

**Late List –Planning Committee 19/04/2023**

**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
3	UTT/22/1014/OP Land North Of Hammond Road Hatfield Broad Oak	<p>The Heads of Terms for the s106 agreement in paragraph 17.1 of the committee report should be amended as follows:</p> <ul style="list-style-type: none"> <li>• The phrase “a minimum of” should be amended from the provision of 40% of affordable housing. Policy H9 requires 40% affordable housing on developments, not a minimum of 40%. This change was requested by the applicant.</li> <li>• The Employment and Skills Plans should be omitted from the s106 agreement. Notwithstanding its recommendation by the Essex County Council (ECC) Infrastructure (Education), Table 2 in page 24 of ECC’s Developers’ Guide to Infrastructure Contributions (Rev 2020) sets a trigger of 50 no. units for such a contribution.</li> </ul>
		<p>Condition 17 in section 17 of the committee report shall be amended to include the phrase “shall be implemented” as follows:</p> <p>Prior to occupation of the development hereby approved, a package of pedestrian improvements between Barnfield and Broad Street Broad Street Green shall be implemented as identified in principle within the Pedestrian User Unit contained in the EAS Transport Statement, insofar as they are deliverable within highway and/or land in the control of the applicant, and shall include:</p> <ul style="list-style-type: none"> <li>• Footway widening/siding out/resurfacing.</li> <li>• Pedestrian warning signs.</li> <li>• Improvements to/provision of dropped kerb crossings.</li> <li>• Extension of footway/provision of dropped kerb crossing/vehicle crossover(s) at junction of Broad Green with Broad Street Green.</li> </ul> <p>REASON: In the interests of highway safety and accessibility, in accordance with Policies GEN1, GEN8 of the adopted Uttlesford Local Plan (2005), the adopted Uttlesford Local Residential Parking Standards (2013), the adopted Essex County Council Parking Standards: Design and Good Practice (2009), and the National Planning Policy Framework (2021).</p>
		The above follows a clarification from Essex County Council Highways:

		<div style="border: 1px solid #ccc; padding: 5px;"> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="display: flex; align-items: center;"> <div style="margin-left: 5px;"> <p>Matthew Bradley - Strategic Development Manager (North) &lt;[redacted]&gt;</p> <p>To: Avgerinos Vlachos</p> </div> </div> <div style="text-align: right;"> <span>☺</span> <span>↩ Reply</span> <span>↩ Reply All</span> <span>➡ Forward</span> <span>📧</span> <span>⋮</span> </div> </div> <div style="text-align: right; font-size: small; margin-top: 5px;">Fri 24/03/2023 16:1</div> <p style="font-size: small; margin-top: 5px;">📌 You replied to this message on 24/03/2023 17:43.</p> <p style="font-size: small; margin-top: 5px;">[redacted]</p> <p style="font-size: small; margin-top: 5px;">[redacted]</p> <p>On another note I have realised that my recommended condition 3 does not actually indicated that the works should be implemented, you may have picked up on that, if not are we able to make that clear on the update sheet issued before Committee?</p> <p>3. <i>Prior to first occupation of the development a package of pedestrian improvements between Barnfield and Broad Street Broad Street Green as identified in principle within the Pedestrian User Unit contained in the EAS Transport Statement, insofar as they are deliverable within highway and/or land in the control of the applicant to include:</i></p> <ul style="list-style-type: none"> <li>• Footway widening/siding out/resurfacing.</li> <li>• Pedestrian warning signs.</li> <li>• Improvements to/provision of dropped kerb crossings.</li> <li>• Extension of footway/provision of dropped kerb crossing/vehicle crossover(s) at junction of Broad Green with Broad Street Green.</li> </ul> <p>Have a good weekend.</p> <p><b>Matthew Bradley   Strategic Development Manager (North)</b></p> <p>Strategic Development</p> </div>
		<p>The phrase “in situ” is omitted from the reasons for conditions 4 and 5 in section 17 of the committee report, as per the applicant’s request. The same phrase shall be omitted from condition 12 in the same section. As currently worded, the reasons are not clear as they seemingly require the preservation of any potential archaeological remains in situ regardless of their significance, which would be unreasonable. These changes do not affect the purpose of the conditions and make them compliant with paragraph 56 of the NPPF.</p>
		<p>The Parish Council provided further comments on 31 March 2023; a summary of the key points that have not been covered in paragraph 9.1 of the committee report is presented below:</p> <ul style="list-style-type: none"> <li>• Visibility splays should comply with the Design Manual for Roads and Bridges.</li> <li>• Deliverability issue of proposed footway due to ownership.</li> <li>• Highway issues should be addressed prior to the grant of planning permission.</li> </ul>
		<p>A summary of the additional representations received for the application that have not been covered in paragraph 11.3.1 of the committee report is presented below:</p>

