

Late List –Planning Committee 11/03/2026

Officers please note: Only Late items from **STATUTORY CONSULTEES** are reproduced in full.
Others are summarised.

Statutory consultees are listed below:

Highway Authority
The Health & Safety Exec
Highways Agency
Local Flood Authority
Railway
Environment Agency
Historic England
Garden History Society
Natural England
Sport England

Manchester Airport Group (MAG is the highway authority for the airport road network + the also section of Bury Lodge Lane running south from the northside entrance to the airport. On these roads, it therefore has the same status as Essex CC and National Highways do for the roads that they administer.)

This document contains late items received up to and including the end of business on the Friday before Planning Committee. The late list is circulated and placed on the website by 5.00pm on the Monday prior to Planning Committee. This is a public document and it is published with the agenda papers on the UDC website.

Item Number	Application reference number	Comment
4	Validation Check List	<p>Comments received from Essex County Council (attached)</p> <p> Uttlesford Validation Response-ECC-FINAL.</p> <p>Suggested changes in response to comments from ECC (all accepted)</p> <p>Developers Contributions – recommended that the updated Link added to the checklist Developers Guide to Infrastructure Contributions</p> <p>Pre Application Advice – Recommended that reference to the Essex Pre application advice Services is added as a note</p> <p>Air Quality – recommended that reference to the Draft Essex Air Quality Strategy is include in this requirement https://www.essexair.org.uk/strategy</p> <p>Education – Land Compliance Study – recommend that this requirement be added to the Checklist</p> <p>Net Zero and Energy Requirements – recommend that this is retained as Net Zero and Energy Checklist</p> <p>Parking Layouts & Turning Heads, and Turning Circles – recommend that this section is reworded as suggested by Essex as the Highway Authority</p> <p>Tree Survey and Report – recommend that reference is made to trees being planted near to a highway being compatible to highway standards and the Essex Design Guide: Highways Technical Manual Essex Highways are already consulted on such schemes as is Uttlesford’s Landscape Officer</p>

5	<p>UTT/25/2490/FUL Land East Of Old Mead Road Henham</p>	<p><u>Conditions</u></p> <p>- Condition 17 (Residential Travel Information Pack) wording of condition to be updated as follows:</p> <p><i>'Prior to occupation of development hereby approved, the developer shall submit a Residential Travel Information Pack for all dwellings, in consultation with approved Essex County Council and Natural England, to be approved in writing by the Local Planning Authority.</i></p> <p><i>The developer shall be responsible for the provision and implementation of the Residential Travel Information Pack which shall include, but not limited to;</i></p> <ul style="list-style-type: none"> <i>(i) six one day travel vouchers for use with the relevant local public transport operators and information on the sustainable travel initiatives across the site (car club, e-cycle hire scheme etc)</i> <i>(ii) guidance and maps of a signposted circular dog-walking route between 2.3-2.5km from the new development and, where possible, link with any highways/pedestrian links and/or Public Rights of Way; and</i> <i>(iii) details and locations of dog waste bins to be provided along the signposted circular dog-walking route.</i> <p><i>REASON: In the interests of reducing the need to travel by car and promoting sustainable transport modes Details required by this condition are also necessary to mitigate adverse effects to Hatfield Forest SSSI/NNR in accordance with Policies GEN1 and GEN7 of the Uttlesford Local Plan as adopted (2005), and emerging Local Plan Core Policies 26, 27, 28 and the Framework.'</i></p> <p>- Condition 18 revised wording(provision of Natural England/Accessible Greenspace)::</p> <p><i>'Prior to first occupation of the development hereby approved details regarding the on-site measures aimed at relieving the pressure on use of Hatfield Forest shall be submitted to and approved in writing by the Local Planning Authority to include:</i></p> <ul style="list-style-type: none"> <i>a) high-quality, informal, semi-natural areas, to be provided prior to first occupation of the dwellings);</i>
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		<p><i>REASON: To comply with the Hatfield Forest Mitigation Strategy and Policy GEN7 of the Uttlesford Local Plan as adopted (2005) and Framework.'</i></p> <p><u>- Condition 43 re-worded:</u></p> <p>Prior to works above slab level, details of how the development <u>will target</u> 'Secured by Design' accreditation (2025 residential standards) principles shall be submitted to and approved in writing by the Local Planning Authority in consultation with Essex Police Designing Out Crime Officers.</p> <p>The development shall be carried out in accordance with the approved details.</p> <p>REASON: To ensure safe development and contribute to reducing crime, in accordance with Uttlesford Local Plan Policy (2005) GEN2(d) and paragraph 135(f) of National Planning Policy Framework.</p> <p><u>Condition 34 (noise)</u></p> <p>The applicant has queried the wording of condition 34 (noise) and has suggested alternative wording to be secured. At the time of writing Planning Officers are seeking advice from Environmental Health Officers on the alternative wording. Thus, officers are seeking to approve the wording of this condition under delegated powers but in consultation with Environmental Health Officers.</p>
6	<p>UTT/25/2991/DFO Land East Of Parsonage Road Takeley</p>	<p>Conditions revised to the following:</p> <ol style="list-style-type: none"> 1. The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule. <p>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</p>

