

## Late List –Planning Committee 30/08/2023

**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						
6	UTT/23/1583/PINS  Bull Field, Warish Hall Farm, TAKELEY	<p>Suggested conditions: Conditions for UTT/23/1583/PINS</p> <table border="1" data-bbox="701 347 1899 1337"> <tbody> <tr> <td data-bbox="701 347 853 544">1.</td> <td data-bbox="853 347 1899 544">           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.         </td> </tr> <tr> <td data-bbox="701 544 853 863">2</td> <td data-bbox="853 544 1899 863">           During construction, robust measures must be taken to control dust and smoke clouds, and any loose material must be secured.            REASON: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers. Loose material can become airborne and present a significant risk to aircraft engines in accordance with the adopted Uttlesford Local Plan - Policies ENV13 and GEN4.         </td> </tr> <tr> <td data-bbox="701 863 853 1337">3</td> <td data-bbox="853 863 1899 1337">           During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission. The Bird Hazard Management Plan is comprehensive and should be adhered to. The CEMP should ensure that no ponding or standing water is on site and earthworks are carried out on a ‘just in time’ basis. If necessary (subject to the design) the commercial unit roofs should be added to the BHMP.            REASON: Flight safety – Bird strike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Bird strike to aircraft using STN, in accordance with the adopted Uttlesford Local Plan 2005 - Policy GEN4.         </td> </tr> </tbody> </table>	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	During construction, robust measures must be taken to control dust and smoke clouds, and any loose material must be secured. REASON: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers. Loose material can become airborne and present a significant risk to aircraft engines in accordance with the adopted Uttlesford Local Plan - Policies ENV13 and GEN4.	3	During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission. The Bird Hazard Management Plan is comprehensive and should be adhered to. The CEMP should ensure that no ponding or standing water is on site and earthworks are carried out on a ‘just in time’ basis. If necessary (subject to the design) the commercial unit roofs should be added to the BHMP. REASON: Flight safety – Bird strike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Bird strike to aircraft using STN, in accordance with the adopted Uttlesford Local Plan 2005 - Policy GEN4.
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		4	No development to take place until final details of landscaping have been submitted to the Local Planning Authority in consultation with the aerodrome safeguarding authority for Stansted REASON: In accordance with the adopted Uttlesford Local Plan 2005 - Policy ENV8.	
		5	All exterior lighting to be capped at the horizontal with no upward light spill. REASON: Flight safety - to prevent distraction or confusion to pilots using Stansted, in accordance with the adopted Uttlesford Local Plan 2005 - Policy GEN7	
		6	No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for Stansted. An aviation perspective Glint & Glare assessment will be necessary. REASON: Flight safety - to prevent ocular hazard and distraction to pilots using Stansted, in accordance with Uttlesford Local Plan 2005 - Policy GEN5.	
		7	Prior to slab level: a) A noise impact assessment and report shall be submitted to and approved in writing by the local planning authority which demonstrates that the following noise design requirements for building services and mechanical plant can be complied with and shall thereafter be retained as approved b) The cumulative measured or calculated rating level of noise emitted from the mechanical services plant including heating, ventilation and air conditioning (HVAC) and kitchen extraction plant to which the application refers , shall be 5dB(A) below the existing background noise level, at all times that the mechanical system etc operates. The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 meter form the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance to the latest British	

			Standard 4142; An alternative position for assessment/measurement may be used to allow ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved. REASON: To ensure an adequate level of amenity for residents of the new dwellings in accordance with Uttlesford Local Plan (adopted 2005) - Policy GEN4.	
		8	<p>Prior to commencement:</p> <p>a) A Site Investigation (Phase II environmental risk assessment) report shall be undertaken and submitted to and approved by the Local Planning Authority which includes.</p> <p>(i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and</p> <p>(ii) The results from the application of an appropriate risk assessment methodology</p> <p>b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority</p> <p>Page 22</p> <p>This site shall not be occupied, or brought into use, until:</p> <p>(i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.</p> <p>(ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority. The verification report shall include disposal records, waste transfer receipts etc, to ensure that all waste disposal is traceable.</p> <p>e) In the event that contamination is found at any time when carrying</p>	

			<p>out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with Land contamination risk management published by the Environment Agency. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures, a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.</p> <p>REASON: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990 and in accordance with the adopted Uttlesford Local Plan 2005 - Policy ENV14.</p>	
		9	<p>Prior to the commencement of development, a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:</p> <ol style="list-style-type: none"> <li>1. Demolition, construction, and phasing programme.</li> <li>2. Contractor's access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.</li> <li>3. Construction/Demolition hours shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.</li> <li>4. Delivery times for construction/demolition purposes shall be carried out between 0730 to 1800 hours Monday to Friday, 0800 to 1300 hours on</li> </ol>	

			<p>Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.</p> <p>5. Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.</p> <p>6. Maximum noise mitigation levels for construction equipment, plant and vehicles.</p> <p>7. Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.</p> <p>8. Prohibition of the burning of waste on site during demolition/construction.</p> <p>9. Site lighting.</p> <p>10. Screening and hoarding details.</p> <p>11. Access and protection arrangements around the site for pedestrians, cyclists, and other road users.</p> <p>12. Procedures for interference with public highways, including permanent and temporary realignment, diversions, and road closures.</p> <p>13. Prior notice and agreement procedures for works outside agreed limits.</p> <p>14. Complaint's procedures, including complaints response procedures.</p> <p>15. Membership of the Considerate Contractors Scheme.</p> <p>The development shall then be undertaken in accordance with the agreed plan</p> <p>REASON: In accordance with the provisions of Policy GEN2 of the adopted Uttlesford Local Plan 2005</p>	
		10	<p>Prior to occupation of the development, details of measures to maximise the use of low-emission transport modes (e.g. secure covered storage for motorised and non-motorised cycles, and electric vehicle charge points) must be submitted to and approved in writing by the local planning authority. The measures must be installed in accordance with the approved details prior to occupation.</p>	

			REASON: To minimise any adverse effects on air quality, in accordance with Policy ENV13 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework 2021.	
		11	<p>RECOMMENDATION: An Archaeological Programme of Trial Trenching followed by Open Area Excavation</p> <ol style="list-style-type: none"> <li>1. No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological evaluation identified in the WSI and confirmed by the Local Authority archaeological advisors.</li> <li>2. A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the local planning authority following the completion of the archaeological evaluation.</li> <li>3. No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority.</li> <li>4. The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.</li> </ol> <p>Reason for Archaeological Recommendations</p> <p>The Historic Environment Record has identified that the proposed development lies within an area of known archaeological potential. The site lies to the south of the Scheduled Monument of Warish Hall, a moated site, with its origins in the medieval period whose setting will be harmed by the present development design. To the north of the site a moated enclosure is identified on early cartographic data. Other moats identified within the Takeley area have had an original construction date of 12th to 13<sup>th</sup> century. A Desk Based Assessment has been undertaken and has highlighted the</p>	

			<p>potential for encountering the archaeological remains and that the likelihood is that these features would be a similar density to those identified in the surrounding area. The earlier evaluation also identified post medieval features within the vicinity of the site.</p> <p>Evidence from Priors Green to the south would indicate the high potential for prehistoric through to post medieval occupation within the area.</p> <p>The archaeological work would comprise trial trenching across the whole area to identify the extent and depth of archaeological deposits followed by open area excavation if archaeological deposits are identified. All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by this office.</p>	
		12	<p>Prior to the commencement of development, a fully detailed scheme of protective measures for existing trees and vegetation to be retained, shall be submitted to and agreed in writing by the Local Planning Authority. Further, Prior to the erection of the development hereby approved (not including footings and foundations) full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:-</p> <ul style="list-style-type: none"> <li>i. proposed finished levels or contours.</li> <li>ii. means of enclosure.</li> <li>iii. car parking layouts.</li> <li>iv. other vehicle and pedestrian access and circulation areas.</li> <li>v. hard surfacing materials.</li> <li>vi. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.);</li> <li>vii. proposed and existing functional services above and below ground (e.g. drainage power,</li> <li>viii. communications cables, pipelines etc. indicating lines, manholes,</li> </ul>	



