

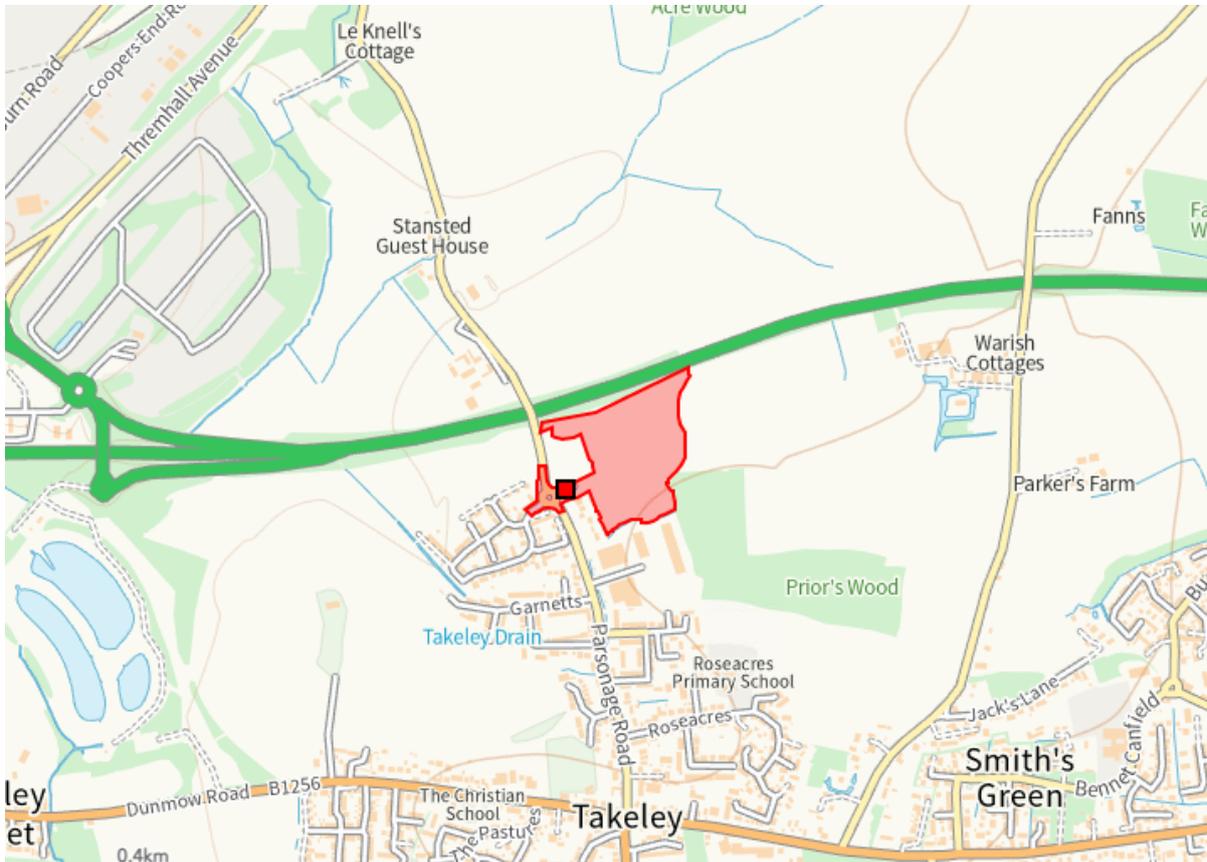
**ITEM NUMBER:** 6

**PLANNING COMMITTEE DATE:** 11 March 2026

**REFERENCE NUMBER:** UTT/25/2991/DFO

**LOCATION:** Land East of Parsonage Road, Takeley

**SITE LOCATION PLAN:**



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Organisation: Uttlesford District Council      Date: February 2026

**PROPOSAL:** Reserved Matters pursuant to outline approval UTT/21/2488/OP application for the erection of 88no. dwellings (including affordable housing and self/custom-build plots) with details of appearance, landscaping, layout and scale, together with the provision of public open space, children's play area, landscape infrastructure including a buffer to Priors Wood Ancient Woodland, and all other associated works

**APPLICANT:** Hill Residential

**AGENT:** Ceres Property

**EXPIRY DATE:** 6 February 2026

**EOT EXPIRY DATE:** 18 March 2026

**CASE OFFICER:** Rachel Beale

**NOTATION:** Outside Development Limits. Countryside Protection Zone, within 250m of Ancient Woodland (Priors Wood), Contaminated Land, Historic Land Use Within 6km of Stansted Airport. Within 2KM of SSSI. County and Local Wildlife site (Priors Wood).

**REASON THIS APPLICATION IS ON THE AGENDA:** Major application

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## **1. EXECUTIVE SUMMARY**

- 1.1** This Reserved Matters application seeks approval for the layout, scale, appearance, landscaping, and associated details for the development of 88 dwellings, including affordable housing, in accordance with the outline planning permission (UTT/21/2488/OP). The proposals also seek to discharge the ecological conditions required to be submitted concurrently with the detailed application.
- 1.2** The key matters for consideration relate to the acceptability of the layout, scale and appearance; and landscaping.
- 1.3** The submitted scheme accords with the approved parameter plan and delivers a coherent, legible layout with a clear hierarchy of streets and spaces. The scale and massing reflect the surrounding context, with

building heights ranging from single-storey elements to 2.5-storey apartment buildings. In line with the approved parameters. The appearance adopts a traditional architectural approach with a coordinated materials palette that references the local vernacular.

- 1.4 Vehicular access is taken from a new arm off the existing roundabout, as approved at outline stage. The Council and ECC have agreed in writing, in line with the relevant outline condition, that the approved plan can be substituted with a revised plan that incorporates the increased width of the access, required to ensure the sustainable transport route detailed in the Local Plan can come forward in the future.
- 1.5 The internal network provides safe and efficient circulation for all modes of travel, including strong pedestrian and cycle connections. Parking provision accords with adopted standards, and the proposals have been reviewed by Essex County Council as Highway Authority, who raise no objection subject to conditions.
- 1.6 The landscape strategy integrates built form with its surroundings, providing a large swathe of public open space to the north of the development, structural planting, and SuDS features that contribute to visual quality and biodiversity.
- 1.7 Drainage matters have been addressed through conditions attached to the outline consent. The layout ensures adequate privacy, daylight, and garden space for all dwellings and safeguards the amenity of existing and future residents.
- 1.8 Overall, the proposals are considered to deliver a well-resolved, policy-compliant development consistent with the objectives of the NPPF and the adopted Uttlesford Local Plan.

