

**Late List –Planning Committee 07/06/23**

**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/23/0966/PINS	<p>Further Consultation Comments Received:</p> <p><b><u>Highway Authority</u></b> No objections, subject to conditions</p> <p><b><u>Highways England</u></b> No Objections</p> <p><b><u>UDC Environmental Health</u></b> Noise concerns raised, additional information required. Contamination assessment required Construction Management Plan required Conditions for air quality mitigation.</p> <p><b><u>Parish Council- Objection</u></b> The site is located within the Greenbelt, There are no special circumstances for this development, Increase in traffic and highway impact, Unsustainable location, Insufficient walking/ cycling routes into the village No provision for open space within the site, The biodiversity net gain condition should relate to Uttlesford, The Council 5 year housing supply may conflict with the levelling up plans, Unaware of any consultation exercise or public consultation, No community benefits.</p> <p>If minded to approve the application then conditions should be imposed to: Improve the foot path along the B1383 Improve foot path along Stoney Common top west Road Management company to be established and appropriate street lighting</p>



**National Highways Planning Response (NHPR 22-12)  
Formal Recommendation to an Application for Planning Permission**

**From:** Martin Fellows (Regional Director)  
Operations Directorate  
East Region  
National Highways  
[PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk)

**To:** The Planning Inspectorate (FAO Leanne Palmer)  
[section62a@planninginspectorate.gov.uk](mailto:section62a@planninginspectorate.gov.uk)

**CC:** [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk)  
[spatialplanning@nationalhighways.co.uk](mailto:spatialplanning@nationalhighways.co.uk)

**Reference:** S62A/2023/0018

**Location:** Land East of Pines Hill, Stansted Mountfitchet, CM24 8EY

**Proposal:** Town and Country Planning Act 1990 (Section 62A Applications)  
The development of up to 31 no residential dwellings with all matters reserved for subsequent approval, except for vehicular access from Pines Hill which is submitted in detail.

**National Highways Ref:** NH/23/00855

Referring to the consultation on a planning application dated 27<sup>th</sup> April 2023 referenced above, in the vicinity of the M11 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) offer no objection (see reasons at Annex A);
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is/is not relevant to this application.<sup>1</sup>

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk).

<b>Signature:</b> 	<b>Date:</b> 30/05/2023
<b>Name:</b> Mark Norman	<b>Position:</b> Spatial Planner
<b>National Highways</b> National Highways   Woodlands   Manton Lane   Bedford   MK41 7LW	

Your Ref: S62A/2023/0018  
Our Ref: 51339  
Date: 31<sup>st</sup> May 2023



**Essex County Council**

Paul Crick  
Director for Highways  
and Transportation

To: The Planning Inspectorate,  
3rd Floor,  
Temple Quay House,  
2 The Square,  
Temple Quay,  
Bristol,  
BS1 6PN

County Hall  
Chelmsford  
Essex CM1 1QH

#### **Recommendation**

Application No. **S62A/2023/0018**  
Applicant **Luxus Homes Stoney Common Limited**  
Site Location **Land East of Pines Hill Stansted Mountfitchet CM24 8EY**  
Proposal **The development of up to 31 no residential dwellings with all matters reserved for subsequent approval, except for vehicular access from Pines Hill which is submitted in detail.**

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

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:

1. Prior to occupation of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 89.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway, as shown in principle on DWG no. 2020-4056-008 (Proposed Site Access Visibility). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. Reason: To provide adequate inter-visibility between vehicles

using the access and those in the existing public highway in the interest of highway safety.

2. Prior to occupation of any dwelling, the provision of an access formed at right angles to B1383 Pines Hill, to include but not limited to: minimum 5.5 metre carriageway width in combination with appropriate junction radii to accommodate the swept path of all vehicles regularly accessing the site and two 2 metre wide footways around the radius kerbs. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway the interest of highway safety.
3. Prior to occupation of the development, the provision of a 2-metre footway along the entire site frontage and improvements to the existing footway thereafter to provide maximum achievable width between the north of the site frontage and The Old Bell Public House to include appropriate alterations to Stoney Common Road with the B1383 junction to regularise pedestrian access. For the avoidance of doubt, this shall include full depth reconstruction and surfacing. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. **Reason:** In the interest of highway safety and accessibility.
4. Prior to occupation of the development, the shared pedestrian cycleway access onto Stoney Common Road shall be provided to an effective width of 3 metres and at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 25 metres, as measured from and along the nearside edge of the carriageway, with an appropriate dropped kerb provision either side of Stoney Common Road. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. **Reason:** To provide adequate inter-visibility between pedestrians and cyclists using the access and those in the existing public highway in the interest of highway safety.
5. Prior to first occupation of the development, improvements to the passenger transport infrastructure at the northbound bus stop located adjacent to Sanders Close. The bus stop improvements to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior



