

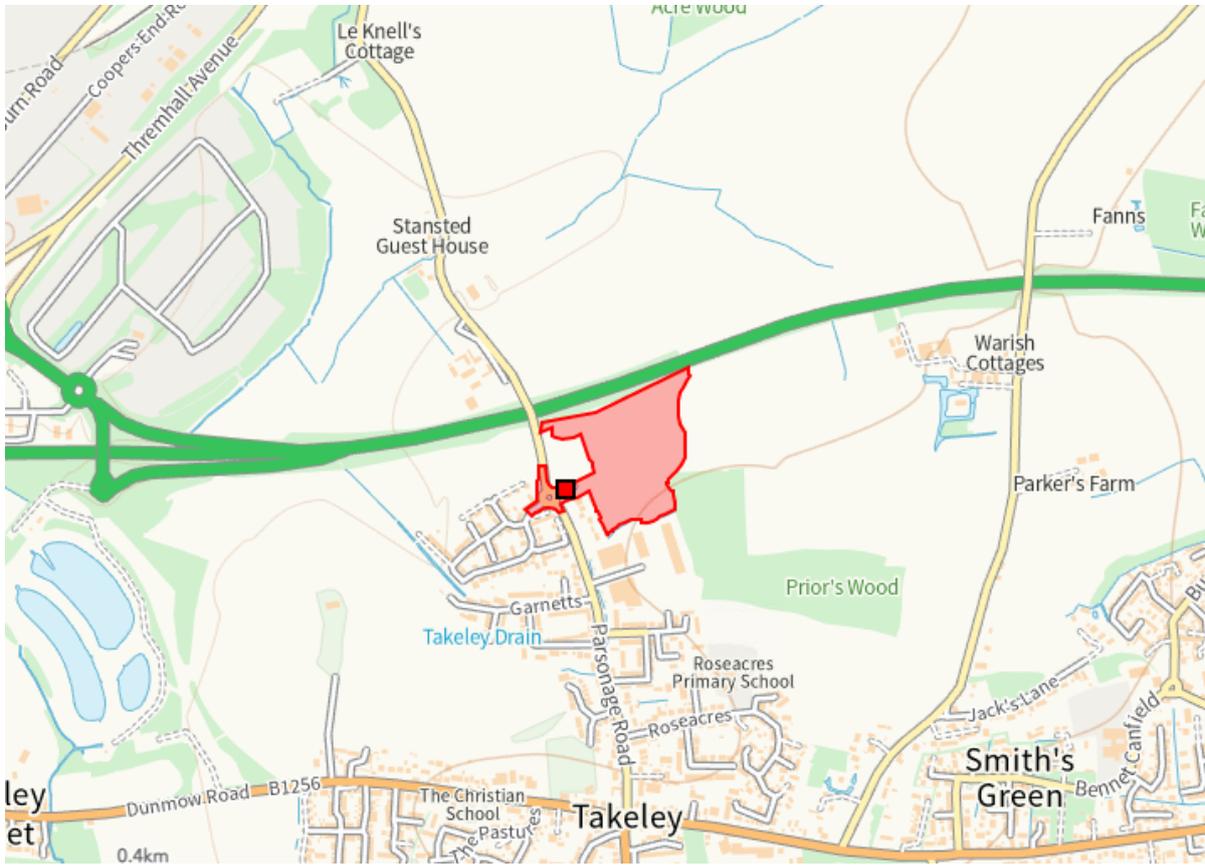
ITEM NUMBER: 7

PLANNING COMMITTEE DATE: 11 March 2026

REFERENCE NUMBER: UTT/25/2992/FUL

LOCATION: Land East of Parsonage Road, Takeley

SITE LOCATION PLAN:



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Organisation: Uttlesford District Council Date: February 2026

PROPOSAL: Proposed erection of 20 no. dwellings with associated auxiliary buildings, garages, access, parking, landscaping, drainage and infrastructure

APPLICANT: Hill Residential

AGENT: Ceres Property

EXPIRY DATE: 9 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

1. EXECUTIVE SUMMARY

- 1.1** This application seeks full planning permission for the erection of 20 dwellings, including 40% affordable housing, together with associated garages, access, parking, landscaping, drainage and infrastructure.
- 1.2** The site sits adjacent to a larger site with extant outline permission for 88 homes (UTT/21/2488/OP) and for which a Reserved Matters application is currently under consideration.
- 1.3** The application site itself benefits from implemented planning permission for a three-storey, 66-bed care home (Use Class C2). The fallback position is therefore a significant material consideration and establishes the principle of substantial built development on this parcel of land.
- 1.4** The Council is currently unable to demonstrate a five-year housing land supply and paragraph 11(d) of the National Planning Policy Framework is engaged. Whilst the proposal is in conflict with Policy S7 due to its

countryside location, the weight to be attributed to that conflict is moderated by the implemented care home permission and the adjacent outline residential development context. The development would represent a comprehensively planned extension to the settlement rather than represent isolated encroachment into open countryside.