			<p>supports.);</p> <p>ix. retained historic landscape features and proposals for restoration, where relevant.</p> <p>Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme].</p> <p>All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before any part of the development is occupied or in accordance with the programme agreed with the local planning authority.</p> <p>REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted, in accordance with Policies GEN2, GEN8, GEN7, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005)</p>	
		13	<p>Prior to commencement, details of path construction should be required to be submitted for approval.</p> <p>REASON: To enable future or existing development to be linked to the pedestrian cycle network without any further permissions or payment and so as to prevent the creation of ransom strips at the point where the paths meet the site boundary to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.</p>	
		14	<p>Construction Management Plan: No development shall take place, including any ground works or demolition, until a Construction Management Plan has</p>	

			<p>been submitted to, and approved in writing by, the local planning authority. The approved plan shall cover all areas of the site identifying differences in operation as necessary and shall be adhered to throughout the construction period. The Plan shall provide for.</p> <p>I vehicle routing,  II the parking of vehicles of site operatives and visitors,  III loading and unloading of plant and materials,  IV storage of plant and materials used in constructing the development,  V wheel and underbody washing facilities.  VI Treatment and protection of public rights of way during construction  VII Before and after condition survey to identify defects to highway in the vicinity of the accesses to the site and where necessary ensure repairs are undertaken at the developer expense were caused by developer.</p> <p>REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011 and in accordance with the adopted Uttlesford Local Plan 2005 - Policy GEN1</p>	
		15	<p>Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.</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 in February 2011 and in accordance with the adopted Uttlesford Local Plan 2005 – Policy GEN1</p>	

		16	<p>Prior to the erection of the development hereby approved (not including footings and foundations) samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.</p> <p>REASON: In the interests of the appearance of the development in accordance with Policy GEN2 and ENV2 of the Uttlesford Local Plan (adopted 2005)</p>
		17	<p>Prior to the commencement of the development, the air source heat pumps to be installed 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 inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014. This could be done as a revision to the Acoustic Design Statement submitted by Stansted Environmental Services Ltd, ref ENV01-TAKE-068 dated 14th May 202</p> <p>REASON: These are a potential source of noise that could impact on the proposed dwelling unless suitably designed, enclosed or otherwise attenuated, in accordance with the provisions of Policies GEN4, ENV10 and ENV11 of the adopted Uttlesford Local Plan 2005.</p>
		18	<p>No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to: 2 • Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and</p>

			<p>including the 1 in 100 year plus 40% climate change event. Modelling should be provided for all events. • Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event. • Final modelling and calculations for all areas of the drainage system. • The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. • Detailed engineering drawings of each component of the drainage scheme. • A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features. • A written report summarising the final strategy and highlighting any minor changes to the approved strategy. The scheme shall subsequently be implemented prior to occupation</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. To comply with Uttlesford Local Plan Policy GEN3</p>	
		19	<p>No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved. Reason The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. 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</p>	

			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. in accordance with Uttlesford local Plan Policy GEN3	
		20	Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided. Reason To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site in accordance with Uttlesford Local Plan Policy GEN3	
		<b>Place Services Ecology</b>		
		<p>Holding objection due to insufficient ecological information in relation to European Protected Species (Great Crested Newt and bats) Summary We have reviewed the documents supplied by the applicant including the Biodiversity Checklist, Ecological Assessment (Ecology Solutions Ltd., October 2021), Briefing Note – Ecological Appraisal (Ecology Solutions, June 2023), Bat Report (ecology Solutions, November 2021), Woodland Management Plan (Ecology Solutions, June 2023) and Biodiversity Net Gain Report (Ecology Solutions, June 2023), relating to the likely impacts of development on designated sites, protected &amp; Priority habitats and species and identification of proportionate mitigation.</p> <p>We are not satisfied that there is sufficient ecological information available for determination of this application.</p> <p>Bats</p>		

		<p>Within the Briefing Note – Ecological Appraisal (Ecology Solutions, June 2023) it is noted that 23 trees were identified with potential to support roosting bats. No further information has been provided as to whether these trees are being retained but the Arboricultural Impact Assessment (Barton Hyett Associates, June 2023) does state that some trees are being removed. Clarity as to whether the trees with potential to support roosting bats are impacted or what mitigation is required should be provided.</p> <p>In addition, it should be noted that the ‘halo thinning’ around mature oaks within Prior’s Wood should be done with caution and the affects it could have on the temperature and humidity conditions surrounding the oak assessed. For example, removing trees around a mature tree could lead to changes in temperature and humidity conditions within that tree, making the features less suitable for roosting bats.</p> <p>We approve of the inclusion of cats eyes along the cycle path south of Prior’s Wood and as shown in the Street Lighting Plan, drawing no. WH202C_10_P_10.36 (Weston Homes, June 2023), and as described within the Design &amp; Access Statement (Weston Homes, June 2023). However, in the Landscape Strategy (Weston Homes, June 2023) only bollard or pillar lighting is mentioned. It is recommended that bollard lighting is avoided where possible to prevent insects being drawn down to the level of the bollard, away from the foraging heights of bats. Technical specifications such as colour temperature of the proposed lighting is also missing. It is recommended that the lighting strategy is updated and secured by a condition of any consent.</p> <p><b>Great Crested Newt</b></p> <p>The Briefing Note – Ecological Appraisal (Ecology Solutions, June 2023) states that eDNA surveys for Great Crested Newt have been undertaken in 2023 but the results are pending. The results of these surveys are required prior to determination because paragraph 99 of the ODPM Circular 06/2005 highlights that: “It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision.”</p> <p>In addition, the results of the pending Great Crested Newt eDNA surveys could impact on the management regime of the habitats on site, in particular Prior’s Wood.</p> <p>The information on trees with potential to support roosting bats and Great Crested Newt survey results are therefore required to provide the LPA with certainty of impacts on legally protected species and be able to secure appropriate mitigation either by a mitigation licence from Natural England or a condition of any consent.</p>
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		<p>This will enable the LPA to demonstrate compliance with its statutory duties, including its biodiversity duty under s40 NERC Act 2006 and prevent wildlife crime under s17 Crime and Disorder Act 1998.</p> <p>Landscape Ecological Management Plan</p> <p>Although a 15-20m buffer has been given to Prior’s Wood, information as to how Prior’s Wood and this buffer will be protected during the construction phase has not been provided within the Landscape Ecological Management Plan (LDA Design Consulting Ltd., May 2023) or Woodland Management Plan (Ecology Solutions, June 2023). Information on the use of fences etc. and creation of the cycleway should be provided to ensure that impacts during the construction phase will be avoided or minimised. This information could be set out in a Construction Environmental Management Plan for Biodiversity (CEMP: Biodiversity) and secured by a condition of any consent.</p> <p>Information on the installation of bat boxes provided is considered to be vague and it is recommended that further information in relation to installation height and aspect should be provided. Remedial measures for bird and bat boxes have also not been described within the Landscape Ecological Management Plan, (LDA Design Consulting Ltd., May 2023).</p> <p>In addition, the management of hedgerows should be left until February where possible, to allow birds to forage on the berries over the winter when other food sources are scarce.</p> <p>Furthermore, information in relation to how the arable field, which will be full of nutrients, will be prepared to provide a good substrate for growing wildflowers, which often require low fertile soil to grow successfully. These details could be provided in an updated Landscape Ecological Management Plan and secured by a condition of any consent.</p> <p>Biodiversity Net Gain</p> <p>We are pleased to see that the proposals provide a greater than 10% net gain in biodiversity units for Habitat Units and Hedgerow Units. The LPA should determine if they are satisfied with the estimated net gain for Water Course Units which is currently less than 10%. It was noted that Table 2 of the Briefing Note – Ecological Appraisal (Ecology Solutions, June 2023) (page 148 of the Ecology Documents) that the figures provided do not match those within the Biodiversity Net Gain Report (Ecology Solutions, June 2023).</p>
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		<p>It is recommended the figures are updated within the Briefing Note – Ecological Appraisal (Ecology Solutions, June 2023). We support the proposed reasonable biodiversity enhancements including the installation of the following:</p> <ul style="list-style-type: none"> <li>• Seven bat boxes within Prior’s Wood;</li> <li>• Five bat boxes on surrounding trees;</li> <li>• Nine bird boxes within Prior’s Wood;</li> <li>• Six bird boxes on surrounding trees;</li> <li>• At least five log piles/hibernacula within Prior’s Wood;</li> <li>• Three log piles in Prior’s Wood Green North; • Creation of loggeries within Prior’s Wood; and</li> <li>• Three Hedgehog hibernation boxes within Prior’s Wood.</li> </ul> <p>These have been recommended to secure net gains for biodiversity, as outlined under Paragraph 174d and 180d of the National Planning Policy Framework (2021). Details of any integrated or building-mounted habitat boxes have not yet been provided. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Layout and should be secured by a condition of any consent.</p> <p>This is needed to enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.</p> <p>We look forward to working with the LPA and the applicant to receive the additional information required to support a lawful decision and overcome our holding objection.</p>
		<b>Principal Conservation Officer (Conclusion)</b>
		NO OBJECTION. Based on the material submitted as part of the application, the Council considers that the proposed development will not have an adverse impact on the designated and (proposed) nondesignated heritage assets. The application has taken into consideration matters raised by the Inspector at Appeal. The Council considers that the proposal results in less than substantial harm to the significance of the heritage assets and is at the low end of the scale, in line with Paragraphs 202 and 203 of the NPPF
		<b>Essex Police</b>
		UDC Local Plan Policy GEN2 - Design (d) states" It helps reduce the potential for crime" Whilst there are no apparent concerns with the layout to comment further we would require the finer detail