implemented prior to occupation. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport and to ensure vehicles using the proposed site access can enter and leave the site in a controlled manner.

7. 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. **Reason:** In the interests of reducing the need to travel by car and promoting sustainable development and transport.

8. No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The approved Plan shall be adhered to throughout the construction period and shall provide for the following all clear of the highway:

- i. Safe access into the site;
- ii. Vehicle routing;
- iii. The parking of vehicles of site operatives and visitors;
- iv. Loading and unloading of plant and materials;
- v. Storage of plant and materials used in constructing the development;
- vi. Wheel and underbody washing facilities.
- vii. Before and after condition survey to identify defects to highway in the vicinity of the site access and where necessary ensure repairs are undertaken at the developer's expense where caused by the developer.

**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.

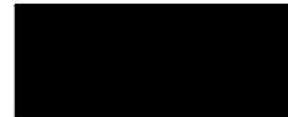
**The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.**

Informative:

- i. It is noted that there are changes in levels within the site, and the junction gradient shall comply with guidance within Design Manual for Roads and Bridges.
- ii. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The



- |  |  |   |
|--|--|---|
|  |  | <ul style="list-style-type: none"><li>iv. Under Section 148 of the Highways Act 1980 it is an offence to deposit mud, detritus etc. on the highway. In addition, under Section 161 any person, depositing anything on a highway which results in a user of the highway being injured or endangered is guilty of an offence. Therefore, the applicant must ensure that no mud or detritus is taken onto the highway, such measures include provision of wheel cleaning facilities and sweeping/cleaning of the highway.</li><li>v. The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes technical check, safety audits, site inspection, commuted sums for maintenance and any potential claims under the Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required as security in case of default.</li><li>vi. Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.</li><li>vii. Any signal equipment, structures and non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance.</li></ul> |
|--|--|---|



.....  
pp. Director for Highways and Transportation  
Enquiries to Eirini Spyratou