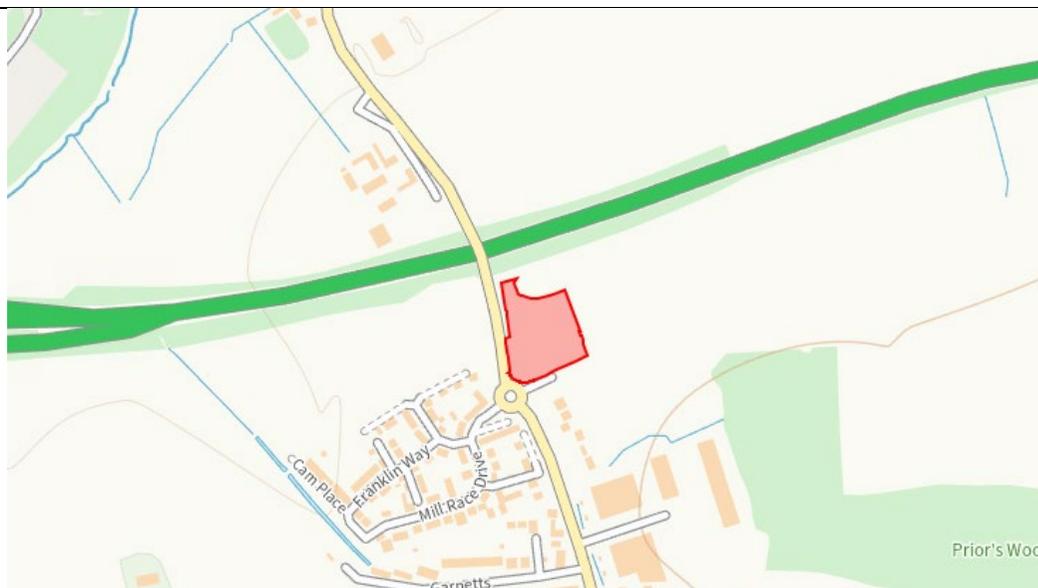
		<p>accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies.</p> <p>2. Vehicle parking: Prior to the first occupation of each dwelling, the vehicle parking associated with that dwelling as indicated on drawing no. 190-PS-004 Rev C (Parking Plan) shall be hard surfaced, sealed and marked out as necessary. The vehicle parking areas and associated turning areas shall thereafter be retained for the lifetime of the development and shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.</p> <p>3. Prior to the first occupation of each dwelling, an electric vehicle charge point shall be installed at any garage or allocated parking space associated with that dwelling, and secure, convenient and covered storage for motorised and non-motorised cycles shall be provided for each dwelling. These facilities shall be retained thereafter.</p> <p>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.</p> <p>4. Electric vehicle charging: prior to development above slab level 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.</p> <p>Reason: in the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance. 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.</p>
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		<p>5. Cycle parking: prior to occupation of each dwelling the cycle parking associated with that 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.</p> <p>6. 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.</p> <p>7. Prior to the development above slab level, a Crime Prevention Strategy detailing how the development has been designed to reflect 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 accordance with the approved strategy and retained thereafter.</p> <p>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.</p>
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		<ul style="list-style-type: none"> 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. <p>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.</p> <p>11. 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).</p>
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		<p>12. 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).</p> <p>13. 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 to 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).</p> <p>14. 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).</p>
7	<p>UTT/25/2992/FUL Land To The East Of Parsonage Road Takeley</p>	<p>A contribution is missing from the S106 Heads of Terms, the following should be added:</p> <ul style="list-style-type: none"> - Contribution to Takeley Parish Council for Outdoor Sport Facility and Community Cafe Projects in Takeley <p>The site location plan should be the below:</p>



The recommendation at paragraph 2 should read as follows:

