:</p> <p>To ensure the predicted effects of the development are not exceeded, in accordance with policies in the Uttlesford Local Plan and the NPPF.</p>	
	Air Movement Cap	

<p>18</p>	<p>The number of occasions on which aircraft may take-off or land at the site shall be no more than 274,000 Aircraft Movements during any 12 calendar month period, of which no more than 16,000 shall be Cargo Air Transport Movements (CATMs). From the date of the granting of this planning permission, MAG/STAL/Landowner/airport operator shall report the monthly and moving annual total numbers of Aircraft Movements, Passenger Air Transport Movements and CATMs in writing to the local planning authority no later than 28 days after the end of the calendar month to which the data relate.</p> <p>The limit shall not apply to aircraft taking off or landing in any of the following circumstances:</p> <ul style="list-style-type: none"> a) The aircraft is required to land at the airport because of an emergency, a divert or any other circumstance beyond the control of the operator and commander of the aircraft; or b) The aircraft is engaged on the Head of State's flight, or on a flight operated primarily for the purposes of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad. <p>Reason:</p> <p>To protect the amenity of residents who live near the airport and who are affected by, or may be affected by aircraft noise, in accordance with Uttlesford Local Plan Policy ENV11 (adopted 2005) and to ensure the predicted effects of the development are not exceeded.</p> <p>For the purposes of condition 18, the limit shall not apply to aircraft taking off or landing in any of the following circumstances:</p> <ul style="list-style-type: none"> a) the aircraft is required to land at the airport because of an emergency, a divert or any other circumstance beyond control of the operator and commander of the aircraft; and b) the aircraft is engaged on the Head of State's flight, or on a flight operated primarily for the purposes of the transport of government Ministers or visiting Heads of State or dignitaries from abroad. 	
<p>19</p>	<p>Airport Air Quality Strategy</p> <p>Prior to the airport first handling 43mppa, an Airport Air Quality Strategy (AAQS) shall be submitted to and approved in writing by the local planning authority. The AAQS shall set out how</p>	

	<p>the airport operator shall take proportionate action to contribute to compliance with relevant limit values and national objectives for pollutants through:</p> <ul style="list-style-type: none"> a) Measures to minimise emissions to air from its own operational sources; b) Measures to influence actions to be undertaken to improve air quality from third party operational sources; and c) Measures that reduce emissions through the Airport Surface Access Strategy (ASAS), the Sustainable Transport Levy and the Local Bus Network Development Fund. <p>Thereafter, the AAQS shall be reviewed at the same time as the ASAS reviews (at least every 5 years or when a new or revised air quality standard is placed into legislation) and submitted to and be approved in writing by the local planning authority. At all times the AAQS shall be implemented as approved, unless otherwise approved in writing by the local planning authority.</p> <p>Reason:</p> <p>In the interests of protecting the amenity of local residents, in accordance with Uttlesford Local Plan Policy ENV13, and in accordance with the principle of the aviation industry sharing the benefits of improvements to technology with local communities, as set out in the Aviation Policy Framework.</p>	
<u>20</u>	<p>Plans</p> <p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p>	
	<p>SI-XX-DR-A-9543 PO3 - Application Boundary STAL-MMD-001-PLA-001-002 P02 Revised Taxiway Fillet TAL-MMD-001-PLA-001-001 P02 Revised Site Plan</p> <p>Reason:</p> <p>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</p>	

	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	