		<ul style="list-style-type: none"> <li>• Visibility splays not as shown by the developer.</li> <li>• Flood risk concerns.</li> <li>• Cumulative impacts to already compromised drainage systems.</li> <li>• Visual harm to the entrance of the village.</li> <li>• Overbearing impacts.</li> <li>• Devaluation of the road.</li> </ul>
4	UTT/22/3321/OP Land Rear of Woodene High Street Little Chesterford	Paragraph 14.3.16 of the committee report is a comparison between a previous appeal scheme on the same site and the current application. The images shown at the end of this paragraph are screenshots of the (dismissed) appeal drawings. Members can compare those refused drawings with the ones included in the file of the current application. It is standard practice not to reproduce the drawings of an application within the officer's report to avoid lengthy reports.
		The second from last phrase in paragraph 14.4.4 of the committee report should not be interpreted as if the Conservation Officer assessed the principle of the development as acceptable because of the revised indicative elevations or any other drawings. The response from Conservation dated 20 February 2023 contains a preliminary assessment of the revised indicative details submitted that should be considered by the applicant at the next stage. These indicative details shall be scrutinised again and finalised at the reserved matters application (if outline permission is granted). The indicative drawings were not the reasons why Conservation raised no objections to the principle of the development. The principle of the erection of a detached dwelling on this location was the sole consideration in Conservation's position.
		The Parish Council provided further comments on 10 March 2023; a summary of the key points that have not been covered in paragraph 9.1 of the committee report is presented below: <ul style="list-style-type: none"> <li>• Previous objection still stands.</li> <li>• Any scheme on the plot unacceptable.</li> <li>• Site too small for a single storey dwelling.</li> <li>• Countryside location / confirmed by the Examiner of the Neighbourhood Plan.</li> <li>• Responses from Conservation and Landscape support the objections.</li> <li>• Construction Management Plan not enough for extended periods of excavations.</li> <li>• Awkward parking layout.</li> <li>• Revised drawings – more traditional appearance.</li> <li>• Conditions in case of approval: <ul style="list-style-type: none"> <li>○ Limited height to one storey.</li> </ul> </li> </ul>

		<ul style="list-style-type: none"> <li>○ Limited loss of the historic bank.</li> <li>○ Minimisation of overlooking.</li> <li>○ Replacement hedgerow.</li> <li>○ Biodiversity enhancement measures.</li> <li>○ Construction Management Plan.</li> </ul>
		<p>A summary of the additional representations received for the application that have not been covered in paragraph 11.3.1 of the committee report is presented below:</p> <ul style="list-style-type: none"> <li>● Previous comments are still relevant.</li> <li>● Pre-app expressed concern.</li> <li>● Previous decisions are material considerations.</li> <li>● Consistency in decision-making necessary.</li> <li>● Harm to the effectiveness of the Neighbourhood Plan.</li> <li>● Ecological and biodiversity concerns.</li> <li>● 1 no. dwelling is a minimal benefit.</li> <li>● Tandem garage under the house / on-street parking concerns.</li> <li>● Heritage Statement not balanced.</li> <li>● Land ownership issues.</li> <li>● Construction Management Plan not enough.</li> <li>● Visibility from streetscene and footpath.</li> <li>● Responses from Conservation and Landscape support the objections.</li> <li>● Unacceptable living conditions for the occupants of the proposed dwelling.</li> </ul>