## 2. **RECOMMENDATION**

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

Conditions

## 3. **SITE LOCATION AND DESCRIPTION:**

- 3.1 The area of land subject to this outline planning application relates to the land known as 'Land East of Parsonage Road Takeley, Essex.' The extent of the application site is as shown by the land edged in red on the site location plan submitted in support of this application.
- 3.2 The site is located on the northern edge of the village of Takeley with existing residential development backing on to the site's southwestern boundary. The site is relatively level and is approximately 6.65 hectares

in size. There is no established built form contained on the site and it primary consists of a single large arable field used for agriculture.

- 3.3** The southern and eastern boundaries of the site are formed by mature trees and a hedgerow. The site's northern boundary is formed by the bund and vegetation which runs immediately adjacent to the A120. No vegetation is covered by tree preservation orders.
- 3.4** An existing public right of way (PRoW 48\_21) abuts the northern boundary of the site adjacent to the A120 that runs in an east-west direction from the Parsonage Road where it meets the A120 overbridge.
- 3.5** The south-eastern corner of the site is immediately adjacent Prior's Wood which is an Ancient Woodland and Local Wildlife Site. The Environmental Agency Flood Risk Maps identifies the whole of the site lying within 'Flood Zone 1'. The site is not located within any national landscape designations. It does form part of the 'Countryside Protection Zone' (CPZ) which surrounds Stansted Airport. The nearest Site of Special Scientific Interest (SSSI) is Hatfield Forest. This is located to the south-east of the site (approximately 1.4km). The site is not within a Conservation Area and there are no Listed Buildings present on the site or abutting.

#### **4. PROPOSED DEVELOPMENT**

- 4.1** This Reserved Matters application seeks approval for layout, scale, appearance and landscaping in respect of 88 dwellings, following outline planning consent.

#### **5. ENVIRONMENTAL IMPACT ASSESSMENT**

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

#### **6. RELEVANT SITE HISTORY**

- 6.1** UTT/19/0394/OP - Outline application with all matters reserved except access, for development of a care home (use class C2) with up to 66 bed spaces, including vehicular and pedestrian access, parking, infrastructure, landscaping and associated works – ALLOWED AT APPEAL
- 6.2** UTT/23/0062/DFO - Details following outline application UTT/19/0394/OP for a 66 bed care home - details of appearance, landscaping, layout and scale – APPROVED
- 6.3** Adjacent site:

UTT/21/2488/OP - Outline planning application with all matters reserved except access for up to 88 dwellings (including affordable housing and self/custom-build plots), as well as public open space, children's play area, landscape infrastructure including a buffer to Priors Wood Ancient Woodland and all other associated infrastructure - APPROVED

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

7.1 Pre-application discussions were held between the applicant and the Local Planning Authority as part of a PPA, to inform the evolution of the scheme. These discussions focused on achieving a layout and design that responded appropriately to the site's context and the principles established at outline stage.

7.2 The scheme has evolved positively through the pre-application process, resulting in a development that demonstrates an improved response to local character and represents a more considered and policy-compliant design solution.

## **8. SUMMARY OF STATUTORY CONSULTEE RESPONSES**

### **8.1 Highway Authority**

8.1.1 From a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to conditions.

### **8.2 Local Flood Authority**

8.2.1 No objection.

### **8.3 National Highways**

8.3.1 No objection.

## **9. TOWN COUNCIL COMMENTS**

### **9.1 Takeley Parish Council**

9.2 Support the proposals.

## **10. CONSULTEE RESPONSES**

### **10.1 UDC Housing Enabling Officer**

10.1.1 Thank you for consulting me on this DFO application for 88 new homes including 35 affordable homes. This equates to 40% affordable housing provision upon the site which is policy compliant.

**10.1.2** The proposed affordable housing mix provides a mix of 1-to-4-bedroom affordable rented homes to assist towards meeting the identified need in the LHNA June 2024.

**10.1.3** Each of the affordable homes meet the Nationally Described Space Standards (NDSS).

**10.1.4** 5% of the proposed affordable housing provision meets M4(3) standard with the remaining provision meeting M4(2) standard and is therefore policy compliant.

## **10.2 UDC Environmental Health**

**10.2.1** The site will be impacted by noise from the nearby A120 dual carriageway, Parsonage Road and aircraft noise associated with Stanstead Airport (although aircraft noise was generally insignificant when compared with noise from road traffic).

**10.2.2** The applicant has submitted a noise assessment by Cass Allen RP04-25273-R1 which shows that the site will be impacted by noise. The report shows that internal noise level criteria is predicted to be achieved via the selection of glazing and ventilation systems. However, external noise level requirements cannot be reached. Even with the proposed 1.8m high garden screening, some levels are up to 5 dBA higher than the BS8233 upper guideline for external noise.

**10.2.3** This service would ordinarily object to a scheme which does not comply with the BS8233 upper guideline for external noise, however, the applicant has described tranquil nearby public areas that can be used for respite, and most gardens have some part which is compliant.

**10.2.4** BS 8233:2014 states that other factors, such as the convenience of living in such locations or making efficient use of land resources to ensure development needs can be met may justify a compromise on external noise levels. Therefore, if you are minded to approve this application, I recommend a condition is applied to mitigate as far as possible against environmental noise.

## **10.3 Conservation Officer**

**10.3.1** The submitted details are considered acceptable and are not expected to cause harm to the significance of nearby designated heritage assets, which were assessed for potential heritage impact at the outline application stage.

## **10.4 Place Services (Ecology)**

**10.4.1** No objection subject to condition

## **10.5 Landscape Officer**

**10.5.1** Impacts to existing trees and proposed landscaping are acceptable. I have no further comments.

**10.6 Essex Police**

**10.6.1** Recommend that a condition is imposed for the developer to achieve Secured by Design accreditation detailed within the current Secured by Design Residential guide for the development.

**10.7 UDC Urban Design Officer**

**10.7.1** All comments have been sufficiently addressed.

**10.9 Thames Water**

**10.9.1** Thames Water has identified that the existing FOUL WATER network does not have sufficient capacity to support the proposed development. As such, we request that the following condition be attached to any planning permission granted:

**10.9.2** The development shall not be occupied until confirmation is provided that either:

1. All necessary upgrades to the foul water network to accommodate additional flows from the development have been completed; or

2. A phasing plan for development and infrastructure, agreed with Thames Water and the Local Planning Authority, is in place. Where such a plan exists, no occupation shall occur other than in accordance with the approved phasing schedule. Reason: Network reinforcement is likely to be required to support the proposed development. These upgrades are essential to avoid the risk of sewer flooding and pollution incidents.