- 1.5** In design terms, the proposal integrates with the approved spine road and green infrastructure framework of the outline application and would continue the street hierarchy of the emerging reserved matters proposal (UTT/25/2991/DFO). The majority of dwellings are two storeys in height, with a 2.5-storey apartment building positioned to align with the adjoining Reserved Matters scheme. The architectural approach reflects the local vernacular through a coordinated materials palette and traditional form. The scale and massing are lower than the implemented C2 fallback scheme.
- 1.6** Access is taken from the access for the adjacent site that was approved at outline stage. Essex County Council, as Highway Authority, raise no objection subject to conditions. Parking provision accords with adopted standards, utilising the adjacent site, and secure cycle storage is provided. The landscaping strategy reinforces the structural planting along site boundaries, integrates the development into the wider masterplan and secures Biodiversity Net Gain in excess of statutory requirements.
- 1.7** The site is affected by road traffic noise from the nearby A120. Internal noise standards can be achieved through glazing and ventilation measures secured by condition, but external garden areas would not fully achieve the upper guideline levels set out in BS8233:2014. Environmental Health has objected on this basis but confirms that mitigation can be secured by condition. The applicant has incorporated acoustic fencing and layout mitigation as far as reasonably practicable. The residual external noise impact is acknowledged as a matter weighing against the proposal but is apportioned limited weight given the applicant's approach and level of impact.
- 1.8** The scheme delivers 20 dwellings in a district without a 5-year housing land supply, including 8 affordable homes (40%) in accordance with policy. These social benefits attract significant weight. When considered alongside the fallback position and the integration of the site into a wider masterplan, it is concluded that the identified harms relating to countryside conflict and noise do not significantly and demonstrably outweigh the benefits of the proposal.
- 1.9** Overall, the development is considered to represent sustainable development when assessed against the National Planning Policy Framework and the adopted Uttlesford Local Plan. Planning permission is therefore recommended for approval, subject to conditions and the completion of a Section 106 Agreement.

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 application site is located on the eastern side of Parsonage Road on the northern edge of the village of Takeley.

3.2 The topography of the site is generally level, and it comprises of approximately 0.72 hectares. The site is currently free of any established built form and currently consists of agricultural (arable) land. The site is free of any vegetation apart from mature native trees and a hedgerow that spans the western boundary fronting onto Parsonage Road.

3.3 Immediately to the south of the site are a row of residential properties, of which further south is the Weston Stansted business development. Approximately 60m to the north of the application site is the A120 dual carriageway. To the east and west of the site, permission has recently been granted for further residential development. Further details of these developments are provided in Section 6 of this report.

3.4 In terms of local designations, the site is not subject to any statutory landscape or ecological designations. The Environmental Agency Flood Risk Maps identifies the whole of the site lying within 'Flood Zone 1'. The site is not located or abutting a conservation area, nor are there any other heritage assets in close proximity to the site. Priors Wood, which is an Ancient Woodland and Country wildlife Park is located approximately 160m east of the site. A public footpath (PROW 48_21) running in an east/west direction extends along the southern side of the A120 to the north of the application site.

4. **PROPOSED DEVELOPMENT**

4.1 Proposed erection of 20 no. dwellings with associated auxiliary buildings, garages, access, parking, landscaping, drainage and infrastructure.

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:

6.4 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. It also encompassed the adjacent reserved matters application to ensure a holistic approach was taken that would incorporate the two sites together resulting in one coherent development.

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, subject to condition.

8.3 **National Highways**

8.3.1 No objection.

9. **TOWN COUNCIL COMMENTS**

9.1 Takeley Parish Council

9.1.1 Support the proposals.

10. CONSULTEE RESPONSES

10.1 UDC Housing Enabling Officer

10.1.1 There is no objection to this revised application.

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 RP01-25273-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, most levels are higher than the BS8233 upper guideline for external noise.

10.2.3 This service objects to a scheme which does not comply with the BS8233 upper guideline for external noise, especially where there are few respite areas provided as in this scheme and most gardens in this phase 1 have high noise levels. The applicant has described tranquil public areas that can be used for respite but not many areas on-site.

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 the following condition is applied to mitigate as far as possible against environmental noise. Therefore, if you are minded to approve this application, I recommend a conditions are applied to mitigate as far as possible against environmental noise.

10.3 Place Services (Ecology)

10.3.1 Recommend approval subject to conditions.

10.4 Landscape Officer

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

10.5 Essex Police

10.5.1 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.

10.6 UDC Urban Design Officer

10.6.1 Comments encompassed by those on the adjacent RM application.

10.7 Thames Water

10.7.1 No objection

10.8 Place Services Archaeology

10.8.1 No objection subject to condition

10.9 MAG London Stansted Airport

10.9.1 No objection.

10.10 NHS

10.10.1 Request for contributions.

10.11 Affinity Water

10.11.1 No objection.

10.12 National Trust

10.12.1 Request for on-site and off-site mitigation

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. One objection has been received, and is summarised as follows:

11.2 Objection summary:

- recent housing growth has overwhelmed Takeley Sewage Works. Planning conditions are needed to ensure adequate infrastructure capacity before further homes are occupied.

12. MATERIAL CONSIDERATIONS

12.1 In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the

policies and proposals in the National Planning Policy Framework, the Development Plan and all other material considerations identified in the “Considerations and Assessments” section of the report. The determination must be made in accordance with the plan unless material considerations indicate otherwise.

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

a) The provisions of the development plan, so far as material to the application:

(aza) a post-examination draft neighbourhood development plan, so far as material to the application,

b) any local finance considerations, so far as material to the application, and

c) any other material considerations.

12.3 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) Principle of Development and Need**
 - B) Character and Design**
 - C) Heritage**
 - D) Access and Parking**
 - E) Landscaping and Open Space**
 - F) Flooding and Drainage**
 - G) Noise**
 - H) Neighbouring Amenity**
 - I) Planning Obligations**

14.3 **A) Principle of Development and Need**

14.3.1 Emerging local plan

14.3.2 The Emerging Uttlesford Local Plan has progressed through examination and now carries significant weight in decision-making. The emerging plan identifies land to the north of Takeley for residential growth and demonstrates that upon adoption (anticipated March), the Council will be able to demonstrate a five-year housing land supply.

14.3.3 Adopted Local Plan and Five-Year Housing Land Supply

14.3.4 The Council's adopted Local Plan (2005) is now more than five years old. In addition, the Council is presently unable to demonstrate a five-year supply of deliverable housing sites. In these circumstances, those policies which are most important for determining applications for housing are considered to be out-of-date for the purposes of paragraph 11(d) of the National Planning Policy Framework (NPPF).