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

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

And

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

		<p>Conditions revised to the following:</p> <p>FUL Conditions:</p> <p>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.</p> <p>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.</p> <p>3. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:</p> <ul style="list-style-type: none"> 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.
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		<p>The development shall be implemented in accordance with the approved surface water drainage scheme.</p> <p>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).</p> <p>4. No development shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.</p> <p>Reason: 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).</p> <p>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:</p> <ol style="list-style-type: none"> a. construction vehicle access, b. the parking of vehicles of site operatives and visitors, c. loading and unloading of plant and materials,
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		<p>d. storage of plant and materials used in constructing the development,</p> <p>e. wheel and underbody washing facilities,</p> <p>f. routing strategy for construction vehicles,</p> <p>g. protection of public rights of way within or adjacent to the site</p> <p>h. Hours of operation and delivery</p> <p>i. Details of any highway works necessary to enable construction to take place</p> <p>j. Details of hoarding</p> <p>k. Management of traffic to reduce congestion</p> <p>l. Waste management proposals</p> <p>m. Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.</p> <p>n. Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.</p> <p>o. The process for notifying the airport prior to the use of frequency emitting devices</p> <p>p. Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal).</p> <p>q. Procedures for drone usage in consultation with Stansted Airport.</p> <p>r. Commitment relating to the notification of tall equipment as per CAA CAP 1096</p> <p>s. Procedures for gas venting in consultation with Stansted Airport.</p> <p>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.</p> <p>u. Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation.</p> <p>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).</p> <p>6. Pedestrian access: prior to occupation of the development, the pedestrian link from the site 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.</p>
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		<p>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).</p> <p>7. Vehicular access: Upon approval of the S278 agreement, 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. Prior to first occupation, 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.</p> <p>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).</p> <p>8. Parking Restrictions: prior to occupation of the development, details of a scheme of parking regulations shall 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).</p> <p>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).</p> <p>9. Vehicle parking: prior to occupation of the development, the vehicle parking areas indicated on drawing no. 190-PS-504 Rev B (Parking Plan) shall be hard surfaced, sealed and marked out as necessary. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.</p>
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		<p>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).</p> <p>10. Cycle parking: prior to occupation of each dwelling the cycle parking associated with that 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.</p> <p>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).</p> <p>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.</p> <p>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).</p> <p>Conditions 12 and 13 relating to Residential travel plan and Travel packs shall be added to Section 106 Heads of Terms</p> <p>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.</p> <p>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</p>
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		<p>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).</p> <p>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.</p> <ol style="list-style-type: none"> 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. <p>The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.</p> <p>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).</p> <p>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:</p> <ol style="list-style-type: none"> 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
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	<p>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.</p> <p>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).</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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).</p> <p>18. Prior to commencement, a Habitat Management and Monitoring Plan (HMMP) for 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 :</p> <ol style="list-style-type: none"> 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;
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		<p>e. the monitoring methodology in respect of the created or enhanced habitat to be submitted to the local planning authority; and</p> <p>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.</p> <p>Notice in writing shall be given to the Council when the:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>The Council shall only issue approval of the habitat creation and enhancement works when:</p> <ul style="list-style-type: none"> • 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. <p>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).</p> <p>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 LMax. 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 written approval of the Local Planning Authority.</p> <p>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</p>
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		<p>accordance with Policies GEN2 and ENV10 of the Uttlesford Local Plan and the National Planning Policy Framework.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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		<p>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.</p> <p>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.</p> <p>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.</p> <p>25. Archaeological trial trenching and excavation:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>26. Prior to the development above slab level, a Crime Prevention Strategy detailing how the development has been designed to reflect the principles and standards of Secured by Design (SBD)</p>
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		<p>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 agreed with the Local Planning Authority.</p> <p>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 accordance with the approved strategy and retained thereafter.</p> <p>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.</p>
8	<p>UTT/25/2676/OP Land East Of Cox Ley Hatfield Heath</p>	<p><u>Ecology</u></p> <p>Place Services (ecology) were recently re-consulted due to additional details submitted to address previous comments, those primarily being;</p> <p><i>i) the creation of new trees being assigned medium distinctiveness value and clarifications were sought for the justification for the level of distinctiveness applied; and</i></p> <p><i>ii) due to the changes in the red line boundary the pre-development baseline needs to be updated to ensure that it accurately reflects the full extent of the amended application site to support a lawful decision.</i></p> <p>The council received updated comments dated 4 March 2026.</p> <p>Again, there are no further objections although Place Services maintain that justification for assigning medium distinctiveness to the 'individual trees would be created' appreciated, but this could be addressed within the biodiversity gain condition. The additional documents submitted update the mandatory BNG baseline and assessment following the minor extensions to the red line boundary at the south-west of the site.</p> <p>Place Services Ecology also maintain they agree with Essex Wildlife Trusts comments that the proposed development sits within a site identified as an opportunity for habitat creation within the Essex Local nature Recovery Strategy (LNRS), published 10 July 2025. The LNRS identifies this</p>