**10.9.3 OFFICER COMMENT:**

**10.9.4** The Council has sought legal advice and is advised that imposing this condition would be unlawful. Thames Water has objected on the basis that network reinforcement may be required to accommodate the development. However, no foul water drainage condition was imposed at outline stage and Thames Water has not provided any evidence to demonstrate that this specific development would directly result in an unacceptable risk of water pollution, nor has it identified the specific location, nature or timing of any required infrastructure upgrades. In the absence of detailed information confirming capacity constraints, defined works, or delivery timescales, Officers are not satisfied that a Grampian-style condition would meet the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010, particularly in respect of necessity, precision and enforceability. On this basis, it is not

considered reasonable or lawful to impose a drainage infrastructure condition in this instance.

**10.10 Active Travel England**

10.10.1 Standing advice

**10.11 MAG London Stansted Airport**

10.11.1 Acceptable subject to condition.

**10.12 Essex County Fire and Rescue Service**

10.12.1 Clarification required but acceptable at this stage.

**11. REPRESENTATIONS**

11.1 A site notice was displayed on site; the application was advertised in the local press and notifications letters were sent to nearby properties. **Three** objections have been received, and is summarised as follows:

11.2 Objection summary:

- In principle objections rather than on the detail now provided
- Insufficient sewage capacity

**12. MATERIAL CONSIDERATIONS**

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

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

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

12.3 Section 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Local Planning Authority, or,

as the case may be, the Secretary of State, in considering whether to grant planning permission (or permission in principle) for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses or, fails to preserve or enhance the character and appearance of the Conservation Area.

## **12.4 The Development Plan**

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

## **13. POLICY**

### **13.1 National Policies**

- 13.1.1** National Planning Policy Framework (2023)

### **13.2 Uttlesford District Plan 2005**

- 13.2.1** S7 – The Countryside
- GEN2 – Design
- GEN3 – Flood Protection
- GEN4 – Good Neighbourliness
- GEN5 – Light Pollution
- GEN7 – Nature Conservation
- GEN8 – Vehicle Parking Standards
- ENV3 – Open Spaces and Trees
- ENV10 – Noise Sensitive Developments
- ENV14 – Contaminated Land
- H1 – Housing development
- H9 – Affordable Housing
- H10 – Housing Mix

### **13.3 Supplementary Planning Document or Guidance**

- Uttlesford Local Residential Parking Standards (2013)
- Essex County Council Parking Standards (2009)
- Supplementary Planning Document – Accessible homes and playspace

Supplementary Planning Document – Developer’s contributions  
Essex Design Guide  
Uttlesford Interim Climate Change Policy (2021)  
Uttlesford Design Code

## **13.4 Draft Local Plan**

- 13.4.1** Core Policy 3 - Settlement Hierarchy
- Core Policy 5 - Providing Supporting Infrastructure and Services
- Core Policy 23 - Overheating
- Core Policy 24 - Embodied Carbon
- Core Policy 26 – Providing for Sustainable Transport and Connectivity
- Core Policy 27 - Assessing the Impact of Development on Transport Infrastructure
- Core Policy 28 – Active Travel (Walking & Cycling)
- Core Policy 29 – Electric & Low Emission Vehicles
- Core Policy 30 – Public Rights of Way
- Core Policy 31 – Parking Standards
- Core Policy 33 – Managing Waste
- Core Policy 34 – Water Supply and Protection of Water Resources
- Core Policy 35 – Watercourse Protection and Enhancement
- Core Policy 36 – Flood Risk
- Core Policy 37 – Sustainable Drainage
- Core Policy 38 – Sites Designated for Biodiversity or Geology
- Core Policy 39 – Green & Blue Infrastructure
- Core Policy 40 – Biodiversity and Nature Recovery
- Core Policy 41 – Landscape Character
- Core Policy 42 – Pollution and Contamination
- Core Policy 43 – Air Quality
- Core Policy 44 – Noise
- Core Policy 45 – Protection of Existing Employment Space
- Core Policy 52 – Good Design Outcomes and Process
- Core Policy 53 – Standards for New Residential Development
- Core Policy 55 – Residential Space Standards
- Core Policy 56 – Affordable Dwellings
- Core Policy 61 – The Historic Environment
- Core Policy 62 – Listed Buildings
- Core Policy 64 – Archaeological Assets
- Core Policy 66 – Planning for Health and Well-being
- Core Policy 67 – Open Space, Sport and Recreation
- Core Policy 67a – Management of Public Open Space

## **14. CONSIDERATIONS AND ASSESSMENT**

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

- 14.2**      **A) Whether the layout, scale and appearance of the proposal is acceptable**  
**B) Dwelling mix and Affordable Housing Provisions**  
**C) Access, Movement and Parking**  
**D) Heritage**  
**E) Landscaping, Open Space and Play**  
**F) Biodiversity and Protection of Natural Environment**  
**G) Drainage**  
**H) Residential Amenity and Noise**

- 14.3**      **A) Whether the layout, scale and appearance of the proposal is acceptable**

**14.3.1**      The scope of outline permissions and reserved matters approval is governed by Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (“the DMPO”). It limits reserved matters approval to issues of: access; appearance; landscaping; layout; and scale. Access was approved as part of the outline permission and therefore the following definitions are relevant to this application:

- 14.3.2**
  - **‘layout’** means the way in which buildings, routes and open spaces within the development are provided, situated, and orientated in relation to each other and to buildings and spaces outside the development.
  - **‘scale’** means the height, width and length of each building proposed within the development in relation to its surroundings.
  - **‘appearance’** means the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour, and texture.
  - **‘landscaping’**, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated.

**14.3.3**      The details of the reserved matters application must be in line with the outline approval, including any conditions attached to the permission.

**14.3.4**      The guidance set out in Section 12 of the NPPF stipulates that proposed development should respond to the local character, reflect the identity of its surroundings, optimise the potential of the site to accommodate development and be visually attractive as a result of good architecture.

**14.3.5**      Local Plan Policy GEN2 seeks to promote good design requiring proposals to consider the scale, form, layout and appearance of the development and safeguarding important environmental features in its setting to reduce the visual impact of the new buildings where appropriate. Furthermore, it states development should not have a materially adverse effect on the reasonable occupation and enjoyment

of residential properties as a result of loss of privacy, loss of daylight, overbearing or overshadowing.