14.3.5 Paragraph 11(d) therefore applies and the presumption in favour of sustainable development is engaged. This is often referred to as the "tilted balance". In practical terms, this means that planning permission should be granted unless the application of policies within the

Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or unless any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

- 14.3.6** The engagement of paragraph 11(d) does not render the development plan irrelevant, nor does it automatically override conflict with adopted policy. Rather, it requires the decision-maker to undertake a careful and structured assessment of the proposal against the development plan and all other material considerations, before weighing the identified harms against the benefits of the scheme. The weight to be attributed to individual policies must be considered having regard to their degree of consistency with the NPPF.
- 14.3.7** It is also material that the emerging Uttlesford Local Plan has progressed to an advanced stage and now carries significant weight. The emerging plan identifies growth within this broad location and demonstrates that, once adopted, the Council will be able to demonstrate a five-year housing land supply. Whilst this does not disapply paragraph 11(d) at the present time, it is a material consideration which informs the overall planning judgement and moderates the weight to be given to the current housing land supply shortfall.
- 14.3.8** Accordingly, whilst the tilted balance is engaged, it remains necessary to undertake a comprehensive assessment of the proposal against all relevant policies and material considerations. Only once the nature and extent of any harm has been clearly identified can it properly be weighed against the benefits of the development to determine whether any adverse impacts would significantly and demonstrably outweigh those benefits. The overall planning balance is addressed later in this report.
- 14.3.9** Site History
- 14.3.10** A significant material consideration in the determination of this application is the existing planning status of the site. The application site benefits from implemented planning permission for the erection of a 66-bed care home (Use Class C2), approved under reference UTT/19/0394/OP and subsequent reserved matters approval. That permission has been lawfully implemented and therefore represents a realistic and extant fallback position which could be completed at any time.
- 14.3.11** In addition, the site adjoins a site which benefits from extant outline planning permission for residential development comprising 88 dwellings under reference UTT/21/2488/OP. A Reserved Matters application relating to that outline consent is currently under consideration.

- 14.3.12** The implemented C2 permission is a significant material consideration. It establishes the principle of substantial built development on this parcel of land and confirms that the Council has previously accepted that development of considerable scale and massing is appropriate in this location. The approved care home scheme comprised a three-storey building with associated parking and infrastructure.
- 14.3.13** The current proposal seeks to substitute that consented C2 use with 20 dwellings falling within Use Class C3. Whilst this represents a change in use, it does not introduce built development onto previously undeveloped land in planning terms. Rather, it replaces an extant and implementable institutional building with a predominantly two-storey residential layout which integrates into a wider masterplan.
- 14.3.14** Accordingly, the planning history materially alters the baseline against which the current proposal must be assessed. The site cannot reasonably be considered as open countryside, and the fallback position significantly reduces the weight that can be attributed to any harm arising from the introduction of built form in this location.
- 14.3.15** Sustainable Development – Social, Economic and Environmental Context
- 14.3.16** Paragraph 7 of the National Planning Policy Framework (NPPF) confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 explains that achieving sustainable development means pursuing three overarching objectives – economic, social and environmental – which are interdependent and must be considered collectively rather than in isolation.
- 14.3.17** Planning Practice Guidance (PPG) supports this approach and provides further guidance on how sustainability considerations should be embedded into decision-making. The assessment of this proposal has therefore been undertaken having regard to each of these objectives.
- 14.3.18** In social terms, the proposal will deliver 20 residential dwellings in a district where the Council is currently unable to demonstrate a five-year supply of housing land. The provision of new homes in this context attracts significant weight. The scheme includes 40% affordable housing, which accords with adopted policy requirements and will make a meaningful contribution towards meeting identified affordable housing needs within the district. The delivery of affordable housing is a substantial social benefit and is afforded significant positive weight in the planning balance.
- 14.3.19** The site adjoins a larger residential development, which benefits from extant outline permission. The integration of this parcel into the approved spine road, landscape structure and green infrastructure ensures that the development will contribute towards the creation of a coherent and

comprehensively planned extension to the settlement. In this regard, the proposal supports the NPPF objective of creating inclusive and sustainable communities.

- 14.3.20** In economic terms, the construction of the development will generate short-term employment and associated expenditure within the local economy. In the longer term, the occupation of the dwellings will support local services and facilities within Takeley and the surrounding area. Whilst these economic benefits are typical of residential development and attract moderate weight, they nonetheless form part of the overall assessment of sustainable development.
- 14.3.21** Environmental considerations have also been embedded into the design of the scheme. The development incorporates Air Source Heat Pumps to serve the dwellings, provision for electric vehicle charging, and sustainable drainage measures in accordance with national and local policy. The layout has been designed to integrate with the wider approved green infrastructure network and delivers biodiversity enhancements, including a measurable Biodiversity Net Gain. The replacement of the previously approved three-storey care home building with a predominantly two-storey residential layout also reduces the overall massing previously accepted on the site.
- 14.3.22** Taken together, the proposal delivers social, economic and environmental benefits consistent with the objectives of sustainable development as set out in the NPPF. These benefits must be weighed against any identified harm in the overall planning balance.
- 14.3.23** Countryside Location and harm
- 14.3.24** The application site lies outside the defined development limits of Takeley as identified within the adopted Uttlesford Local Plan (2005). It therefore falls within land designated as countryside and is subject to Policy S7.
- 14.3.25** Policy S7 seeks to protect the countryside for its own sake and states that planning permission will only be given for development that needs to take place in the countryside or is appropriate to a rural area. It further requires that development protects or enhances the particular character of the part of the countryside within which it is set, unless there are special reasons why the development in the form proposed needs to be there.
- 14.3.26** In strict policy terms, residential development of this nature does not fall within the categories of development expressly supported under Policy S7 and the proposal is therefore technically in conflict. However, it is necessary to consider the weight to be attributed to that conflict. As set out earlier in this report, the Council cannot currently demonstrate a five-year housing land supply and therefore policies most important for determining housing applications are considered out-of-date for the

purposes of paragraph 11(d) of the NPPF. Policy S7 adopts a restrictive approach to development in rural areas and is more protective than the positive and sustainable growth approach set out in the Framework. Accordingly, whilst conflict with Policy S7 is acknowledged, reduced weight is afforded to that conflict in the overall planning balance.