		<p>such as the proposed lighting, boundary treatments and physical security measures. We would welcome the opportunity to consult on this development to assist the developer demonstrate their compliance with this policy by achieving a Secured by Design Homes award. An SBD award is only achieved by compliance with the requirements of the relevant Design Guide, ensuring that risk commensurate security is built into each property and the development as a whole benefitting both the resident and wider community.</p>
		<b>Environmental Health</b>
		<p><b>Noise</b>  The applicants have submitted an Environmental Noise Assessment by Stansted Environmental Services dated 31 March 2023.</p> <p>The Noise Assessment included unattended noise monitoring in an initial survey undertaken between 13:11 on Tuesday 13th April 2021 and 23:00 on Sunday 18th April 2021 and additional attended measurements were undertaken at the site on Tuesday 21st March 2023 (to verify potential covid impacts on initial measurements).</p> <p>There were also two additional attended measurements undertaken at the site to account for noise emanating from the nearby Roseacres Primary School to the West of the site and noise generated from vehicle movements on Smiths Green to the East of the site. The Roseacres Primary school monitoring was between 11:54 and 12:54 on Tuesday 21st March 2023. It was noted that lunchtime playground noise from Roseacres Primary School was evident between 12:02 and 12:46 during the measurement period. Smith's Green vehicle noise was monitored by attended measurements undertaken across a continuous 3-hour period between the hours of 10:00 and 17:00 on Tuesday 21st March 2023.</p> <p>The assessment advises that aircraft noise levels from Stansted Airport are above the Lowest Observed Adverse Effect Level but below the Significant Observed Adverse Effect Level.</p> <p>The assessment provides details of glazing and ventilation noise mitigation measures required to achieve BS8233 noise standards in section 6, Design Criteria.</p> <p>It is noted that there is no detail provided in this application regarding the proposed layout and design of the extension to the Primary School. The noise assessment attended monitoring data on page 38 indicates that LAmax noise levels at the site increase from 65 dB to peaks of 80dB when the existing school playground is</p>