		<p>location as being of particular importance within a mapped strategic opportunity area, but, Place Services view the policy reasons are not sufficient to substantiate an appeal.</p> <p><u>NHS Health:</u> The LPA are still not in receipt of comments from NHS, therefore, no contributions to healthcare have been advanced.</p> <p><u>Central TPO tree:</u> It has recently emerged that the central TPO tree (T1) is a veteran tree and will require an increased before zone.</p> <p><u>Pre-commencement conditions:</u> pre-commencement conditions have now been approved.</p> <p><u>Neighbour comments:</u></p> <p>Additional comments extracted below:</p> <ul style="list-style-type: none"> - Insufficiencies within highways and transport details submitted, particularly the Road Safety Audit and Transport Statement. Thus, the proposal fails to meet the safety and compliance requirements of NPPF 110 and 111; DMRB GG119; Manual for Streets; LTN 1/20; Equality Act 2010; and PPG requirements for PROW. - Ongoing flooding issues within area caused by insufficient drainage and will likely place further strain elsewhere - Locally within the area there are many streams and wells and paving large area will affect balance of water, ie Hatfield Forest Lake and streams that all run into the rivers Stort and Rodding. - Existing brooks has already eroded land affecting existing properties - Impact on the quality of life of existing residents - There are ponds and wetlands not shown on the maps - Para. 11 of the NPPF and footnote 7 stipulates Local Greenspace provides a strong reason for refusing the development - Concerns regarding leasehold agreement of the land to the north of The Shaw and whether buildings/development can occur - Whether the 50% Affordable Housing can uptake the existing private company with associated maintenance fees - Impacts to air quality - The cumulative impacts of developments within the area.
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		<p><u>Conditions:</u></p> <p>Condition 13 (Residential Travel Information Pack) wording of condition to be updated as follows:</p> <p><i>'Prior to occupation of development hereby approved, the developer shall submit a Residential Travel Information Pack for all dwellings, in consultation with approved Essex County Council and Natural England, to be approved in writing by the Local Planning Authority.</i></p> <p><i>The developer shall be responsible for the provision and implementation of the Residential Travel Information Pack which shall include, but not limited to;</i></p> <ul style="list-style-type: none"> <i>(i) six one day travel vouchers for use with the relevant local public transport operators and information on the sustainable travel initiatives across the site (car club, e-cycle hire scheme etc)</i> <i>(ii) guidance and maps of a signposted circular dog-walking route between 2.3-2.5km from the new development and, where possible, link with any highways/pedestrian links and/or Public Rights of Way; and</i> <i>(iii) details and locations of dog waste bins to be provided along the signposted circular dog-walking route.</i> <p><i>REASON: In the interests of reducing the need to travel by car and promoting sustainable transport modes Details required by this condition are also necessary to mitigate adverse effects to Hatfield Forest SSSI/NNR in accordance with Policies GEN1 and GEN7 of the Uttlesford Local Plan as adopted (2005), and emerging Local Plan Core Policies 26, 27, 28 and the Framework.'</i></p> <p><i>Condition 22 (provision of greenspace for Hatfield Forest Mitigation):</i></p> <p><i>Omission of dog walking circuits / dogs off lead areas as this could be <u>provided in condition 13</u>.</i></p>
9	<p>UTT/25/2838/FUL Former Council Depot New Street Dunmow</p>	None

10	UTT/25/0866/FUL Land To The North East Of Chalk Farm Lane Newport	None
11	UTT/25/2971/FUL The Brew House Fuchsia Row Park Street Thaxted	None
12	UTT/26/0006/FUL Council Offices London Road Saffron Walden	None
13	UTT/26/0014/LB Council Offices London Road Saffron Walden	None

Note – The purpose of this list is to draw Members attention to any late changes to the officer report or late letters/comments/representations. Representations are not reproduced in full they are summarized

Late items from **STATUTORY CONSULTEES** are reproduced in full.