14.3.27 Furthermore, the planning history of the site materially alters the context in which the countryside designation must be assessed. The land benefits from implemented planning permission for a substantial three-storey care home building and forms part of a wider site with extant outline consent for residential development. As a result, the site does not represent open countryside in the conventional sense of isolated or undeveloped rural land. The principle of significant built form on this parcel has already been accepted and lawfully established.

14.3.28 Once the adjoining residential development is constructed, the application site will be read as part of a comprehensive extension to the settlement rather than as encroachment into the wider countryside. In visual and spatial terms, it will form the western parcel of a planned residential neighbourhood served by the approved spine road and integrated landscape structure.

14.3.29 It is accepted that development in this location will result in the loss of undeveloped land and will, to a degree, erode the open character presently experienced on site. That harm attracts weight in the planning balance. However, the extent of harm is materially reduced by the fallback position and the approved masterplan context. The proposal does not introduce built development into an untouched rural landscape but substitutes an implemented institutional scheme with a lower-scale residential layout that integrates into the wider approved development.

14.3.30 For these reasons, whilst there is conflict with Policy S7 and some limited countryside harm arises, the weight attributed to that harm is moderate rather than substantial. It must therefore be considered in the context of the tilted balance and weighed against the benefits of the proposal.

14.4 B) Character and Design

14.4.1 High quality design is central to both national and local planning policy. Section 12 of the National Planning Policy Framework places significant weight on achieving well-designed places and confirms that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Paragraph 131 of the Framework emphasises that good design is a key aspect of sustainable development and should contribute positively to making places better for people.

14.4.2 At the local level, Policy GEN2 of the adopted Local Plan requires development to respect and enhance the character of its surroundings, including scale, form, layout, materials and landscape setting. In

addition, the Uttlesford Design Code, adopted in 2023, establishes a district-wide framework to secure high quality and locally distinctive development. The Code sets out a clear vision requiring new development to be resilient, landscape-led, sustainable and connected, locally distinctive and responsive to community engagement.

- 14.4.3** The design approach for this site has been developed alongside the reserved matters application (UTT/25/2991/DFO) (RM) on the adjacent site to ensure continuity of layout, building heights, street hierarchy and landscape structure, securing one unified residential development.
- 14.4.4** In layout terms, the proposed development connects off the approved access and reflects the hierarchy of streets and green links as proposed in the RM. The scheme integrates structural planting and street trees in a manner consistent with the adjacent masterplan. The positioning of dwellings has been carefully considered to provide active frontages to public routes and open space, ensuring natural surveillance and a coherent streetscape.
- 14.4.5** In respect of scale and massing, the majority of dwellings are two storeys in height. The apartment building, which represents the tallest element within this parcel, has been designed at 2.5 storeys and positioned adjacent to the corresponding apartment block within the adjoining RM scheme. This approach ensures that the scale is visually contained within the overall composition of the wider development and avoids isolated prominence. Importantly, the previously implemented care home fallback comprised a three-storey building of substantially greater mass. The current proposal therefore represents a reduction in the overall scale and visual impact previously accepted on the site.
- 14.4.6** The architectural approach draws from the established character of Takeley, and the traditional rural vernacular found across the district. The use of red brick pitched roofs and simple, well-proportioned elevations reflects the prevailing material palette within the village. Subtle variation in roof forms, gables and detailing has been introduced to create visual interest while maintaining coherence.
- 14.4.7** The scheme has positively evolved through pre-application discussions, including engagement with officers and review at pre-submission committee. Amendments have been made in response to feedback, including refinement of building heights, removal of buff brick from and enhancement of landscaping along Parsonage Road. This iterative process has resulted in a scheme which responds positively to both policy requirements and local character.
- 14.4.8** Having regard to the site's position as part of a comprehensively planned residential extension, and taking into account the fallback position, the proposal is considered to achieve a high standard of design consistent with national guidance, the adopted Local Plan and the Uttlesford Design Code. The development would not result in unacceptable harm to the

character or appearance of the area and carries positive weight in the overall planning balance.

14.5 D) Access and Parking

14.5.1 Paragraph 115 of the National Planning Policy Framework requires that development ensures safe and suitable access to the site can be achieved for all users. Paragraph 117 further states that planning decisions should promote effective use of land in locations that are or can be made sustainable and should create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles and responding to local character and design standards.

14.5.2 At the local level, Policy GEN1 of the adopted Local Plan requires development to be designed so that it does not have an unacceptable impact on the existing highway network, does not compromise road safety and takes proper account of the needs of pedestrians, cyclists, public transport users and those with impaired mobility. Policy GEN8 requires that the number, design and layout of parking spaces accord with the Council's adopted Vehicle Parking Standards.

14.5.3 Access to the site is not proposed directly from the existing highway network but via the spine road secured under the extant outline permission for the adjacent site (UTT/21/2488/OP). The current proposal integrates into that approved access strategy and does not introduce additional junctions onto the public highway.

14.5.4 In pedestrian and connectivity terms, the layout provides footway links into the wider area, including connections to the north–south green corridor and onward links to the existing footpath network and public rights of way. The development is therefore integrated into the wider movement framework of the approved scheme and supports permeability and sustainable travel patterns.