- 14.3.6** Condition 4 on the decision notice for the outline planning permission requires that the reserved matters are constructed in general accordance with the approved parameter plan.
- 14.3.7** This section of the report assesses matters of layout, scale, and appearance.
- 14.3.8** **Layout:**
- 14.3.9** A layout demonstrates the spatial arrangement of the principal route and development blocks, and the manner in which they interrelate to establish a coherent network of streets, open spaces, and built form. It defines the overarching settlement structure, including density and grain — that is, the configuration of blocks and plots — together with the strategic distribution of land uses.
- 14.3.10** The proposed layout accords with the approved Parameter Plan under outline permission UTT/21/2488/OP and retains the fundamental development structure established at that stage. The scheme defines a clear and legible hierarchy of streets and spaces, anchored by a principal east–west spine road and reinforced by a strong north–south link running through the centre of the site.
- 14.3.11** Vehicular access is taken from the new arm off the existing Parsonage Road roundabout as approved (and amended) at outline stage. From this point, the primary spine road extends eastwards into the site. This route has been designed at an appropriate width (6.75m carriageway) to safeguard a future bus connection serving strategic allocations to the east, thereby supporting long-term sustainable transport objectives. The spine road incorporates formal tree planting, verges, footways and a segregated cycle route, creating a clear movement corridor with a distinct character.
- 14.3.12** Secondary streets and shared surface areas branch from this spine, reducing in scale and formality to create a hierarchy of movement spaces. The arrangement promotes permeability, with pedestrian and cycle connections linking through to the central green corridor and perimeter open space. The north–south link forms a positive placemaking element, providing a landscaped pedestrian route overlooked by dwellings and connecting into the wider public open space network.
- 14.3.13** The layout responds appropriately to its constraints. A substantial landscaped buffer is retained along the northern boundary adjacent to the A120, within which significant public open space is provided as well as visual softening, ecological enhancement, recreational provision, and acoustic separation. Along the eastern boundary, the approved 15 metre

buffer to Prior's Wood Ancient Woodland is maintained, with built form set back to ensure ecological protection and visual relief.

**14.3.14** Buildings are arranged to front onto streets and open spaces, securing active frontages and natural surveillance. Dwellings overlook the principal open spaces, including the central link and northern public open space, reinforcing safety and integration between built form and landscape. Rear gardens are enclosed and proportionate, ensuring appropriate levels of privacy and defensible space.

**14.3.15** Car parking is provided through a combination of on-plot spaces, garages and limited courtyard groupings. Parking is generally set back from principal elevations and softened by landscaping, reducing the visual dominance of vehicles within the street scene.

**14.3.16** Overall, the layout delivers a coherent and well-structured pattern of development that accords with the approved parameters and reflects the principles of good urban design set out in Policy GEN2 of the Uttlesford Local Plan and the Uttlesford District Design Code.

**14.3.17** Scale:

**14.3.18** The outline permission established a development of up to 88 dwellings with building heights predominantly at two storeys, with limited two-and-a-half storey elements. The reserved matters proposals adhere to this framework, with the submitted plans demonstrating that the scale of the development is consistent with the parameters approved at outline stage and is appropriate in the context of the site and surrounding area.

**14.3.19** The apartment building has been amended during the pre-application process, including a reduction in height, to ensure alignment with the approved parameters and to prevent visual over-dominance. It is positioned internally within the site rather than on sensitive edges, ensuring that it does not appear prominent in longer views or in proximity to the ancient woodland buffer.

**14.3.20** Along the eastern boundary adjacent to Prior's Wood, built form is appropriately moderated and set back in accordance with the approved buffer. Similarly, the northern edge is characterised by landscape and open space rather than continuous built mass, ensuring that the development does not present a hard or intrusive frontage towards the A120 corridor.

The resulting roofscape is consistent and domestic in scale, with varied gables and orientation providing articulation without introducing abrupt transitions. The overall scale is considered proportionate, contextually appropriate, and compliant with Policy GEN2 of the Uttlesford Local Plan.

**14.3.21** Appearance:

- 14.3.22** Appearance, as defined in planning policy, relates to the external design qualities of buildings and spaces, including built form, architecture, materials, colour, texture, and detailing. The choice of materials is integral to both the functional performance and longevity of development, as well as its relationship with the surrounding context. Their appropriateness is informed by the scale and form of buildings, and careful selection is necessary to secure outcomes that are practical, durable, and visually coherent. In line with national and local design policies, the use of high-quality, contextually responsive materials is essential to ensuring new development integrates harmoniously with its setting.
- 14.3.23** The architectural approach adopts a traditional domestic vernacular, drawing on the character of Takeley. The scheme utilises a cohesive materials palette centred on red brickwork, with some timber detailing to provide articulation and emphasis. Following Member feedback during pre-application engagement, buff brick has been removed from the palette, resulting in a more consistent and locally responsive appearance.
- 14.3.24** Roof forms are predominantly pitched, with gable features and varied orientations contributing to visual interest along the spine road and within secondary streets. The CGIs demonstrate a coherent streetscape characterised by tree-lined avenues, soft landscaping, and dwellings with modest porch detailing and consistent fenestration proportions. The overall composition reflects a suburban edge-of-settlement character appropriate to this part of Takeley.
- 14.3.25** Affordable housing is integrated throughout the scheme and is tenure blind in external appearance. Materials, detailing and architectural treatment are consistent across tenures, avoiding identifiable distinctions.
- 14.3.26** Boundary treatments comprise a mix of hedging, brick walls and close-boarded fencing, applied according to context to define public and private realms effectively. Streets are reinforced by structured planting, particularly along the principal spine road and central green link, contributing to a strong landscape framework.
- 14.3.27** Taken together, the proposed layout, scale and appearance represent a coherent and contextually responsive form of development. The scheme adheres to the approved Parameter Plan, secures a clear hierarchy of streets and spaces, integrates significant areas of public open space and landscape buffers, and delivers a consistent architectural language reflective of the local vernacular.
- 14.3.28** The development is therefore considered acceptable in design terms and compliant with the Uttlesford Local Plan (2005), the Uttlesford

District Design Code, the emerging Local Plan and the design objectives of the NPPF.

**14.3.29** Quality of Accommodation:

**14.3.30** The proposed dwellings are designed to meet the nationally described space standards and provide an acceptable standard of internal accommodation. Floor plans demonstrate appropriately sized rooms, logical circulation and functional layouts capable of meeting the needs of a range of households.

**14.3.31** All affordable dwellings are designed to meet M4(2) accessibility standards, with two apartment units provided to M4(3) standard, in accordance with inclusive design principles.

**14.3.32** The layout secures appropriate levels of daylight, outlook and privacy. Back-to-back separation distances of approximately 25 metres are achieved across the site, ensuring no unacceptable overlooking or loss of privacy between dwellings.

**14.3.33** The majority of dwellings are provided with private rear gardens that accord with adopted guidance. Where minor variations occur, garden spaces remain functional in shape and proportion and are capable of accommodating normal domestic use. In addition to private amenity space, the scheme delivers substantial areas of public open space, including the central green link and northern landscape buffer, which provide meaningful recreational opportunities for future occupiers.

**14.3.34** On this basis, the proposals accord with both local and national policy objectives relating to sustainable design and climate change.

**14.3.35** In respect of sustainability, all dwellings are to be fitted with Air Source Heat Pumps, and electric vehicle charging provision is incorporated within on-plot parking areas. A Sustainable Drainage System (SuDS) is integrated into the wider landscape strategy, particularly within the northern open space, ensuring that surface water is managed on site in accordance with approved drainage principles.