7			

--	--	--	--

--	--	--

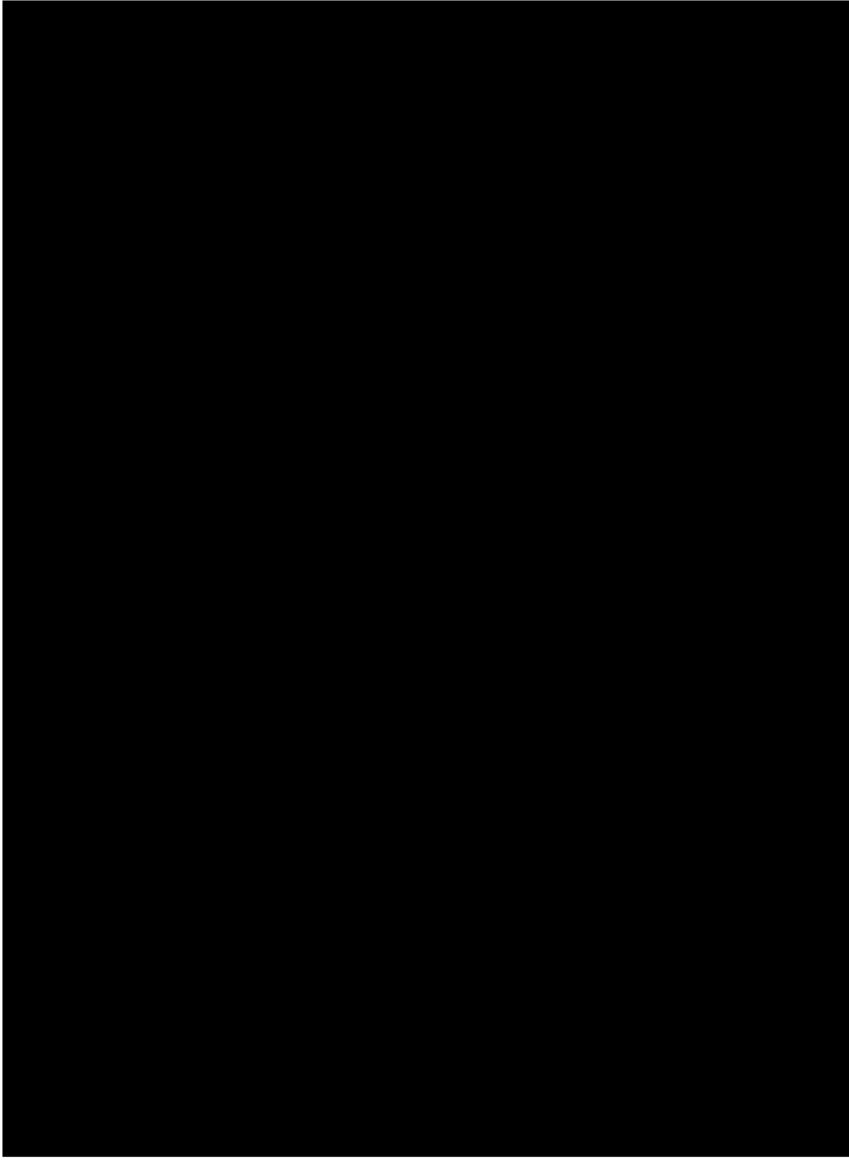
--	--	--	--

--	--	--	--

--	--	--	--

--	--	--	--




			
--	--	---	--

--	--	--	--

--	--	--	--

--	--	--	--

--	--	--	--

--	--	--	--

--	--	--	--




		<p>[REDACTED]</p>
		<p>[REDACTED]</p>



		
		<i>Voulez-vous...</i>
8		
		

		[REDACTED]
		[REDACTED]
		[REDACTED]