14.5.5 There is no evidence to suggest that the quantum of development proposed would result in a severe impact on the highway network, and in the context of the previously implemented C2 care home permission, the traffic implications are not materially greater than the fallback position. Essex County Council Highways have been consulted and raise no objection to the proposal subject to conditions.

14.5.6 With regard to parking provision, the scheme provides on-plot parking for the private dwellings together with visitor spaces, in accordance with the adopted Vehicle Parking Standards. It should be noted that the visitor space provision utilises the adjacent site and are considered as part of the wider plan, an approach accepted by Planning and Highway Officers. Secure cycle storage is provided for individual dwellings within garages or garden stores, and communal cycle provision is included for the apartment building. The parking layout has been designed to avoid a car-dominated environment, with parking either accommodated within

curtilage or arranged in small courts set away from principal frontages, consistent with the wider approach.

14.5.7 Taking these matters together, and subject to the recommended conditions, the proposal is considered to provide safe and suitable access and an appropriate level of parking provision in accordance with Policies GEN1 and GEN8 of the adopted Local Plan and the relevant guidance within the NPPF.

14.6 E) Landscaping and Open space

14.6.1 The quality of landscaping is a key component in achieving successful residential development, particularly when adjacent an ancient woodland and at the edge of a settlement where integration with the wider landscape is essential. Both soft and hard landscaping play an important role in shaping the character of a development, defining public and private space, and ensuring that new built form sits comfortably within its surroundings.

14.6.2 The application site will form part of a wider residential masterplan which includes substantial areas of public open space secured under the extant outline permission. The current proposal has been designed to integrate seamlessly into that wider green infrastructure framework. The layout incorporates structural planting along site boundaries and open space to the north which continues the landscape strategy established in the adjoining RM scheme.

14.6.3 The western boundary is reinforced through the retention and enhancement of existing vegetation together with additional planting. This approach assists in softening the edge of the development and mitigating its visual impact when viewed from the surrounding area. Landscaped verges are incorporated along the spine road frontage, contributing to a coherent and attractive streetscape consistent with the approved masterplan. The distribution of planting throughout the layout ensures that hardstanding areas do not dominate, in accordance with the principles set out in the Uttlesford Design Code.

14.6.4 In ecological terms, the scheme delivers measurable Biodiversity Net Gain in excess of the statutory requirement. Habitat enhancement, native planting and integrated green infrastructure form part of the overall strategy and contribute to the environmental objectives of sustainable development.

14.6.5 Whilst the site at present is undeveloped land, in the context of the approved outline and the implemented fallback permission on the site, the proposed landscaping approach ensures that the development is visually contained and integrated. The comprehensive landscape strategy enhances the character and appearance of the area and provides a high-quality environment for future residents.

14.6.6 The landscaping proposals are therefore considered acceptable and compliant with relevant development plan policies and national guidance.

14.7 F) Flooding and Drainage

14.7.1 The National Planning Policy Framework seeks to ensure that inappropriate development is avoided in areas at risk of flooding and that development is directed away from areas at highest risk. Where development is proposed in areas of lower flood risk, it must be demonstrated that it can be made safe for its lifetime without increasing flood risk elsewhere.

14.7.2 Essex County Council, in its role as Lead Local Flood Authority, has reviewed the application and raises no objection to the proposal, subject to the discharge of the relevant conditions attached to the outline permission. Accordingly, the proposal is considered to comply with national guidance and Policy GEN3 of the adopted Local Plan.

14.8 G) Noise

14.8.1 The submitted Noise Impact Assessment (Cass Allen RP04-25273-R1) confirms that road traffic noise from the A120 represents the dominant source of noise on the site and the principle of residential accommodation at this location, including its exposure to transport noise, was established under the previous application for a care home.

14.8.2 Internal Noise Environment

14.8.3 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 a condition securing the glazing and ventilation measures and post-installation verification, the required internal standards can be met.

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

14.8.5 External Amenity Areas

14.8.6 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. The Environmental Health Officer has objected on the basis that full compliance with the external guideline value is not achieved across the majority of gardens.

- 14.8.7** During the pre-application and application process, alternative mitigation options were explored, including the potential for larger-scale acoustic barriers. However, such measures were discounted due to the significant visual and landscape harm that would arise, particularly within the open space framework of both this application and the adjoining Reserved Matters scheme.
- 14.8.8** BS8233:2014 provides guideline values rather than absolute statutory limits and recognises that, in certain circumstances, development may proceed where external levels exceed the recommended values, provided that internal levels are secured and that reasonable mitigation has been incorporated. In this case, internal standards can be fully achieved, and the applicant has implemented mitigation measures as far as reasonably practicable within the constraints of the site and the wider masterplan.
- 14.8.9** It is also material that the wider masterplan incorporates substantial areas of publicly accessible open space to the north, and areas of open space are accessible on foot within Takeley to the south of the site, which provide alternative external amenity areas beyond individual private gardens.
- 14.8.10** Officers acknowledge that the exceedance of external guideline levels gives rise to a degree of harm to residential amenity. However, having regard to the implemented fallback position, the extent of mitigation incorporated, the ability to secure compliant internal environments, and the broader planning balance, it is considered that the development would provide an acceptable standard of residential amenity overall.
- 14.8.11** Subject to the imposition of the Environmental Health Officer's recommended conditions, the proposal is considered to comply with Policies GEN2, GEN4 and ENV11 of the Uttlesford Local Plan (2005) and national guidance relating to noise and residential amenity.

14.9 H) Neighbouring Amenity

- 14.9.1** 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.
- 14.9.2** 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.
- 14.9.3** 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 Reserved Matters scheme. The scale, orientation and separation distances ensure that there would be no unacceptable loss of privacy or outlook to neighbouring properties.

14.9.4 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. The reduction in scale from the previously implemented three-storey care home building further reduces the potential for overbearing impact or overshadowing compared to the established fallback position.