**14.3.36** An Energy Statement has been submitted and compliance with the identified measures will be secured by condition. The proposals therefore align with national objectives relating to sustainable design and climate change mitigation and comply with Policies GEN2 and ENV11 of the Uttlesford Local Plan.

**14.3.37** Overall, the development is considered to provide a satisfactory standard of accommodation for future occupiers.

**14.4 B) Dwelling mix and Affordable Housing Provisions**

- 14.4.1** Policy H9 of the Uttlesford Local Plan requires residential development to provide an appropriate proportion of affordable housing. The Section 106 Agreement attached to outline permission UTT/21/2488/OP secures a minimum provision of 40% affordable housing. The Reserved Matters scheme proposes 88 dwellings, of which 35 units (40%) are affordable. This fully accords with the requirements of the outline legal agreement and Policy H9 of the Uttlesford Local Plan.
- 14.4.2** The affordable housing comprises a mix of 1- and 2-bedroom apartments and 2-, 3- and 4-bedroom houses. The tenure split is agreed with the Housing and Case Officer and the affordable units are distributed in policy compliant clusters and are tenure blind in external appearance, ensuring integration with the wider development and avoiding undue concentration.
- 14.4.3** The Council's Housing Officer has reviewed the proposed mix and tenure and raises no objection.
- 14.4.4** Policy H10 of the Uttlesford Local Plan requires residential development to provide an appropriate mix of dwelling sizes, with particular emphasis on smaller market homes. The scheme delivers a range of dwelling types from 1-bedroom apartments to 5-bedroom houses. Of the 53 market dwellings proposed, the majority comprise 3- and 4-bedroom homes, with provision also made for smaller units in the apartments.
- 14.4.5** In accordance with Paragraph 63 of the NPPF, the scheme provides a wide choice of high-quality homes, including affordable housing, contributing to the creation of a mixed and inclusive community. The proposal is therefore considered compliant with the Uttlesford Local Plan (2005), the requirements of the outline Section 106 Agreement, and national planning policy.

## **14.5 C) Access, Movement and Parking**

### **14.5.1 Access, Pedestrian and Cycling Movement:**

**14.5.2** Vehicular access was established at outline stage, taken via the approved new arm off the Parsonage Road roundabout. The Council and ECC have agreed in writing, in line with the relevant outline condition, that the approved access plan can be substituted with a revised access plan that incorporates the increased width of the access, required to ensure the sustainable transport route detailed in the Local Plan can come forward in the future.

**14.5.3** From this point, the principal east–west spine road extends into the site and forms the primary movement corridor, complemented by a network of secondary streets and shared-surface areas. The hierarchy is clear and legible, with street design reflecting function and scale. The north–south link provides an additional pedestrian-focused route through the

centre of the site, connecting the northern public open space with southern residential areas.

- 14.5.4** Pedestrian and cycle connectivity is well integrated. Continuous footways and cycle provision are incorporated along the principal route, with additional pedestrian links provided through the central green corridor and perimeter open space. Connections are secured into the adjoining development parcel to the west and to the parallel full application site, ensuring permeability and integration.
- 14.5.5** Swept path analysis demonstrates that refuse and service vehicles can safely manoeuvre within the site. Turning facilities are incorporated where required, and the internal layout enables efficient circulation.
- 14.5.6** Essex County Council, as Highway Authority, has been consulted and raises no objection in principle, subject to conditions securing final technical details. The proposal is therefore considered to provide a safe and suitable means of access for all users in accordance with the NPPF and the Uttlesford Local Plan.
- 14.5.7** Parking:
- 14.5.8** Policy GEN8 of the Uttlesford Local Plan requires new development to provide an appropriate number and layout of parking spaces in line with the Council's Vehicle Parking Standards Supplementary Planning Guidance. These standards specify a minimum of one space for one-bedroom dwellings, two for two- and three-bedroom dwellings, and three for four-bedroom dwellings, together with additional visitor spaces at a ratio of one per four dwellings. Minimum bay dimensions are set at 2.9 m × 5.5 m, and garages at 3 m × 7 m. Each dwelling must also include at least one secure, covered cycle parking space.
- 14.5.9** The submitted layout demonstrates compliance with the relevant standards. Each dwelling is provided with the required number of parking spaces, and visitor parking is distributed throughout the site. Whilst there are still instances of triple-tandem parking, these are in the significant minority and therefore accepted on balance.
- 14.5.10** Parking provision is primarily on-plot, supplemented by limited courtyard groupings. This approach ensures parking remains subordinate within the street scene and avoids large, visually dominant parking courts. Spaces are appropriately dimensioned and laid out in accordance with standards.
- 14.5.11** Secure cycle parking is provided for all dwellings. For houses, this is accommodated within garages or secure garden storage. The apartment building includes dedicated covered and secure cycle storage facilities in accordance with the adopted standards.

**14.5.12** The overall parking strategy balances functional requirements with streetscape considerations. Vehicles are generally set back from principal elevations and softened by landscaping, reducing visual impact and maintaining coherent street character.

**14.5.13** The proposed access, movement and parking arrangements are therefore considered acceptable and compliant with Policies GEN1, GEN2 and GEN8 of the Uttlesford Local Plan and the Council's Parking Standards.

## **14.6 D) Heritage**

**14.6.1** The NPPF places great weight on the conservation of heritage assets. Paragraph 135 emphasises the importance of securing high-quality design that is sympathetic to local character, while paragraph 203(f) requires new development to make a positive contribution to local character and distinctiveness.

**14.6.2** The Conservation Officer concludes the submitted details are considered acceptable and are not expected to cause harm to the significance of nearby designated heritage assets, which were assessed for potential heritage impact at the outline application stage.

**14.6.3** The proposal is therefore compliant with the NPPF and relevant Local Plan heritage policies.

## **14.7 E) Landscaping, Open Space and Play**

**14.7.1** Landscaping forms a fundamental component of the approved Parameter Plan and is central to the scheme's response to both environmental constraints and placemaking objectives.

**14.7.2** The reserved matters proposals retain and reinforce the strategic landscape structure established at outline stage. This includes the substantial area of public open space along the northern boundary adjacent to the A120 and the minimum 15 metre buffer to Prior's Wood Ancient Woodland along the eastern edge of the site.

### **14.7.3 Northern Open Space**

**14.7.4** A significant area of public open space is provided along the northern boundary. This space performs multiple functions: visual mitigation of the A120 corridor, acoustic separation, ecological enhancement and recreational provision. Built development is set back from this boundary, ensuring the landscape edge remains dominant.