	<p>in use. Similarly, Leq noise levels increase from below 50 dB to a range of 60 to 65 dB. The proposed site layout has located garden/amenity areas directly on the boundary with the extended school. It is not clear whether these amenity areas will achieve the good standard of 50 dBA when the school playground is in use or when other school activities take place such as use of sports facilities.</p> <p>The location of apartment blocks and car parks on the boundary with the extended school is welcome. I would advise that consideration is also given to noise mitigation measures such as acoustic barriers between the proposed amenity areas and the extended school. It is also expected that good acoustic design and noise impacts on future and existing residents is carefully considered when designing the school extension.</p> <p>The noise assessment does not include any information regarding potential impacts from the industrial/commercial units to the western boundary. It is understood that one of these units is a Health Centre and another a Business Centre therefore these uses are unlikely to generate significant noise although there may be plant noise. It would be helpful if more information could be provided on the use of these premises to clarify if additional noise impact assessment, or mitigation is required.</p> <p>It is noted that the use of Air Source Heat pumps (ASHP) is proposed, these can have significant noise impacts unless suitably designed, located, enclosed or otherwise attenuated and therefore noise levels from ASHP should be conditioned.</p> <p>Notwithstanding the above uncertainties regarding the school and commercial impacts, if the inspector is minded to grant permission, I would advise that the following noise conditions are attached</p> <p>1. Prior to commencement of the development a scheme for protecting the proposed dwellings from noise arising from road noise and air traffic shall be submitted to, and approved in writing by, the Local Planning Authority for approval. This acoustic design advice report should detail the advised measures for achieving the following criteria;</p> <p>A) bedrooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A), and an 8-hour LAeq (23:00 to 07:00) of 30dB(A), with individual noise events not exceeding 45dB LAFmax more than 10 times (23:00 to 07:00 hours)</p> <p>B) living rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 35dB(A)</p> <p>C) dining rooms shall achieve a 16-hour LAeq (07:00 to 23:00) of 40dB(A)</p> <p>None of the dwellings shall be occupied until the scheme is implemented in accordance with the approved details. The scheme shall be retained in accordance with those details.</p>
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		<p>Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with policy ENV10 which requires appropriate noise mitigation and sound proofing to noise sensitive development</p> <p>Informative notes: A good acoustic design process should be followed in accordance with the 'Professional Practice Guidance on Planning and Noise: New Residential Development' (May 2017 or current version) to ensure that the noise criteria are achieved with windows open. Any design measures that are used to control the ingress of noise must be consistent and compatible with the requirements of Approved Documents O and F.</p> <p>2 Prior to development starting on site, details of a scheme for protecting external amenity spaces from external [traffic and aircraft] noise shall be submitted to and approved in writing by the LPA. The scheme shall ensure that, upon completion of the development, good acoustic design will be used to ensure external noise levels within external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300).None of the dwellings shall be occupied until the scheme is implemented in accordance with the approved details. The scheme shall be retained in accordance with those details.</p> <p>Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with policy ENV10 which requires appropriate noise mitigation and sound proofing to noise sensitive development</p> <p>Informative Note A good acoustic design process should be followed in accordance with the 'Professional Practice Guidance on Planning and Noise: New Residential Development' (May 2017 or current version) to ensure that the noise criteria are achieved.</p> <p>3. Prior to development starting on site details of a noise scheme to protect future residents from industrial/commercial and Primary School noise shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that on completion of the development, good acoustic design will be used to ensure that noise levels within external amenity spaces shall not exceed a noise rating level of -5dBA when measured in accordance with BS 4142.</p> <p>Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with policy ENV10 which requires appropriate noise mitigation and sound proofing to noise sensitive development</p> <p>4. Prior to the commencement of the development the air source heat pumps to be installed shall be specified and designed, enclosed or otherwise attenuated to ensure that noise resulting from their operation</p>
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		<p>shall not exceed the existing background noise level inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014. Noise levels shall be assessed in accordance with the Institute of Acoustics Briefing Note, Heat Pumps – Professional Advice Note - November 2022.</p> <p>Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with policy ENV10 which requires appropriate noise mitigation and sound proofing to noise sensitive development.</p> <p>Contaminated Land</p> <p>1. Land Contamination</p> <p>The following works shall be conducted by competent persons and in accordance with the Essex Contaminated Land Consortium’s ‘Land Affected by Contamination: Technical Guidance for Applicants and Developers’ and The Environment Agency Land Contamination Risk Management (LCRM) and other current guidance deemed authoritative for the purposes. The development hereby permitted shall not commence until the measures set out in the approved report have been implemented.</p> <p>A. Site Characterisation</p> <p>Notwithstanding the details submitted with this application, no development shall commence other than that required to carry out additional necessary investigation which may include demolition, site clearance, removal of underground tanks and old structures until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:</p> <p>(i) a survey of extent, scale and nature of contamination;</p> <p>(ii) an assessment of the potential risks to:</p> <ul style="list-style-type: none"> <li>• Human health,</li> <li>• Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,</li> <li>• Adjoining land,</li> <li>• Groundwaters and surface waters</li> <li>• Ecological systems</li> <li>• Archaeological sites and ancient monuments;</li> </ul> <p>(iii) an appraisal of remedial options, and proposal of the preferred option(s).</p>
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		<p><b>B Site Remediation Scheme</b>  The development hereby permitted shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.</p> <p><b>C. Remediation Implementation and Verification</b>  The development hereby permitted shall not commence other than that required to carry out the agreed remediation until the measures set out in the approved Remediation scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.</p> <p>Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.</p> <p><b>D. Reporting of Unexpected Contamination</b>  In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared submitted for the approval in writing of the Local Planning Authority.</p> <p>Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.</p> <p><b>E. Long Term Monitoring and Maintenance</b>  If found to be necessary from the Phase 2 investigation and remediation scheme, a monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of time to be agreed with the Local Planning Authority, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.</p>
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	<p>Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced and submitted to the Local Planning Authority.</p> <p><b>Reason</b> To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2, ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005)</p> <p><b>External Lighting</b> In view of the rural location of the site, it is essential to ensure that any external lighting is properly designed and installed to avoid any adverse impacts on residential neighbours from obtrusive/spill-over light, or glare. The following condition is therefore recommended to secure this:</p> <p>1. 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>The lighting scheme shall conform to The Institution of Lighting Engineers Guidance for the Reduction of Obtrusive Light – Table 1 criteria and any other suitable lighting standards.</p> <p><b>REASON:</b> To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policies ENV11, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).</p> <p><b>Air Quality</b></p> <p>The Air Quality assessment report submitted by Aether Stansted Environmental Services Ltd, version 1.1. 02/06/23 concludes. “The ADMS-Roads dispersion model has been used to determine the impact of emissions from road traffic on sensitive receptors. Predicted concentrations have been compared with the air quality objectives. The results of the assessment indicate that annual mean NO<sub>2</sub> and particulate matter (PM<sub>10</sub>) concentrations are substantially below the objective in the ‘without’ development scenario both at the development site and at nearby residential receptors. Based on the evidence it is estimated that there will be no exceedances of either short term objective for NO<sub>2</sub> or PM<sub>10</sub>. The ‘with’ development scenario predicts that the development will cause NO<sub>2</sub> and PM<sub>10</sub> concentrations to increase by less than 0.1 µg/m<sup>3</sup>, at the development and nearby residential receptors. Therefore, no mitigation is required as the</p>
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		<p>air quality objectives are predicted to be met and only a negligible increase in pollutant concentrations is predicted.</p> <p>The impact of the development on the adjacent woodland is considered to fall below the level of significance (1 %), with NOx concentrations increases of 0.1 % of the critical level. The development this therefore not considered to have a significant impact on ecological receptors.</p> <p>The developer is encouraged to refer to the IAQM's 'Guidance on the assessment of dust from demolition and construction' in order to minimise the impact of the construction phase on local air quality."</p> <p>The report proposes dust mitigation measures in section 3.5 (which could be incorporated into a Construction Environmental Management Plan) and operational mitigations in Section 3.4 which should form part of this permission, if granted, including the provision of a travel plan and electric vehicle charging points.</p> <p>The following conditions are recommended.</p> <p>1. Electric vehicle charging points (EVCP) shall be provided for 20% of the car parking spaces and passive provision shall be made available for the remaining 80% of the spaces in the development, so that the spaces are capable of being readily converted to electric vehicle charging points. The location of the EVCP spaces and charging points, and a specification for passive provision shall be submitted to and approved in writing by the local planning authority before any of the residential units are first brought into use. The EVCP shall thereafter be constructed and marked out and the charging points installed prior to any of the residential units being brought into use and thereafter retained permanently to serve the vehicles of occupiers.</p> <p>Reason: To protect local air quality and residential amenity of existing neighbouring and future occupiers of the development.</p> <p>2. Development shall not commence until a Travel Plan has been submitted to the Local Planning Authority and approved in writing. The approved Travel plan shall be fully implemented and maintained thereafter.</p> <p>Reason: To protect local air quality and residential amenity of existing neighbouring and future occupiers of the development.</p> <p>Construction Environmental Management</p>
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		<p>The applicants have submitted a Stansted Environmental Services/Weston Homes Construction Environmental Management Plan (CEMP) dated 26 June 23.</p> <p>Section 3.2 proposes the following site working hours:  “Official site working hours would be:  • Monday – Friday: 7:30am - 6:00pm  • Saturday 8:00 – 1:00pm  • Sunday/Bank Holidays: No Work  In order to maintain these working hours, contractor(s) will require a period of 30 minutes before and at the end of the working shift to start up and close down the works activities.”</p> <p>However, the Uttlesford DC Noise Assessment Technical Guidance states the following,  “19.2 All noisy works (i.e. those that are audible beyond the site boundary) should be restricted to the following hours to minimise disruption:  Monday - Friday: 7.30am - 6pm  Saturday: 8.30am - 1pm  Sunday / Bank holidays: No work generating observed noise impact  These restrictions apply to deliveries/collections to the site.”</p> <p>The CEMP should be amended to reflect the Uttlesford DC position regarding noisy construction and demolition works and deliveries.  With reference to the control of dust, the proposal to spray water when cutting, grinding and sawing is welcomed. However, there appears to be no commitment to suppress dust from other sources such as stockpiles of fine aggregate, tracking vehicles etc.</p> <p>Section 3.5 of the Aether Air Quality Assessment for the proposed development refers to the IAQM document “Guidance on the assessment of dust from demolition and construction and refers to a number of proposed mitigation measures. Many of these do not appear to have been incorporated into the submitted CEMP.</p> <p>Uttlesford has produced an Environmental Code of Development Practice see environmental code of development practice: Layout 1.qxd (uttlesford.gov.uk) and as a minimum the CEMP should ensure that the proposed measures are compatible with the Environmental Code.</p> <p>I would therefore advise that the following condition is attached to enable an updated CEMP to be submitted for approval.</p>
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		<p>1. Prior to the commencement of the development, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:</p> <ul style="list-style-type: none"> <li>a) The construction programme and phasing</li> <li>b) Hours of operation, delivery and storage of materials</li> <li>c) Details of any highway works necessary to enable construction to take place</li> <li>d) Parking and loading arrangements</li> <li>e) Details of hoarding</li> <li>f) Management of traffic to reduce congestion</li> <li>g) Control of dust and dirt on the public highway</li> <li>h) Details of consultation and complaint management with local businesses and neighbours</li> <li>i) Waste management proposals</li> <li>j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.</li> <li>k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.</li> </ul> <p>The CEMP shall be consistent with the best practicable means as set out in the Uttlesford Environmental Code of Development Practice.</p> <p>All works shall be carried out in accordance with the approved CEMP thereafter.</p> <p>REASON: In the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005)</p>
		<p><b>Thames Water</b></p>
		<p>Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided. The application indicates that SURFACE WATER will NOT be discharged to the public network and as such Thames Water has no objection, however approval should be sought from the Lead Local Flood Authority. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position. Thames Water would</p>