14.9.5 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.

14.9.6 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.

14.10 I) Planning Obligations

14.10.1 Paragraph 57 of the NPPF sets out that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. This is in accordance with Regulation 122 of the Community Infrastructure Levy (CIL) Regulations. The following identifies those matters that the Council would seek to secure through a variation to the planning obligation, if it were proposing to grant planning permission.

- 14.10.2**
- Provision of 40% affordable housing
 - Provision of 5% wheelchair accessible and adaptable dwellings (M4(3) – Building Regulations 2010.
 - Public open space / Play / Maintenance
 - Hatfield Forest Mitigation
 - Highways:
 - Parking enforcement contribution
 - Sustainable Transport Contribution
 - NHS Contribution
 - Reasonable legal costs
 - ECC Monitoring Fee
 - UDC Monitoring Fee

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 PLANNING BALANCE

- 16.1** The application site lies outside the defined development limits of Takeley and is therefore subject to Policy S7 of the adopted Local Plan. The proposal for residential development in this location is in technical conflict with the spatial strategy of the development plan. In addition, the scheme gives rise to environmental noise impacts, in that external garden areas would not fully achieve the upper guideline values set out in BS8233:2014. These matters weigh against the proposal and must be afforded appropriate weight.
- 16.2** However, the planning assessment must be undertaken in the context of paragraph 11(d) of the National Planning Policy Framework. The Council is currently unable to demonstrate a five-year supply of deliverable housing sites and policies most important for determining housing applications are therefore considered out-of-date. The presumption in favour of sustainable development is engaged.

- 16.3** In relation to countryside impact, whilst conflict with Policy S7 is acknowledged, the weight to be attributed to that conflict is reduced for several reasons. The site benefits from implemented planning permission for a substantial three-storey C2 care home building, which establishes the principle of significant built development in this location. Furthermore, the site forms part of a wider area with extant outline permission for residential development and a Reserved Matters application currently under consideration. The proposal does not represent isolated encroachment into open countryside but rather the completion of a comprehensively planned extension to the settlement. The countryside harm is therefore limited in extent and attracts moderate weight in the planning balance.
- 16.4** With regard to noise, it is accepted that external amenity areas within much of the site would experience noise levels exceeding the BS8233 upper guideline values, even with proposed mitigation. Environmental Health has objected on this basis. Nevertheless, compliant internal noise standards can be achieved through glazing and ventilation measures secured by condition, and the applicant has incorporated reasonable and proportionate mitigation, including acoustic fencing and layout design. The relevant British Standard recognises that, in certain circumstances, flexibility may be appropriate where other planning benefits justify a compromise. The residual external noise impact is a material consideration and attracts moderate weight against the scheme, but it does not render the site incapable of providing acceptable living conditions.
- 16.5** Set against these harms are a number of significant benefits. The proposal would deliver 20 dwellings at a time when the Council cannot demonstrate a five-year housing land supply. The provision of new housing in these circumstances attracts significant weight. The scheme includes 40% affordable housing in accordance with policy, delivering a meaningful contribution towards meeting identified local need. This carries substantial positive weight.
- 16.6** The development integrates into an emerging masterplan and replaces a more visually dominant three-storey institutional building with a predominantly two-storey residential layout. Biodiversity Net Gain in excess of statutory requirements will be secured, and sustainable construction measures, including Air Source Heat Pumps, electric vehicle charging and SuDS drainage, contribute positively to the environmental objectives of the Framework. Economic benefits will also arise through construction activity and support for local services.
- 16.7** It is also material that the emerging Uttlesford Local Plan has reached an advanced stage and carries significant weight. The emerging strategy identifies growth within this broad location and demonstrates that the Council will shortly be in a position to demonstrate a five-year housing land supply. Whilst this moderates the weight afforded to housing

delivery, it does not displace the current shortfall nor the application of paragraph 11(d).

16.8 Additionally, the developer has agreed to work with the Council and revise their scheme to ensure the sustainable bus route identified within the emerging local plan can be delivered, with this site providing the connection of the route into the wider highway network.

16.9 When weighed in the round, it is concluded that the adverse impacts do not significantly and demonstrably outweigh the benefits of the proposal. The development therefore represents sustainable development within the meaning of the National Planning Policy Framework.

16.10 Accordingly, planning permission is recommended for approval, subject to conditions and the completion of a Section 106 Agreement.

17.3 CONDITIONS

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

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

3. 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. The scheme should include but not be limited to:

- a. Limiting discharge rates to 4.1l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
- b. 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.

- c. Final modelling and calculations for all areas of the drainage system.
- d. The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
- e. Detailed engineering drawings of each component of the drainage scheme.
- f. Sites which are within a 13km radius of an airport should design wildlife ponds to minimise the risk of birdstrike in accordance with Aerodrome Safeguarding.
- g. A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- h. A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

REASON: 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. The condition is in accordance with Policy GEN3 of the adopted Uttlesford Local Plan (2005).

4. No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for

preventing or mitigating this should be proposed. The condition is in accordance with Policy GEN3 of the adopted Uttlesford Local Plan (2005).

5. Construction Management Plan: no development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority, in consultation with the local highway authority. The approved plan shall be adhered to throughout the construction period. The Plan shall provide for:
 - a. construction vehicle access,
 - b. the parking of vehicles of site operatives and visitors,
 - c. loading and unloading of plant and materials,
 - d. storage of plant and materials used in constructing the development,
 - e. wheel and underbody washing facilities,
 - f. routing strategy for construction vehicles,
 - g. protection of public rights of way within or adjacent to the site
 - h. Hours of operation and delivery
 - i. Details of any highway works necessary to enable construction to take place
 - j. Details of hoarding
 - k. Management of traffic to reduce congestion
 - l. Waste management proposals
 - m. Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
 - n. Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.
 - o. The process for notifying the airport prior to the use of frequency emitting devices
 - p. Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal).
 - q. Procedures for drone usage in consultation with Stansted Airport.
 - r. Commitment relating to the notification of tall equipment as per CAA CAP 1096
 - s. Procedures for gas venting in consultation with Stansted Airport.