--	--	--	--

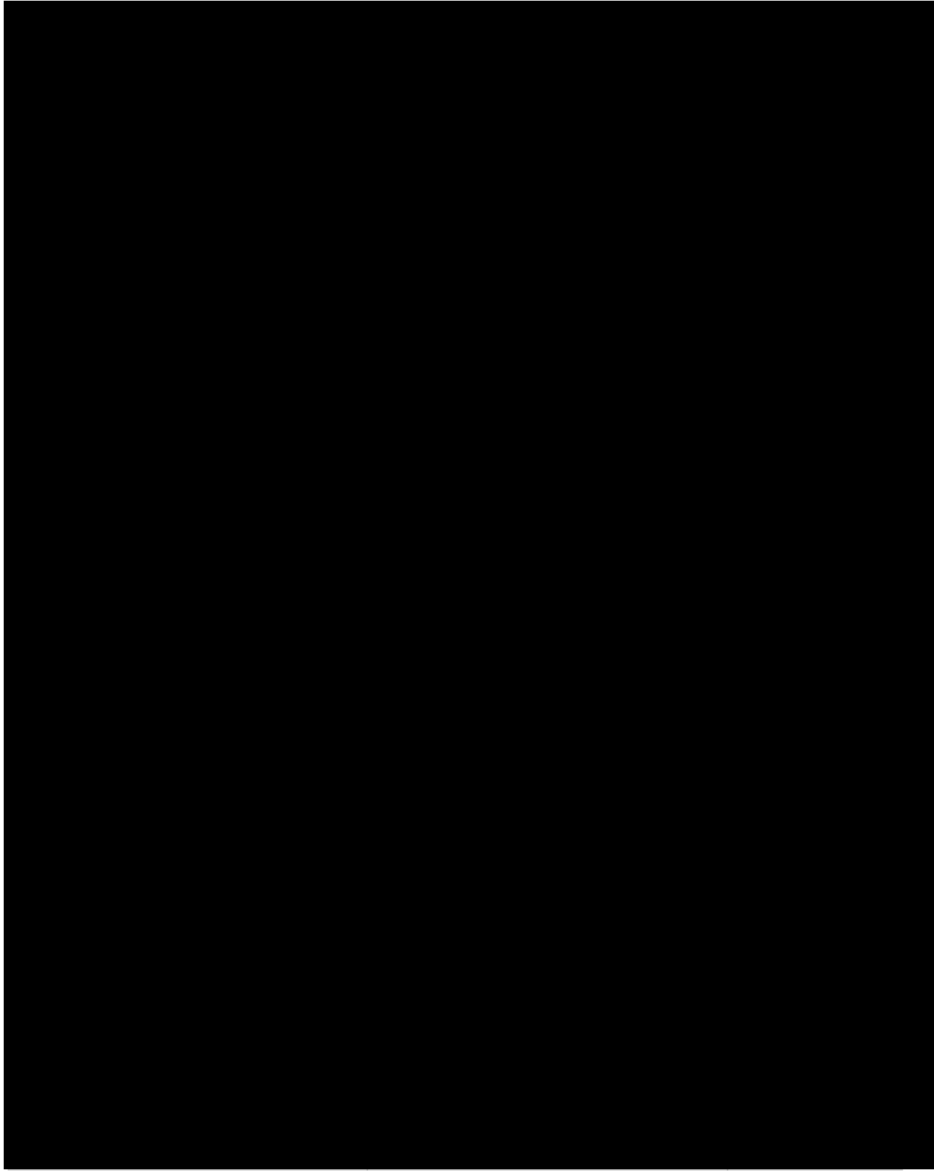
--	--	--	--

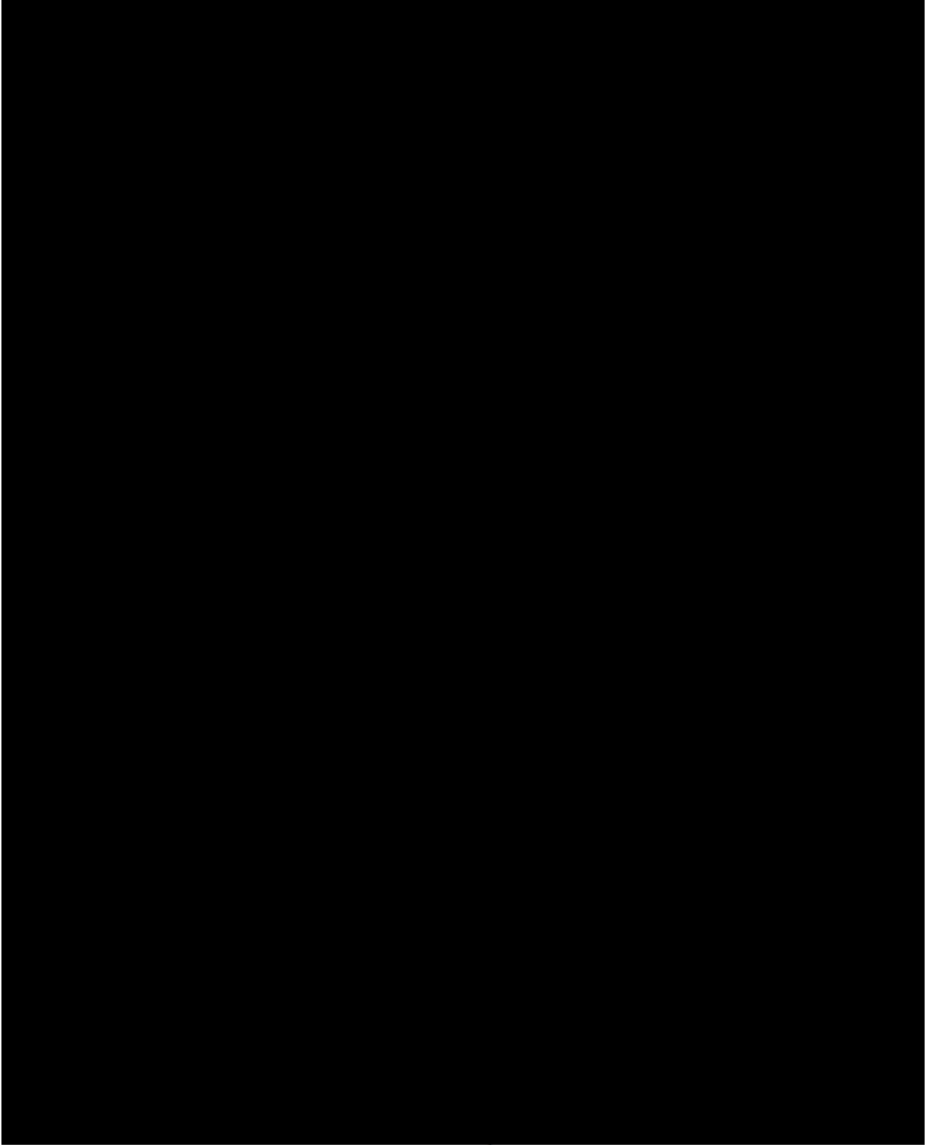