**14.7.5** Additional tree planting and structural landscaping are proposed along both the A120 boundary and Parsonage Road frontage. This reinforces the landscaped character of the site entrance and softens views into and out of the development. The approach is consistent with the Uttlesford

Design Guide, which seeks to ensure development integrates with its surroundings and protects environmental quality.

**14.7.6** Prior's Wood Ancient Woodland Buffer

**14.7.7** The approved 15 metre buffer to Prior's Wood Ancient Woodland is retained in full. Built form is set back beyond this zone in accordance with the outline parameters. The buffer is landscaped to provide ecological protection and visual separation, ensuring no encroachment into the woodland edge.

**14.7.8** This approach accords the Uttlesford Local Plan and national guidance relating to the protection of ancient woodland. The reserved matters details demonstrate that the woodland edge remains landscape-led rather than development-dominated.

**14.7.9** Central Green Link and Internal Structure

**14.7.10** A north–south green link forms a key internal landscape feature. This route provides a continuous landscaped pedestrian corridor through the site, connecting the northern public open space with areas to the south. Dwellings front onto this space, ensuring natural surveillance and integration with the built form.

**14.7.11** Street trees are incorporated along the principal spine road, creating a tree-lined avenue character. Secondary streets include softer landscaping treatments appropriate to their scale. The overall landscape structure provides legibility and reinforces the established street hierarchy.

**14.7.12** Play Provision and Public Amenity

**14.7.13** The equipped area of play (LEAP) has been positioned to ensure improved centrality and overlooking, responding to feedback during pre-application engagement. The location within the public open space ensures accessibility whilst maintaining separation from the woodland buffer. The extent and distribution of public open space are consistent with the outline permission and provide meaningful recreational space for future residents.

**14.7.14** Summary

**14.7.15** The reserved matters proposals retain the strategic landscape framework approved at outline stage and strengthen it through additional structural planting and integrated green corridors.

**14.7.16** The development provides a robust buffer to Prior's Wood Ancient Woodland, substantial public open space along the A120 boundary, and a coherent internal green infrastructure network. The landscaping is

considered to comply with the Uttlesford Local Plan (2005) and the objectives of the Uttlesford District Design Code.

## **14.8 F) Biodiversity and Protection of Natural Environment**

**14.8.1** Policy GEN2 of the Local Plan requires that development safeguards important environmental features within its setting, while Policy GEN7 seeks to protect wildlife, with particular emphasis on protected species, and requires that potential impacts arising from development are appropriately mitigated.

**14.8.2** The site is not subject to any statutory nature conservation designation. However, it lies adjacent to Prior's Wood, an area of Ancient Woodland. The ecological sensitivity of this boundary was fully considered at outline stage, where the principle of residential development was accepted subject to the retention of a minimum 15 metre buffer and the imposition of ecological conditions.

**14.8.3** The Reserved Matters proposals retain the approved 15 metre buffer to Prior's Wood in full. Built development is set back beyond this zone, and the buffer is landscaped to provide ecological protection and appropriate separation. No encroachment into the woodland edge is proposed.

**14.8.4** The scheme incorporates substantial areas of green infrastructure, including the northern public open space and internal green link, contributing to habitat connectivity across the site. The applicant indicates that the development will deliver measurable biodiversity net gain, including significant habitat enhancement and hedgerow improvement. These measures are to be secured and monitored through the approved ecological strategy and associated conditions.

**14.8.5** Place Services has reviewed the Reserved Matters submission and confirmed that they raise no objection, subject to conditions. Therefore, the proposal is considered acceptable in ecological terms. The development is therefore compliant with the Uttlesford Local Plan (2005) and national planning policy relating to biodiversity protection and enhancement.

## **14.9 G) Drainage**

**14.9.1** Policy GEN3 of the Local Plan requires that new development does not increase the risk of surface water flooding and that Sustainable Drainage Systems (SuDS) are incorporated as the primary means of managing surface water.

**14.9.2** The principle of surface water drainage was established at outline stage under permission UTT/21/2488/OP, which secured a comprehensive drainage strategy and imposed conditions requiring detailed design to accord with approved sustainable drainage principles.

**14.9.3** The Lead Local Flood Authority (Essex County Council) has confirmed they do not object to the Reserved Matters application. They confirm that the drainage strategy will be looked at under the relevant conditions from the outline.

**14.9.4** The proposals therefore accord with the approved outline drainage principles and are compliant with the Uttlesford Local Plan (2005).

## **14.10 H) Residential Amenity and Noise**

### **14.10.1** Noise

**14.10.2** The submitted Noise Impact Assessment (Cass Allen RP04-25273-R1) confirms that road traffic noise from the A120 represents the dominant source of noise affecting the site. The principle of residential development at this location, including its exposure to transport noise, was established at outline stage under permission UTT/21/2488/OP. This Reserved Matters application therefore considers whether the detailed layout and proposed mitigation measures secure an acceptable standard of residential amenity.

### **14.10.3** Internal Noise Environment

**14.10.4** The assessment demonstrates that the internal noise criteria set out in BS8233:2014 can be achieved through the implementation of the specified glazing and mechanical ventilation strategy. The Council's Environmental Health Officer has reviewed the submitted information and confirms that, subject to conditions securing the glazing and ventilation measures and post-installation verification, the required internal standards can be achieved.

**14.10.5** Officers are therefore satisfied that appropriate internal living conditions will be secured.

### **14.10.6** External Amenity Areas

**14.10.7** The assessment identifies that external noise levels within a number of private gardens would exceed the upper guideline value set out in BS8233:2014, even with the incorporation of 1.8 metre acoustic fencing. Predicted exceedances are generally in the region of up to approximately 5dB in the most affected areas.

**14.10.8** The Environmental Health Officer advises that full compliance with the external guideline values is not achieved across all private garden areas and notes that this would ordinarily give rise to concern. However, it is also recognised that:

- Most gardens include areas which meet the guideline value;
- Significant areas of publicly accessible open space are provided within the northern part of the site and beyond the site to the south accessible on foot;

- The layout retains the substantial landscape buffer approved at outline stage; and
- BS8233:2014 provides guidance rather than absolute limits and requires professional judgement.

**14.10.9** In this instance, the Environmental Health Officer does not object to the proposal, subject to conditions securing the recommended mitigation measures.

**14.10.10** It is acknowledged that external guideline levels are exceeded in limited parts of certain gardens. However, internal standards can be fully achieved through mitigation, and the applicant has incorporated measures to reduce noise impacts as far as reasonably practicable within the constraints of the approved layout and landscape framework.

**14.10.11** Having regard to the outline approval of the site for residential use, the retention of the substantial northern open space buffer, the availability of alternative public amenity space, and the ability to secure compliant internal environments, Officers consider that the development would provide an acceptable standard of residential amenity overall.