- t. 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.
- u. Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation.

REASON: in the interests of highway safety and efficiency in accordance with policies DM1 and DM20 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance. To safeguard the amenities of nearby residents and businesses, to ensure the safe and efficient operation of the highway network, and to minimise environmental impacts arising during the construction phase of the development. In accordance with the safeguarding requirements of Stansted Airport and Policy GEN1, GEN2, ENV10 and GEN4 of the Uttlesford Local Plan (2005).

6. Pedestrian access: prior to occupation of the development, the pedestrian link from the site (opposite plots 98 and 99) to Parsonage Road as shown in principle on drawing no. GUA-XX-XX-DR-L-7002 Rev P02 (Landscape Hardworks Plan - Full Application) shall be provided and retained at all times.

REASON: in the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking network in accordance with policy DM9 of the Highway Authority's Development Management Policies as adopted as County Council Supplementary Guidance. The condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

7. Vehicular access: prior to occupation of the development, amendments to the eastern arm of the existing roundabout shall be made to accommodate a 6.75m wide carriageway, a 2m footway (north), a 3.5m shared footway/cycleway (south) and a 3m wide verge (south) as shown indicatively on drawing no. 190-LP-001 Rev C. Furthermore, a junction shall be constructed at right angles to the carriageway to provide direct access to the site, as also shown indicatively on drawing no. 190-LP-001 Rev C which shall provide a 6m wide shared surface with appropriate radii to accommodate the expected vehicle movements. Notwithstanding the indicative drawing, a dropped-kerb pedestrian crossing point shall also be provided on the eastern arm of the roundabout to the west of the site access point.

REASON: to ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance. The condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

8. Parking Restrictions: prior to occupation of the development, details of a scheme of parking regulations to be submitted to and approved by the local planning authority, in consultation with the highway authority, such scheme to include a Traffic Regulation Order (made at the developer's expense).

REASON: to limit inappropriate parking, especially by those seeking to access Stansted Airport and thereby protect the safety and amenity of the highway in accordance with policies DM1 and DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance. The condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005). The condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

9. Vehicle parking: prior to occupation of the development, the vehicle parking areas indicated on drawing no. 190-PS-504 Rev B (Parking Plan) 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 condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

10. 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-504 Rev B (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 condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

11. 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 condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

12. Residential Travel Plan: prior to occupation of the development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval, in consultation with the highway authority. The residential travel plan can be one combined document for this site and the adjacent site (if approved). Such approved travel plan shall then be actively implemented by a travel plan co-ordinator for a minimum period from first occupation of the development until 1 year after final occupation.

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 as adopted as County Council Supplementary Guidance. The condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

13. Travel packs: prior to occupation of the development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council (to include six one day travel vouchers for use with the relevant local public transport operator).

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 condition is in accordance with Policy GEN1 of the Uttlesford Local Plan (2005).

14. All mitigation measures and/or works shall be carried out in accordance with the details contained in the Ecology Report (Applied Ecology, October 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.

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).

15. Prior to commencement a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.
- a. Risk assessment of potentially damaging construction activities.
 - b. Identification of “biodiversity protection zones”.
 - c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d. The location and timing of sensitive works to avoid harm to biodiversity features.
 - e. The times during construction when specialist ecologists need to be present on site to oversee works.
 - f. Responsible persons and lines of communication.
 - g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h. Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

REASON: To conserve 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).

16. Prior to any works above slab level, a Biodiversity Enhancement Strategy for protected, Priority and threatened species, prepared by a suitably qualified ecologist in line with the recommendations of the Ecology Report (Applied Ecology, October 2025), shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a. Purpose and conservation objectives for the proposed enhancement measures;
 - b. detailed designs or product descriptions to achieve stated objectives;
 - c. locations of proposed enhancement measures by appropriate maps and plans (where relevant);
 - d. persons responsible for implementing the enhancement measures; and

- e. details of initial aftercare and long-term maintenance (where relevant).

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

REASON: To enhance protected, Priority and threatened species and allow the LPA to discharge its duties under paragraph 187d of NPPF 2024 and s40 of the NERC Act 2006 (as amended). The condition is in accordance with Policy GEN7 of the Uttlesford Local Plan (2005).

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

- a. identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- b. show how and where external lighting will be installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

- a. a non-technical summary;
- b. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
- c. the planned habitat creation and enhancement works to create or improve habitat to achieve the on-site significant enhancements in accordance with the approved Biodiversity Gain Plan;

- d. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development;
- e. the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and
- f. details of the content of monitoring reports to be submitted to the LPA including details of adaptive management which will be undertaken to ensure the aims and objectives of the Biodiversity Gain Plan are achieved.

Notice in writing shall be given to the Council when the:

- initial enhancements, as set in the HMMP, have been implemented; and
- habitat creation and enhancement works, as set out in the HMMP, have been completed after 30 years.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Unless otherwise agreed in writing, monitoring reports shall be submitted in years 1, 3, 5, 10, 15, 20, 25, and 30 to the Council, in accordance with the methodology specified in the approved HMMP.

The Council shall only issue approval of the habitat creation and enhancement works until:

- the habitat creation and enhancement works set out in the approved HMMP have been completed; and
- a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.

REASON: To satisfy the requirement of Schedule 7A, Part 1, section 9(3) of the Town and Country Planning Act 1990 that significant on-site habitat is delivered, managed, and monitored for a period of at least 30 years from completion of development. The condition is in accordance with Policy GEN7 of the Uttlesford Local Plan (2005).