		<p>recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ.</p>
		<p><b>Takeley Parish Council</b></p>
		<p>The Parish Council objects to the application and respectfully request for any hearing to be held after 2nd November 2023 when UDC Cabinet will be considering the designation of the Smiths Green Conservation Area. The Parish Council has undergone a lengthy process, from discussions with UDC in 2019 over their inability to fund work to designate new conservation areas since 2014. The Parish Council has commissioned heritage reports including the attached 2022 Brighter Planning Heritage Assessment and Audit for Takeley Parish in support of the Neighbourhood Plan, which recommends the designation of Smiths Green as a conservation area. The process is currently subject to public consultation, with a closing date of 30th September and UDC is managing the timetable thereafter. The supporting documents are available on the link: <a href="https://www.uttlesford.gov.uk/smiths-green-conservation-area">https://www.uttlesford.gov.uk/smiths-green-conservation-area</a> The Parish Council is preparing detailed comments in objection to the application, which will be sent to PINS as soon as possible.</p> <p><b>Email received 25.8.23</b></p> <p>Good afternoon</p> <p>Re: Item 6. UTT/23/1583/PINS Bull Field, Warish Hall Farm, TAKELEY</p> <p>Would UDC please include on the Late List the following Takeley Parish Council points to inform members of the key points of objection to the application and an attachment with recent photographs to illustrate highways access concerns.</p> <p>Takeley Parish Council has four main objections to the application:</p>

		<p>1) <u>Heritage harm to designated and non-designated assets</u> including the setting of an ancient monument, a protected lane and village green verges in Smiths Green. The Parish Council has already informed PINS of the progress of work towards Conservation Area Designation for Smiths Green, which is hoped to be on the 2<sup>nd</sup> November Cabinet Meeting Agenda.</p> <p>2) <u>Landscape and harm to the countryside</u> – several recent PINS decisions have given moderate weight to policies S7 and S8, for removal of the openness of the CPZ. This was one of the reasons for refusal on the previous application of Land at Warish Hall Farm.</p> <p>3) <u>Harm to an ancient woodland</u>, both in physical intrusion into the minimum 15m buffer and harm from urbanisation of the land surrounding the woodland, with development enclosing the woodland on its western and eastern edges. This also creates ecological harm to the Local Wildlife Site. UDC’s arboriculture specialist submitted written objections to the appeal, Land at Warish Hall Farm Ref: APP/C1570/W/22/3291524. He concluded, <b>‘In my opinion, there are two different elements to consider. One is the effect of the proposed development on the ASNW and the biodiversity within it. This is concerned with the insufficient depth of the buffer zone, the lack of positive mitigation and the harm caused by the proposed development within the buffer zone and resulting activities. The second element to consider is the harm the proposed development may have on tree roots. This is addressed within the British Standard – BS 5837: In essence, BS 5837 recommends that there are no construction activities with a tree’s Root Protection Area (RPA) but where this cannot be avoided, suitable methodology is proposed to minimise any harm. In my opinion, the potential harm to the ASNW by compromising the buffer zone cannot be mitigated by complying with BS 5837:2012. The requirements for BS 5837:2012 should be seen in addition to the requirements for a suitable buffer zone to protect the ASNW’</b></p> <p>4) <u>Conflict with GEN1 – ACCESS</u> The Parish Council has concerns over unsafe proposals for transport and pedestrian access in 4 locations,</p> <ul style="list-style-type: none"> <li>• the pinch-point from Bulls Field to 7 acres (mentioned above),</li> <li>• access through an industrial estate itself</li> </ul>
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		<ul style="list-style-type: none"> <li>• access onto Parsonage Road (see attached photos of the impact the HGV route is having on Parsonage Road) and</li> <li>• an unlit foot/cycle path alongside the woodland, which would not provide a suitable safe for all users at all times.</li> </ul> <p>Kind regards Jackie Deane Clerk to the Council</p>
		<b>Natural England</b>
		NO OBJECTION Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes
		<b>Lead Local Flood Authority</b>
		<p>As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15th April 2015. In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:</p> <ul style="list-style-type: none"> <li>• Non-statutory technical standards for sustainable drainage systems</li> <li>• Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide</li> <li>• The CIRIA SuDS Manual (C753)</li> <li>• BS8582 Code of practice for surface water management for development sites.</li> </ul> <p>Lead Local Flood Authority position. Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission based on the following:</p> <p>Condition 1 No works except demolition shall takes 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"> <li>• 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. Modelling should be provided for all events.</li> <li>• Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.</li> <li>• Final modelling and calculations for all areas of the drainage system.</li> <li>• The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753</li> <li>• Detailed engineering drawings of each component of the drainage scheme.</li> <li>• A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.</li> <li>• 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.</li> </ul> <p>Reason</p> <ul style="list-style-type: none"> <li>• To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.</li> <li>• To ensure the effective operation of SuDS features over the lifetime of the development.</li> <li>• To provide mitigation of any environmental harm which may be caused to the local water environment</li> <li>• 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.</li> </ul> <p>Condition 2</p> <p>No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.</p> <p>Reason The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.</p> <p>Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore, the removal of topsoil during construction may limit the ability of the site to intercept rainfall and</p>
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		<p>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. 3</p> <p>Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.</p> <p>Condition 3 Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long-term funding arrangements should be provided.</p> <p>Reason To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.</p> <p>We also have the following advisory comments:</p> <ul style="list-style-type: none"> <li>• We strongly recommend looking at the Essex Green Infrastructure Strategy to ensure that the proposals are implementing multifunctional green/blue features effectively. The link can be found below. <a href="https://www.essex.gov.uk/protectingenvironment">https://www.essex.gov.uk/protectingenvironment</a></li> <li>• Please note that the Environment Agency updated the peak rainfall climate change allowances on the 10 May 2022. planning application with outline approval are not required to adjust an already approved climate change allowance, however, wherever possible, in cases that do not have a finalised drainage strategy please endeavour to use the updated climate change figures Flood risk assessments: climate change allowances - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)</li> </ul> <p>Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.</p> <p>Summary of Flood Risk Responsibilities for your Council</p>
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		<p>We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application, you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.</p> <ul style="list-style-type: none"> <li>• Sequential Test in relation to fluvial flood risk.</li> <li>• Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);       <ul style="list-style-type: none"> <li>• Safety of the building.</li> <li>• Flood recovery measures (including flood proofing and other building level resistance and resilience measures);</li> <li>• Sustainability of the development.</li> </ul> </li> </ul> <p>In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions. Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your council.</p> <p>INFORMATIVES:</p> <ul style="list-style-type: none"> <li>• Essex County Council has a duty to maintain a register and record of assets which have a significant impact on the risk of flooding. In order to capture proposed SuDS which may form part of the future register, a copy of the SuDS assets in a GIS layer should be sent to <a href="mailto:suds@essex.gov.uk">suds@essex.gov.uk</a>.</li> <li>• Any drainage features proposed for adoption by Essex County Council should be consulted on with the relevant Highways Development Management Office.</li> <li>• Changes to existing water courses may require separate consent under the Land Drainage Act before works take place. More information about consenting can be found in the attached standing advice note.</li> <li>• It is the applicant's responsibility to check that they are complying with common law if the drainage scheme proposes to discharge into an off-site ditch/pipe. The applicant should seek consent where appropriate from other downstream riparian landowners.</li> <li>• The Ministerial Statement made on 18th December 2014 (ref. HCWS161) states that the final decision regarding the viability and reasonableness of maintenance requirements lies with the LPA. It is not within the scope of the LLFA to comment on the overall viability of a scheme as the decision is based on a range of issues which are outside of this authority's area of expertise.</li> <li>• We will advise on the acceptability of surface water and the information submitted on all planning applications submitted after the 15th of April 2015 based on the key documents listed within this letter. This</li> </ul>
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		<p>includes applications which have been previously submitted as part of an earlier stage of the planning process and granted planning permission based on historic requirements. The Local Planning Authority should use the information submitted within this response in conjunction with any other relevant information submitted as part of this application or as part of preceding applications to make a balanced decision based on the available information.</p> <p>Yours sincerely, Alison Vaughan, Senior Development and Flood Risk Officer 5 Team: Green Infrastructure and Sustainable Drainage Service: Climate Action and Mitigation Essex County Council Internet: <a href="http://www.essex.gov.uk">www.essex.gov.uk</a> Email: <a href="mailto:suds@essex.gov.uk">suds@essex.gov.uk</a> Appendix 1 - Flood Risk responsibilities for your Council</p> <p>The following paragraphs provide guidance to assist you in determining matters which are your responsibility to consider.</p> <ul style="list-style-type: none"> <li>• Safety of People (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements) You need to be satisfied that the proposed procedures will ensure the safety of future occupants of the development. In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise LPAs formally consider the emergency planning and rescue implications of new development in making their decisions. We do not normally comment on or approve the adequacy of flood emergency response procedures accompanying development proposals as we do not carry out these roles during a flood.</li> <li>• Flood recovery measures (including flood proofing and other building level resistance and resilience measures) We recommend that consideration is given to the use of flood proofing measures to reduce the impact of flooding when it occurs. Both flood resilience and resistance measures can be used for flood proofing. Flood resilient buildings are designed to reduce the consequences of flooding and speed up recovery from the effects of flooding; flood resistant construction can help prevent or minimise the amount of water entering a building. The National Planning Policy Framework confirms that resilient construction is favoured as it can be achieved more consistently and is less likely to encourage occupants to remain in buildings that could be at risk of rapid inundation. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels. Consultation with your building control department is recommended when determining if flood proofing measures are effective. Further information can be found in the Department for Communities and Local Government publications 'Preparing for Floods' and 'Improving the flood performance of new buildings'.</li> <li>• Sustainability of the development 6 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF recognises the key role that the planning system plays in helping to mitigate and adapt to the impacts of climate change, taking full account of flood risk and coastal change; this includes minimising vulnerability and providing resilience to these impacts.</li> </ul>
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		In making your decision on this planning application we advise you consider the sustainability of the development over its lifetime.
		<b>ECC Education</b>
		<p>The application proposes g 96 residential dwellings consisting 9 X 1 Bed Houses (exempt) , 28 X 2 Bed Houses, 36 X 3 Bed Houses &amp; 23 X 4+ Bed House. When estimating the number of children that a new housing development will generate, and that will require a school place (yield), ECC takes account of the number of houses and flats that are suitable to accommodate children. One-bedroom units and some dwellings, such as student and elderly accommodation, are excluded from the education calculation. With reference to the details above, a development of this size can be expected to generate the need for up to 7.83 Early Years and Childcare (EY&amp;C) places; 26.10 Primary School places, and 17.40 Secondary School places. Please note that any developer contribution figures referred to in this letter are calculations only, and that final payments will be based on the actual dwelling unit mix and the inclusion of indexation.</p> <p><b>Early Years and Childcare</b></p> <p>Essex County Council has a statutory duty under the Childcare Act 2006 to ensure that there is sufficient and accessible high-quality early years and childcare provision to meet local demand and parental choice. This includes provision of childcare places for children aged between 0-5 years as well as wrap around provision for school aged children (5-11 or up to 19 with additional needs). The proposed development is located within Takeley ward (postcode CM226NZ) and will create the need for an additional 7.83 childcare places.</p> <p>According to latest available childcare sufficiency data, there are 14 early years and childcare providers within the ward. Overall, a total of 12 unfilled places were recorded, however there is a particular need for full day care provision in this area, with 103 children currently the waiting list for local nurseries.</p> <p>The demand generated by this development would require a contribution towards the creation of additional places. A developer contribution of 3152,098.00 index linked to Q1-2023 is sought to mitigate its impact on Early Years &amp; childcare provision. This equates to £19,425 per place.</p> <p><b>Primary Education</b></p> <p>Please refer to the attached previous pre application letter and planning statement regarding land/ site for primary Education, the obligations required by ECC and accepted by the developer are set out in the Heads of Terms, these should be included within a s106 in line with ECC's Developers' Guide.</p>