**14.10.12** Subject to the imposition of the Environmental Health Officer's recommended conditions, the proposal is therefore considered to comply with Policies GEN2, GEN4 and ENV11 of the Uttlesford Local Plan (2005) and national guidance relating to noise and residential amenity.

**14.10.13** Residential Amenity

**14.10.14** In assessing the proposal, careful consideration has been given to the potential impact on the amenities of existing and future residential occupiers. Policy GEN2 of the adopted Local Plan requires development to protect the amenity of neighbouring occupiers, to ensure that development does not result in undue overlooking, overshadowing, loss of privacy or overbearing impact.

**14.10.15** The layout of this site has been developed in coordination with the adjoining scheme to ensure appropriate relationships between buildings, suitable separation distances and coherent street alignment.

**14.10.16** In terms of impact on existing dwellings, the nearest properties lie to the south beyond the approved spine road and associated landscape buffer. The proposed dwellings are predominantly two storeys in height, with the 2.5-storey apartment building positioned internally within the wider masterplan and adjacent to the corresponding apartment block within the site to the west. The scale, orientation and separation distances ensure that there would be no unacceptable loss of privacy or outlook to neighbouring properties.

- 14.10.17** The arrangement of buildings and window placements has been designed to avoid overlooking. Separation distances between opposing elevations are consistent with accepted residential design standards and reflect the parameter plan approved at outline stage.
- 14.10.18** With regard to future occupiers of the development itself, the layout provides adequate private amenity space for each dwelling and appropriate relationships between properties to ensure satisfactory living conditions. The internal road network and parking areas are arranged so as not to create undue disturbance or noise impacts beyond what would reasonably be expected within a residential environment.
- 14.10.19** Taking these factors together, the proposal would not result in unacceptable harm to the residential amenities of either existing or future occupiers. The development is therefore considered to comply with the adopted Local Plan.

## **15. ADDITIONAL DUTIES**

### **15.1 Public Sector Equalities Duties**

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

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

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

### **15.2 Human Rights**

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

## **16 CONCLUSION**

- 16.1** The Reserved Matters submission has been assessed against the approved outline permission UTT/21/2488/OP, the associated planning conditions, and the relevant national and local planning policy framework. The details of layout, scale, appearance and landscaping are found to be in general accordance with the approved Parameter Plan and comply with the design objectives set out within the NPPF, the Uttlesford Local Plan (2005) and the Uttlesford District Design Code.
- 16.2** The proposed layout delivers a clear and legible hierarchy of streets and spaces, anchored by the principal spine road and central green link. The development safeguards a future bus corridor and integrates substantial public open space along the northern boundary, maintaining the approved 15 metre buffer to Prior's Wood Ancient Woodland. The scale and massing of buildings align with the approved parameters and are considered appropriate to the site's context. The architectural approach adopts a cohesive and locally responsive palette, resulting in a visually coherent development.
- 16.3** The scheme provides 88 dwellings, including 35 affordable homes (40%) in accordance with the Section 106 Agreement. The affordable units are tenure blind and appropriately distributed. The proposed housing mix offers a balanced range of dwelling types capable of meeting identified needs.
- 16.4** Access is provided from the approved arm off the Parsonage Road roundabout, and the internal road network accommodates all users safely. Parking provision accords with adopted standards and avoids unacceptable tandem arrangements. The Highway Authority raises no objection subject to conditions.
- 16.5** The landscaping strategy reinforces the approved development framework, providing structural planting, a robust woodland buffer, integrated SuDS features and meaningful public open space. The scheme is anticipated to deliver significant biodiversity net gain, exceeding statutory requirements. Place Services (Ecology), the Lead Local Flood Authority and other consultees raise no objection subject to compliance with relevant conditions.
- 16.6** Whilst external garden noise levels exceed guideline values in limited locations, internal standards can be achieved through mitigation, and the Environmental Health Officer raises no objection subject to condition. Having regard to the outline approval, the extent of mitigation and the wider planning benefits of the scheme, the residual impacts are considered acceptable in the planning balance.
- 16.7** Overall, the Reserved Matters proposals deliver a coherent, policy-compliant and well-integrated form of development that accords with the approved outline permission and the Development Plan. The application

is therefore recommended for approval, subject to the conditions and informatives set out below.

## 17            **CONDITIONS**

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. Vehicle parking: prior to occupation of the development, the vehicle parking areas indicated on drawing no. 190-PS-004 Rev C (Parking Plan) – save for the 'EV Charging' – have been hard surfaced, sealed and marked out as necessary. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: to ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance. The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

3. Electric vehicle charging: prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of the electric vehicle charging parking space for the E-Car Club secured within the s106 agreement dated 7th November 2022. Once approved, the development shall not be occupied until such time as the parking indicated on those approved plans has been provided and shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

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. The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

4. Cycle parking: prior to occupation of the development, each dwelling will be provided with a minimum of one secure covered cycle parking space as indicated on drawing no. 190-PS-004 Rev C (Parking Plan) and retained in this form 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 as adopted as County Council Supplementary Guidance. The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

5. Public Right of Way: the public's rights and ease of passage over public footpath 21 (Takeley 48) shall be maintained free and unobstructed at all times.

REASON: to ensure the continued safe passage of the public on the definitive right of way and accessibility in accordance with policies DM1 and DM11 of the Development Management Policies as adopted as County Council Supplementary Guidance. The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

6. Prior to the development above slab level, a Crime Prevention Strategy detailing how the development will meet the principles and standards of Secured by Design (SBD) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Designing Out Crime Officer (DOCO) or equivalent authority.

The strategy shall include specific measures relating to site layout, access control, lighting, boundary treatments, building security (including doors and windows), and any external communal areas. The development shall be carried out in full accordance with the approved strategy, and the approved measures shall be fully implemented prior to first occupation and retained thereafter.

REASON: To ensure that crime prevention measures are incorporated into the design and construction of the development from the outset, in accordance with the principles of Secured by Design and Local Plan Policy GEN2 (adopted 2005), thereby creating a safe and secure environment for future occupants.

7. The glazing and ventilation strategy set out within the Cass Allen Noise Impact Assessment (Ref: RP04-25273-R1) shall be implemented in full prior to the first occupation of the relevant dwelling(s) and shall thereafter be retained and maintained for the lifetime of the development. The approved scheme shall ensure that the following internal noise levels are achieved in accordance with BS 8233:2014:

- Bedrooms (23:00–07:00): 30 dB LAeq (8hr) and 45 dB LAmax (F)
- Living Rooms (07:00–23:00): 35 dB LAeq (16hr)

REASON: To ensure that appropriate mitigation measures are implemented to secure acceptable internal living conditions for future occupiers in the interests of residential amenity, in accordance with Policies GEN2, GEN4 and ENV10 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework.