--	--	--

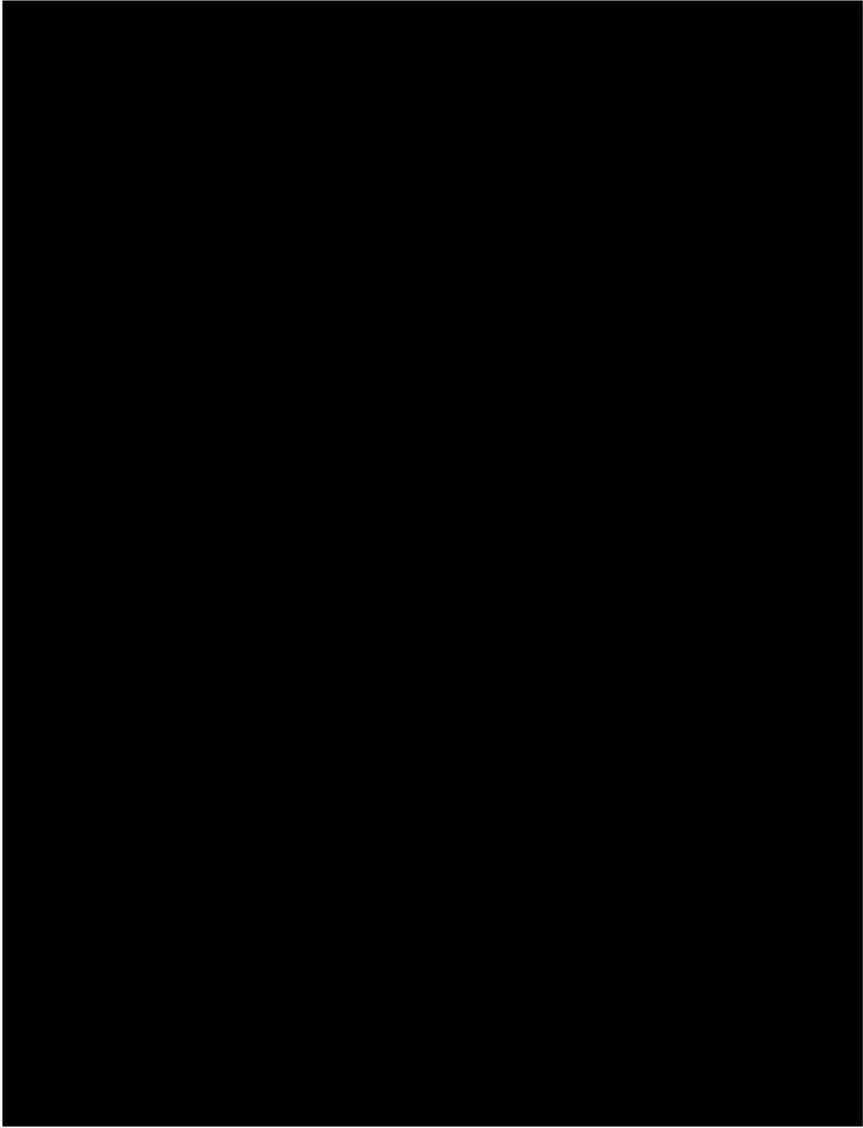


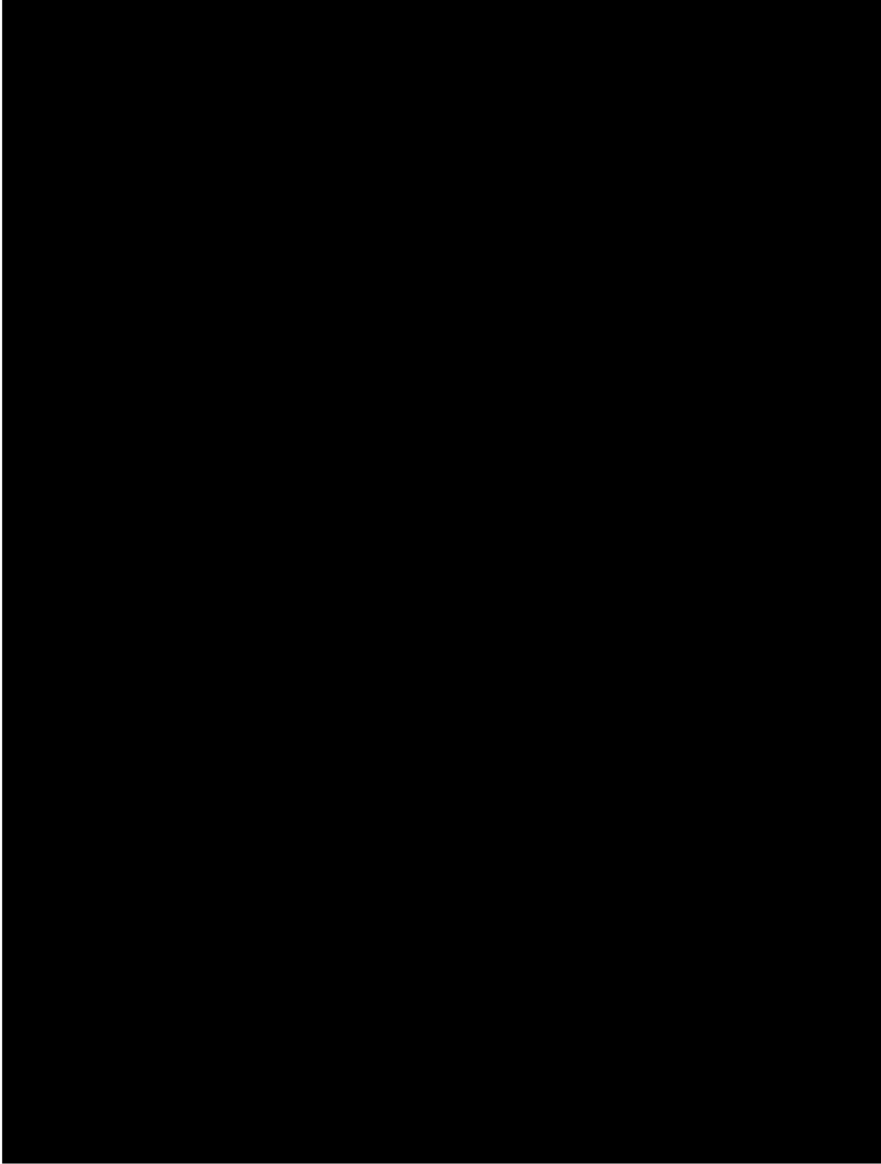