		<p>The demand generated by this development would require a contribution towards the creation of additional places and or a new facility. A developer contribution of £506,993.00 index linked to Q1- 2023, is sought to mitigate its impact on local Primary School provision. This equates to £19,425 per place.</p> <p><b>Secondary Education</b></p> <p>The Priority Admissions Area secondary school for this development would be Forest Hall, which has a Published Admissions Number of 132 places per year. The school currently has some unfilled capacity but, according to data provided by the Department for Education, the number of children for whom this is their nearest school is already far higher than the number of available places. Action has not, so far, been required due to parental preference. As permitted housing development in the area is completed, in particular in Bishop’s Stortford, it is anticipated that Forest Hall will fill and may need to expand. The latest forecasts and plans for the area are set out in the Essex School Organisation Service’s Ten Year Plan.</p> <p>The demand generated by this development would require a contribution towards the creation of additional places. A developer contribution of £464,876.00 index linked to Q1-2023, is sought to mitigate its impact on local Secondary School provision. This equates to £26,717 per place.</p> <p><b>Post 16 education</b></p> <p>A contribution toward Post16 education is not required at this time. However, in accordance with the Essex County Council Developers’ Guide to Infrastructure Contributions (Revised 2020), an Employment and Skills Plan (ESP) should be prepared to set out how the developer will engage with and maximise local labour and skills opportunities.</p> <p><b>School Transport</b></p> <p>Having reviewed the proximity of the site to the nearest Secondary School, the distance is in excess of the statutory walking distance, therefore, Essex County Council will be seeking a School Transport contribution toward Secondary School Transport. The cost of providing this is £86,617.20 Index Linked to 2Q 2021, applying a cost per pupil of £5.24 for Secondary.</p> <p><b>Libraries</b></p>
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		<p>ECC may seek contributions to support the expansion of the Library Service to meet customer needs generated by residential developments of 20+ homes. The provision of a Library Service is a statutory duty under the 1964 Public Libraries and Museums Act and it's increasingly become a shared gateway for other services such as for accessing digital information and communications. The suggested population increase brought about by the proposed development is expected to create additional usage of Great Dunmow library. A developer contribution of £7468.80 is therefore considered necessary to improve, enhance and extend the facilities and services provided and to expand the reach of the mobile library and outreach services. This equates to £77.80 per unit, index linked to April 2020.</p> <p><b>Monitoring Fees</b></p> <p>In order to secure the delivery of the various infrastructure improvements and to meet the needs arising from development growth, ECC needs to monitor Section 106 planning obligations to ensure they are fully complied with on all matters. ECC has a resultant obligation to ensure the money is received and spent on those projects addressing the needs for which it was sought and secured. To carry out this work, ECC employs a staff resource and charges an administration/monitoring fee towards funding this requirement. The Monitoring Fee will be charged at a rate of £550 per obligation (financial and otherwise). On large developments the Monitoring Fee will be calculated using a bespoke approach.</p> <p><b>Employment and Skills</b></p> <p>Both Central and Local Government have a crucial role to play in identifying opportunities to maximise employment, apprenticeships, and to invest in skills to realise personal and economic aspirations. ECC has a role to play in supporting Local Planning Authorities and helping to ensure that the development industry has the necessary skills to build the homes and communities the county needs. ECC supports Uttlesford District Council in securing obligations which will deliver against this crucial role in supporting employment and skills in the district. In the current economic climate and national skills shortage, ECC supports Uttlesford District Council in requiring developers to prepare an 'Employment and Skills Plan' (ESP) seeking to drive forward an increase in construction employability levels and workforce numbers. These plans will help to address negative perceptions of the sector and develop a strong future pipeline. This is referred to as the 'development phase'. ECC also supports Uttlesford District Council in requiring landowners to produce an ESP for commercial developments, to enable wider employment opportunities for those requiring additional support to enter the job market. This is referred to as the 'end-use phase'. Additionally, ECC encourages Uttlesford District Council to</p>
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		<p>consider the inclusion of other requirements, including financial contributions, to support appropriate employment and skills outcomes as a result of this development.</p> <p>In view of the above, I request on behalf of Essex County Council that if planning permission for this development is granted it should be subject to a section 106 agreement to mitigate its impact on EY&amp;C, Primary and Secondary Education, Secondary School Transport , Primary Land (as per the planning statement) and Libraries.</p>															
		<b>LOCAL HIGHWAYS AUTHORITY see attached sheet</b>															
7	<p>UTT/22/1802/FUL</p> <p>Wood Field, Land Adjoining West of Woodside Way, GREAT DUNMOW</p>	none															
8	<p>UTT/22/3470/OP</p> <p>Land North of Baynard Avenue, Fritch Green LITTLE DUNMOW</p>	<p>The committee report references a number of indicative parameter plans, I advise only one of the submitted plans is indicative (Illustrative Layout 21012-11). The submitted parameter plans are not indicative and form part of the proposed approved plans. The reference to indicative plans within the report are included in paragraphs:</p> <ul style="list-style-type: none"> <li>• 4.3</li> <li>• 14.5.2</li> <li>• 14.5.10</li> </ul> <p>To confirm the plans to be considered as part of this application are:</p> <table border="1"> <tr> <td>Location Plan</td> <td>1211012-001</td> <td>12/1/2023</td> </tr> <tr> <td>Illustrative Layout</td> <td></td> <td>12/1/2023</td> </tr> <tr> <td>Site Plan</td> <td>21012-01</td> <td>12/1/2023</td> </tr> <tr> <td>Western Tree Belt</td> <td>E21858-TLP-400</td> <td>12/1/2023</td> </tr> <tr> <td>Parameter Plan Density and Height</td> <td>21012-05</td> <td>12/1/2023</td> </tr> </table>	Location Plan	1211012-001	12/1/2023	Illustrative Layout		12/1/2023	Site Plan	21012-01	12/1/2023	Western Tree Belt	E21858-TLP-400	12/1/2023	Parameter Plan Density and Height	21012-05	12/1/2023
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		Parameter Plan Land Use	21012-03	12/1/2023	
		Access Plan 03/003 K	03/003 K	9/8/2023	
		<p><b><u>Paragraph 14.4.8</u></b>  <b>Existing:</b>  The proposed structural planting of a 20m wide native species woodland belt along the western edge of the site would significantly mitigate the visual impact of the development on the wider landscape</p> <p><b>Should read:</b>  The proposed structural planting of a 20m wide native species woodland belt along the western edge of the site would significantly mitigate the visual impact of the development on the wider landscape. This form part of the full planning application and will be secured through the approval of the parameter plans and western tree belt plan.</p> <p><b><u>Paragraph 14.5.5</u></b>  <b>Existing:</b>  The Council’s Urban Design officer has not raised any objections objection subject to the provision of local area of play and pedestrian entrances. It is noted in the masterplan includes rear gardens addressing the existing tree belt around Baynard Avenue, a conditioned design code approach need to be included to negate this design approach. The applicant design approach in regards to the rear gardens facing Baynards Way is to ensure the development and built form will not impact protected habitat located to the southern boundary of the site.</p> <p><b>Should read:</b>  The Council’s Urban Design officer has not raised any objections objection subject to the provision of local area of play and pedestrian entrances. It is noted in the masterplan includes rear gardens facing the existing tree belt around Baynard Avenue, although concerns are in regards to this it is understood this design approach has been taken to ensure the development and built form will not impact protected habitat located to the southern boundary</p>			