19. The glazing and ventilation proposals in the Cass Allen RP01-25273-R1 report shall be implemented to achieve the following internal noise levels as recommended in BS 8233:2014- Bedrooms (23.00-07.00 hrs) 30 dB LAeq and 45 dB LAmx. Living Rooms (07.00-23.00 hrs) 35 dB LAeq. No dwellings shall be occupied until the scheme providing the above protection for those dwellings has been implemented and has been demonstrated to achieve the required noise levels to the satisfaction of the Local Planning Authority.

REASON: To ensure that acceptable internal living conditions are achieved for future occupiers having regard to the site's proximity to road traffic noise

sources, and to safeguard residential amenity in accordance with Policies GEN2 and ENV10 of the Uttlesford Local Plan and the National Planning Policy Framework.

20. Prior to the first occupation of any dwelling hereby permitted, the 1.8 metre high acoustic fencing identified as a mitigation measure within the Cass Allen Noise Impact Assessment (Ref: RP01-25273-R1) shall be erected in the locations shown on the approved plans. The acoustic fencing shall be retained and maintained in good condition for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To mitigate external noise impacts arising from road traffic and to ensure acceptable residential amenity for future occupiers, in accordance with Policies GEN2 and ENV10 of the Uttlesford Local Plan and the National Planning Policy Framework.

21. All plant, machinery and equipment installed or operated in connection with the implementation of this permission shall be specified and designed, enclosed, or otherwise attenuated to ensure that noise resulting from their operation shall not exceed the existing background noise level as measured at the nearest noise sensitive receptor inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014

REASON: To safeguard the amenities of nearby residential occupiers and to ensure that noise arising from plant, machinery and equipment does not result in unacceptable disturbance, in accordance with Policies GEN2 and ENV10 of the Uttlesford Local Plan and the National Planning Policy Framework.

22. 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 contamination encountered during development is appropriately investigated and remediated in the interests of human health, controlled waters and the wider environment, in accordance with Policy ENV14 of the Uttlesford Local Plan and the National Planning Policy Framework.

23. Prior to the first occupation of the development hereby permitted, the Type 1 air quality mitigation measures set out in Table 7 (Section 8.10) of the Cass Allen

Air Quality Assessment (Ref: RP03-25273-R3) shall be implemented in full and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: To mitigate the impact of the development on local air quality, having regard to the submitted Air Quality Assessment and in accordance with Policy GEN2 of the Uttlesford Local Plan and the National Planning Policy Framework.

24. Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

REASON: To ensure that any external lighting is appropriately designed and controlled in order to protect the character and appearance of the area, safeguard residential amenity, and minimise impacts on biodiversity, including the adjacent Ancient Woodland, in accordance with Policies GEN2, GEN4 and ENV10 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework.

25. Archaeological trial trenching and excavation:

- a. No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted by the applicant, for approval by the Local Planning Authority.
- b. No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 1 above, and any subsequent mitigation has been agreed.
- c. The applicant will submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority. This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance by the Local Planning Authority.

REASON: To ensure that any archaeological remains present on the site are properly investigated, recorded and, where necessary, preserved in accordance with an approved programme of work, in the interests of safeguarding the historic environment and in accordance with Policy ENV4 of the Uttlesford Local Plan (2005) and the National Planning Policy Framework.

26. Prior to development above slab level a Crime Prevention Statement shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Essex Police Designing Out Crime Officers. The Statement shall demonstrate how the principles and specifications of Secured by Design (SBD), as set out in the most recent Secured by Design Commercial guide, will be incorporated into the development to reduce the risk of crime and anti-social behaviour. Thereafter the development shall be carried out in accordance with the approved details, and all security measures shall be installed prior to first occupation and thereafter retained and maintained for the lifetime of the development.

REASON: To ensure that the development incorporates crime prevention measures to reduce opportunities for crime and anti-social behaviour, in accordance with the principles of CPTED (Crime Prevention Through Environmental Design), the guidance set out in Secured by Design, and in the interests of community safety, in accordance with Local Plan Policy GEN2 (adopted 2005) and the NPPF.

INFORMATIVES:

(i) All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

(ii) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicant should be advised to contact the Development Management Team by email at development.management@essexhighways.org

(iii) Prior to any works taking place in public highway or areas to become public highway, the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design checks, safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims, a cash deposit or bond may be required.

(iv) Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway

(v) There shall be no discharge of surface water onto the Highway.

(vi) Prior to commencement of the development, the areas within the curtilage of the site for the purpose of loading / unloading / reception and storage of building materials and manoeuvring of all vehicles, including construction traffic shall be provided clear of the highway

(vii) Under Section 23 of the Land Drainage Act 1991, prior written consent from the Environment Agency is required to build any culvert (pipe) or structure (such as a dam or weir) to control or alter the flow of water within an ordinary watercourse. Ordinary watercourses include ditches, drains and any other networks of water which are not classed as Main River. If you believe you need to apply for consent, please contact the Environment Agency as soon as possible to discuss your plans. Planning permission does not negate the requirement for consent, and full details of the work you propose will be required at least two months before you intend to start.

(viii) The Public Right of Way network is protected by the Highways Act 1980. Any unauthorised interference with any route noted on the Definitive Map of PROW is considered to be a breach of this legislation. The public's rights and ease of passage over public footpath 21 (Takeley 48) shall be maintained free and unobstructed at all times to ensure the continued safe passage of the public on the definitive right of way. The grant of planning permission does not automatically allow development to commence. In the event of works affecting the highway, none shall be permitted to commence until such time as they have been fully agreed with this Authority. In the interests of highway user safety this may involve the applicant requesting a temporary closure of the definitive route using powers included in the aforementioned Act. All costs associated with this shall be borne by the applicant and any damage caused to the route shall be rectified by the applicant within the timescale of the closure.

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.