--	--	--

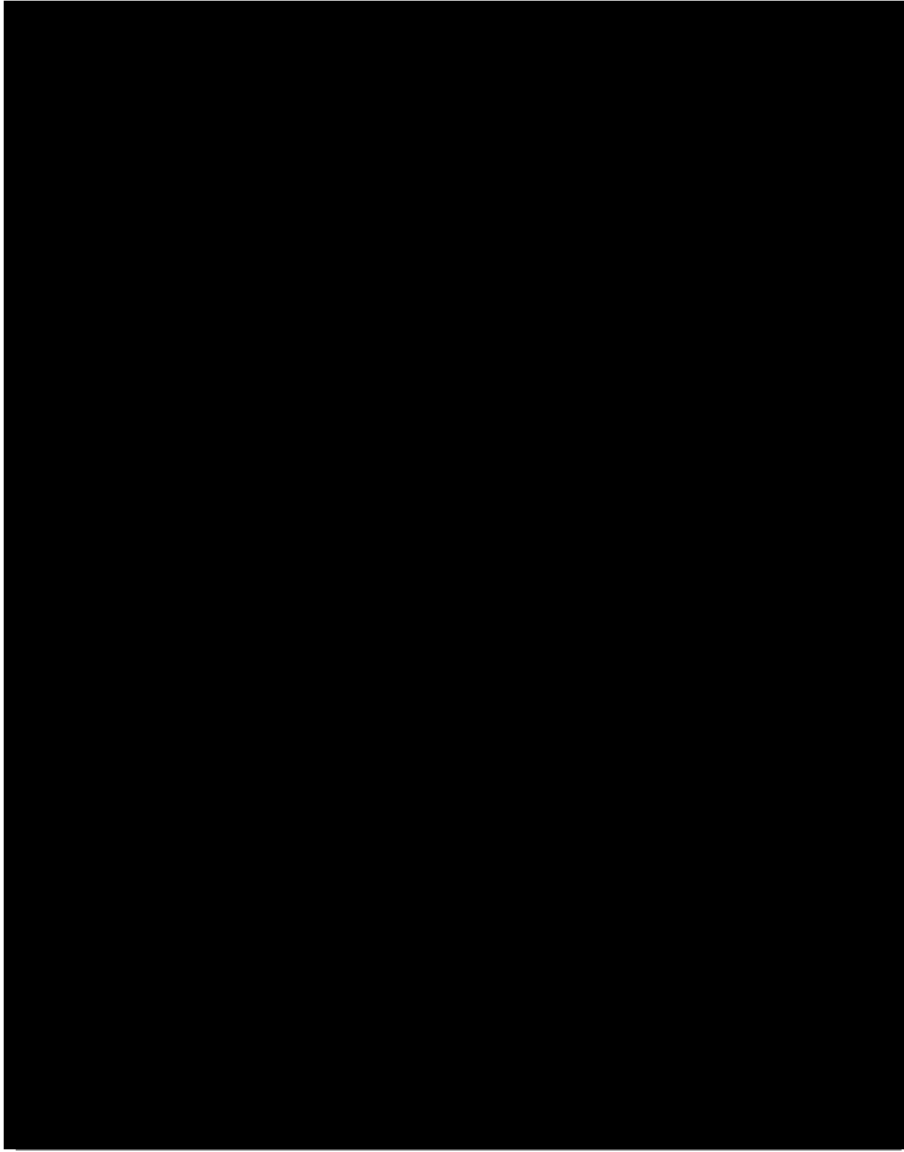
		<b>[REDACTED]</b>
--	--	-------------------