		of the site. However it is noted the layout of the development would be a reserved matter and considered in a subsequent reserved matters application.
9	UTT/22/0007/FUL  Land East of School Road/Main Road FELSTED	<p>It is suggested that the below obligation or similar wording to form part of the legal agreement requiring the owners to notify the Council of any transfer of the Land or Leases.</p> <p><i>The Owner and Developer will give to the Council within Twenty (20) Working Days, the following details of any conveyance, transfer, lease, assignment, mortgage or other disposition entered into in respect of all or any part of the Property and/or Lease 1 or Lease 2:</i></p> <p><i>1.1.1 The name and address of the person to whom the disposition was made; and</i>  <i>1.1.2 The nature and extent of the interest disposed of.</i></p>
10	UTT/22/3013/OP  Highwood Farm, Stortford Road	<p><b>Altair (Advising the Council on Viability)</b></p> <p>As it stands the key areas of dispute are finance costs (due to BoE base rate increases) and sales values of the self-build plots. We have evidenced why we consider the finance cost should only increase by 1.25% in line with BoE interest rates since the time of their original report and why the sales values should remain as per our original assessment. This revises our conclusion to an affordable housing contribution of £356,565 being financially viable as part of the application.</p> <p><b>From agent</b>  The 10 August 2023 letter from Essex Highways refers to two drawings: 816.0001.001 E and 816.0001.001 G.</p> <p>The drawing number 816.0001.001 G is that which should be referred to for planning purposes.</p> <p>On that basis, and where a planning condition can be anticipated and where delivery is via the Highways Act (Section 278), then it is reasonable for the mitigation scheme as agreed to by ECC to be drawn to the attention of PINS.</p>

		<p>The conditionality would apply equally to the appeal and the application before the Council.</p> <p>Regarding the matter of affordable housing and viability, I am mindful of the proposed inclusion of an affordable housing reason for refusal, my correspondence regarding this and the withdrawal of the application from the earlier committee agenda.</p> <p>I note also the extended discussions with viability experts, your seeking of costs to support such, and the clear conclusions reached. If you disagree with such analysis then please draw that to my attention. Along the lines of APP/G2435/W/18/3214451, I would like to draw this to the attention of PINS.</p> <p>For the moment, the drawing number 816.0001.001 G is that which should be referred to for planning purposes.</p>
11	<p>UTT/23/0493/OP</p> <p>Land East of Goodacres, Chuch End BROXTED</p>	<p>In paragraph 2 of the report it states that <i>“Section 106 Agreement or Unilateral Undertaking to secure the village green and its maintenance”</i></p> <p>The agent has confirmed that they are not entering into a s106 agreement with regards to the village green.</p>
12	<p>UTT/23/1432/FUL</p> <p>Land West of Stortford Road CLAVERING</p>	<p>No Further Comments.</p>