8. The noise mitigation measures set out within the Cass Allen Noise Impact Assessment (Ref: RP04-25273-R1), including the installation of 1.8 metre high acoustic fencing where identified, shall be implemented in full prior to the first occupation of the relevant dwelling(s) and shall be retained and maintained thereafter for the lifetime of the development.

REASON: To ensure that appropriate mitigation measures are implemented to minimise external noise impacts and to secure an acceptable standard of residential amenity for future occupiers, in accordance with Policies GEN2, GEN4 and ENV10 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework.

9. In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority and work halted on the part of the site affected by the unexpected contamination. Any land contamination identified shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

REASON: To ensure that any previously unidentified land contamination encountered during construction is appropriately investigated and remediated in the interests of protecting human health, controlled waters and the wider environment, in accordance with Policies GEN2 and ENV10 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework.

10. The development hereby approved shall be carried out in full accordance with the air quality mitigation measures set out within the Cass Allen Air Quality Assessment (Ref: RP02-25273-R2), including the measures identified within

Sections 8.6 and 8.10 and those detailed within Table 7 of the report. All identified mitigation measures shall be implemented prior to first occupation of the development (or relevant phase thereof) and shall be retained and maintained thereafter.

REASON: To ensure that appropriate mitigation measures are implemented to minimise particulate matter (PM2.5) emissions and to protect air quality in accordance with Policy ENV10 of the Uttlesford Local Plan (2005) and the NPPF.

11. Prior to first occupation, to minimise the impact of the operational phase by encouraging the use of low emission vehicles and non-car travel, to provide the following:

- an electric vehicle charge point at any garage or allocated parking space associated with a dwelling
- Secure, convenient, covered storage for motorised and non-motorised cycles at each dwelling to be provided prior to occupation
- Residential and school travel plans aimed at promotion of sustainable modes of transport
- Address the specification of any CHP required as low NOx emissions and ultra-low NOx gas boilers.

REASON: To promote sustainable modes of transport, encourage the uptake of low emission vehicles, and minimise air quality impacts arising from the operational phase of the development, in the interests of protecting public health and environmental quality, in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan (2005), eLP Policies and the National Planning Policy Framework.

12. Prior to the commencement of the development, and in tandem with condition 16 and 22 on the outline permission (UTT/21/2488/OP) a detailed Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a. The construction programme and phasing
- b. Hours of operation, delivery and storage of materials
- c. Details of any highway works necessary to enable construction to take place
- d. Parking and loading arrangements
- e. Details of hoarding
- f. Management of traffic to reduce congestion

- g. Control of dust and dirt on the public highway
- h. Details of consultation and complaint management with local businesses and neighbours
- i. Waste management proposals
- j. Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
- k. Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.
- l. The process for notifying the airport prior to the use of frequency emitting devices
- m. Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal).
- n. Procedures for drone usage in consultation with Stansted Airport.
- o. Commitment relating to the notification of tall equipment as per CAA CAP 1096
- p. Procedures for gas venting in consultation with Stansted Airport.
- q. 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.
- r. Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation.

All works shall be carried out in accordance with the approved CMP thereafter.

REASON: To ensure that the construction phase of the development is managed in a manner which minimises disturbance to neighbouring occupiers, protects highway safety, and safeguards the environment from adverse impacts including noise, vibration, dust and air pollution, in accordance with Policies GEN1, GEN2, GEN4 and ENV10 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework and to safeguard aircraft safety, in accordance with the safeguarding requirements of Stansted Airport.

13. No part of the development (including construction equipment i.e. cranes) should exceed 140 metres in height (AMSL),

REASON: In order to have no harmful impact on the protected surfaces established for Stansted Airport, to safeguard aircraft safety, in accordance with the safeguarding requirements of Stansted Airport and Policy GEN2 and GEN4 of the Uttlesford Local Plan (2005).

14. 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: To safeguard aircraft safety, in accordance with the safeguarding requirements of Stansted Airport and Policy GEN2 and GEN4 of the Uttlesford Local Plan (2005).

15. 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: To safeguard aircraft safety, in accordance with the safeguarding requirements of Stansted Airport and Policy GEN2 and GEN4 of the Uttlesford Local Plan (2005).

16. Prior to the installation of any solar PV the submission of an Aviation Perspective Glint and Glare Assessment of the installation is to be submitted to the LPA in consultation with the aerodrome safeguarding authority for Stansted Airport (STN); demonstrating no harmful impact to operations at STN.

REASON: To safeguard aircraft safety, in accordance with the safeguarding requirements of Stansted Airport and Policy GEN2 and GEN4 of the Uttlesford Local Plan (2005).

17. All mitigation measures and/or works shall be carried out in accordance with the details contained in the following documents as already submitted with the planning application and agreed in principle with the local planning authority prior to determination:

- Ecology Report (Applied Ecology, October 2025),
- Biodiversity Net Gain Assessment (Applied Ecology, October 2025),
- Construction Environmental Management Plan (CEMP: Biodiversity) V3.0 (Applied Ecology, 26/02/2026);
- Landscape and Ecological Management Plan (LEMP) V3.0 (Applied Ecology, 26/02/2026)
- UTT/21/2488/OP – Biodiversity Enhancement Strategy V1.0 (Applied Ecology, 24/02/2026)
- Design Considerations & Environmental Report Rev R3 (WLC Lighting Design, 23/02/2026)

This will 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.”

REASON: 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). The condition is in accordance with Policy GEN7 of the Uttlesford Local Plan (2005).

18. Prior to slab level, the development hereby permitted shall not be built above slab level until integrated bat boxes and Hedgehog highways have been added to the relevant architects drawings and elevations and Revised Hardworks Plans, as already approved in the Biodiversity Enhancement Strategy V1.0 (Applied Ecology, 24/02/2026).

REASON: To conserve and enhance protected and Priority species & habitats 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). The condition is in accordance with Policy GEN7 of the Uttlesford Local Plan (2005).

## **INFORMATIVES:**

### **MAG:**

No lighting directly beneath the roof lights that will emit light upwards – only downward facing ambient lighting to spill from the roof lights upwards – ideally, automatic blinds to be fitted that close at dusk. Reason: Flight safety - to prevent distraction or confusion to pilots using Stansted Airport.

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.

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/Cranenotification/>

The development lies within the flight restricted zone established for Stansted Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://nsf.nats.aero/drones-and-10/02/2026C2> -  
Internalmodelaircraft/#:~:text=You%20must%20ensure%20you%20always%20adhere%20to%20the%20Drone%20Code

### **Environmental Health:**

It is recommended that further energy saving and renewable technologies should be considered for this development in addition to the electric vehicle charge points, such as solar panels, ground source heat pumps etc in the interests of carbon saving and energy efficiency.