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UTT/22/1752/FUL  
Bluegates Farm  
LITTLE CANFIELD



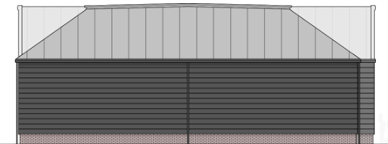
1 Proposed North Elevation  
Scale: 1:100



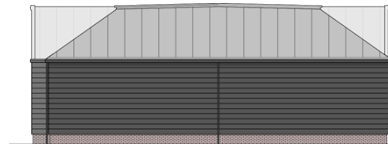
2 Proposed North Elevation with security shutters down  
Scale: 1:100



3 Proposed South Elevation  
Scale: 1:100



4 Proposed East Elevation  
Scale: 1:100



5 Proposed West Elevation  
Scale: 1:100



Do not state dimensions of drawings that require the written consent of the contractor. The contractor is responsible for checking all dimensions before starting on site. This drawing has been produced for the client for their information only. It is not to be used for any purpose without the written consent of the architect. No liability is accepted by the architect for any loss or damage of any kind caused by the use of this drawing in any way by any other person or for any other purpose.

NOTES



F	10/03/22	Revisions further updated for NMA application	DM
E	11/03/22	Revisions updated for NMA application	DM
Rev	Date	Description	Drawn By

**Inkpen Downie Architecture & Design Ltd**  
2 Salsbery House • Salsbery Passage • Colchester • CO2 9PL  
Tel: 01206 577244 • Fax: 01206 563 377  
arch@inkpendownie.co.uk • www.inkpendownie.co.uk

Drawing Status  
**NMA Application**  
Project  
**New Industrial Unit Building at Bluegates Farm, Dunmow, CM6 1SN**  
Client  
**Corringgales Ltd**

Cmd File	Scale	Drawn By/Date	Checked By/Date
MAC 3	1:100@A1	M/Mar/2021	DM/Mar/2021
Title			
<b>Proposed Elevations</b>			
Drawing No.	Rev. No.		
A-2035-BR-09	F		

Comments from Little Canfield Parish Council received Friday 14<sup>th</sup> April 2023

*The parish council is of the opinion this should be an entirely new application and not a mere change of use.*

		<p><i>It is reported that 79 letters were sent to residents but which residents, as those living within one mile of the development have not received a letter? So the council questions the validity of the community consultation.</i></p> <p><i>The comment has been made that there has been no external change from the original application and yet it has significantly changed; if you look at the proposed pictures / artists impressions showing windows, glazing, sympathetic landscaping / hedging around car parking and compare that with what can only be described as a completely different, ugly, distribution centre.</i></p> <p><i>A range of HGVs visiting and leaving the site is completely different to the type of vehicles that would be visiting a discrete office complex, as would be the operating hours of either business type. It begs the question what is proposed to be stored at the site requiring distribution, has the planning authority been informed?</i></p> <p><i>Planning consent UTT/18/2478/FUL has been implemented. This proposal seeks merely to change the use from its previous B1 (now Class E) use to a mixed Class E and B8 (Storage and Distribution - MERELY - it's been built to the specifications of the distribution centre all along. Seemingly no intentions of it ever being offices as per the original application.</i></p> <p><i>The parish council affirms there has been a total disregard for the planning officers and the planning process, indeed contempt, witness that which has been built compared to the approval.</i></p>
6	UTT/22/3020/FUL  Newport Road  SAFFRON WALDEN	

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

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