13	UTT/22/1203/FUL  Land Off Pelham Road BERDEN	<p>It is suggested that a couple of conditions be revised so that they are more precise and reasonable in accordance with meeting the tests of imposing conditions. The revisions to the conditions have been reviewed and checked by the Highway Authority who are satisfied of the revised wording.</p> <p><u>Condition 3:</u></p> <p><del>No later than six months</del> Prior to the commencement of development a detailed phasing strategy shall be submitted as part of <b>the Construction Traffic Management Plan (CTMP)</b> and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. The phasing strategy shall specify details of the <b>anticipated</b> construction programme and any <b>anticipated</b> overlaps <del>that have been identified</del> with other identified consented major developments <b>within a 1km radius of the site boundary and based on the most recently published information where available at the time of writing to minimise adverse impacts and identify measures to manage construction traffic conflicts that may arise during the anticipated period of overlap in construction programme(s).</b> The development shall thereafter be carried out in accordance with the approved phasing strategy <b>within the CTMP.</b></p> <p><u>Condition 5:</u></p> <p>Prior to the commencement of the development, including any ground works or demolition, a detailed Construction Traffic Management Plan (CTMP) shall be submitted to, and approved in writing by, the Local Planning authority. The final approved plan shall generally accord with CTMP revision B dated March 2023. The detail within the CTMP shall include</p> <p><del>a) Details of any other scheduled development and associated construction traffic in the area during the construction programme;</del></p> <p>a) Details of the expected traffic levels during the construction period and operational periods of the Development, including numbers of expected HGVs, LGVs, minibuses, cars and their likely distribution across the construction and operational phases of the development;</p>
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		<p>b) Detailed final proposed construction traffic routing plan for construction vehicles which where necessary shall coordinate traffic with cumulative development identified within an approved Phasing Strategy (Condition 1 above);</p> <p>c). Full details of temporary traffic management/banksmen control/mitigation/delivery timing restrictions required in connection with the construction traffic routing and co-ordination between nearby planned development;</p> <p>d) Safeguarding measures for Public Footpath 27 Berden</p> <p>e) On site parking and turning arrangements;</p> <p>f) loading and unloading of plant and materials;</p> <p>g) storage of plant and materials used in constructing the development; h)wheel and underbody cleaning facilities for vehicles;</p> <p>Thereafter the Construction Traffic Management Plan shall be fully adhered to throughout the construction period.</p>
14	<p>UTT/23/1597/HHF</p> <p>3 Hamilton Mews SAFFRON WALDEN</p>	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.

Your Ref: S62A/2023/0019  
Our Ref: HT/SD/RMc/48518  
Date: 25/08/2023



**Essex County Council**

CC (by email): Cllr Susan Barker  
Essex Highways DM  
Public Rights of Way team  
Sustainable Travel Planning team  
Uttlesford District Council

Paul Crick  
Director of Highways and Transportation

To: Inquiries and Major Casework Team  
The Planning Inspectorate  
3<sup>rd</sup> Floor  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

County Hall  
Chelmsford  
Essex CM1 1QH

### **Request for information**

Application No.	S62A/2023/0019
Applicant	Weston Homes PLC
Site Location	Land to the north of Roseacres, between Parsonage Road and Smiths Green Lane, Takeley, Essex, CM22 6NZ (Land known as Bull Field, Warish Hall Farm, Takeley, Essex)
Proposal	Access to/from Parsonage Road between Weston Group Business Centre and Innovation Centre buildings leading to: 96 dwellings on Bulls Field, south of Prior's Wood, including associated parking, landscaping, public open space, land for the expansion of Roseacres Primary School, pedestrian and cycle routes to Smiths Green Lane together with associated infrastructure

This S62A planning application involves one of the land parcels which formed part of planning application UTT/21/1987 for a wider area of land which was refused by Uttlesford District Council and subsequently dismissed by the Planning Inspectorate following an appeal.

This application was accompanied by a Transport Assessment which has been reviewed by the highway authority. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2021 and in particular paragraphs 110 – 112, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

However, it has not been possible to undertake a full review due to requiring clarification and/or further information on the following matters:

#### Highway safety and design

- No Stage 1 road safety audit has been provided, we require this to be submitted along with the designers' response to the issues raised

- The applicant has obtained personal injury accident data from Crashmap – ECC do not accept CrashMap data
- Consideration should be given as to whether a major road central treatment, e.g. provision of a right-turn ghost island, should be provided at the access to site from Parsonage Road
- We would welcome clarity on whether the applicant is expecting ECC to adopt the access road and estate roads as highway

#### Pedestrian and cycle access, including Public Rights of Way

- Two public rights of way run through site – footpath 40 (Takeley 48) and footpath 41 (Takeley 48). Neither footpath has been accommodated on their legal definitive lines. The definitive line of each footpath should be made available through the development
  - Footpaths 40 and 41 are marked as primary pedestrian/cycle routes in Appendix I of the TA. Cycling is not legally permitted along a footpath so this would not be acceptable under the Highways Act 1980. We would accept:
    - the footpath(s) segregated from the recreational route (two separate routes clearly defined from one another to prevent cycling along the footpath and for the footpath(s) to follow the definitive line) or
    - if they intend to merge the two (following the recreational route) then they would first need to apply for a permanent diversion of Footpath 40 Takeley (under TCPA) and then apply for a cycle track conversion order (Cycle Tracks Act 1984)
  - We need to see a plan showing the definitive line of both footpaths accommodated within the development, at least 2m in width with a firm and level surface using an appropriate material
  - If they cannot accommodate the definitive lines, then they are required to apply for a permanent diversion using TCPA
  - No cycle path can join a footpath as this would encourage illegitimate use and could create user conflict issues
  - The applicant can obtain the definite route and widths by contacting [highway.status@essexhighways.org](mailto:highway.status@essexhighways.org)
- We would welcome clarity of pedestrian and cycle access beyond the area shown in Appendix I of the TA. How will pedestrians and cycles access Parsonage Road? Footpath 40 currently extends to Parsonage Road but no information has been provided as to whether this will be upgraded or retained as existing
- We would ask the applicant to consider improvements to the sustainable transport network, for walking, cycling and buses to ensure accessibility and sustainability. For example, improving the pedestrian link from site to the centre at Priors Green. Access from site to Priors Green Community Hall relies on restricted byway 25 (Takeley 48) from Jacks Lane to Burgattes Road

#### Trip generation/traffic surveys

- The trip generation rates within the transport assessment are taken from TRICS, this is acceptable but more appropriate filters should be used – for example, sites with car ownership between 0.6 and 1.0 should be filtered out
- The traffic surveys to inform the modelling were undertaken on Tuesday 7<sup>th</sup> February 2023 – we do not consider February to be a neutral month. Traffic surveys should be undertaken in neutral months during normal traffic flow and usage conditions, outside of school holiday periods and in typical weather conditions
- The applicant states that speed surveys have been undertaken on Parsonage Road (paragraph 4.4 of TA), and that the 85<sup>th</sup> percentile speeds “are in the order of 40mph” – we request a copy of the speed survey data and confirmation of the 85<sup>th</sup> percentile speeds in both directions

- The modelling for the Four Ashes junction will need to be adjusted to take into account the pedestrian stage being called at every cycle. Currently, it has been assumed that the pedestrian stage is only called every other cycle which is not accepted

#### Parking provision

- At paragraph 4.7 of the TA, the applicant notes a total of 196 car parking spaces will be provided including 25 visitor parking spaces. However, paragraph 5.112 of the Planning Statement states a total of 230 spaces will be provided including 24 visitor parking spaces – we would welcome clarity of the quantum of car parking to be provided

Should this information not be forthcoming, then the highway authority would recommend refusal on the grounds of insufficient information to demonstrate that the proposal would be acceptable in terms of highway safety, accessibility and/or capacity.



pp. Director for Highways and Transportation  
Enquiries to Rachel McKeown  
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