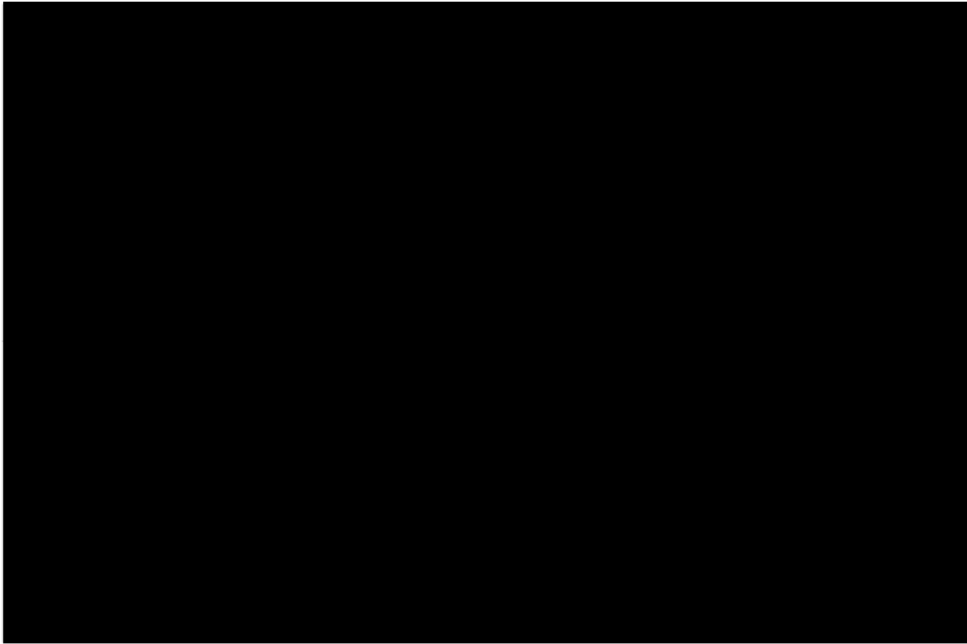
			
--	--	---	--

			
--	--	---	--

			
--	--	---	--

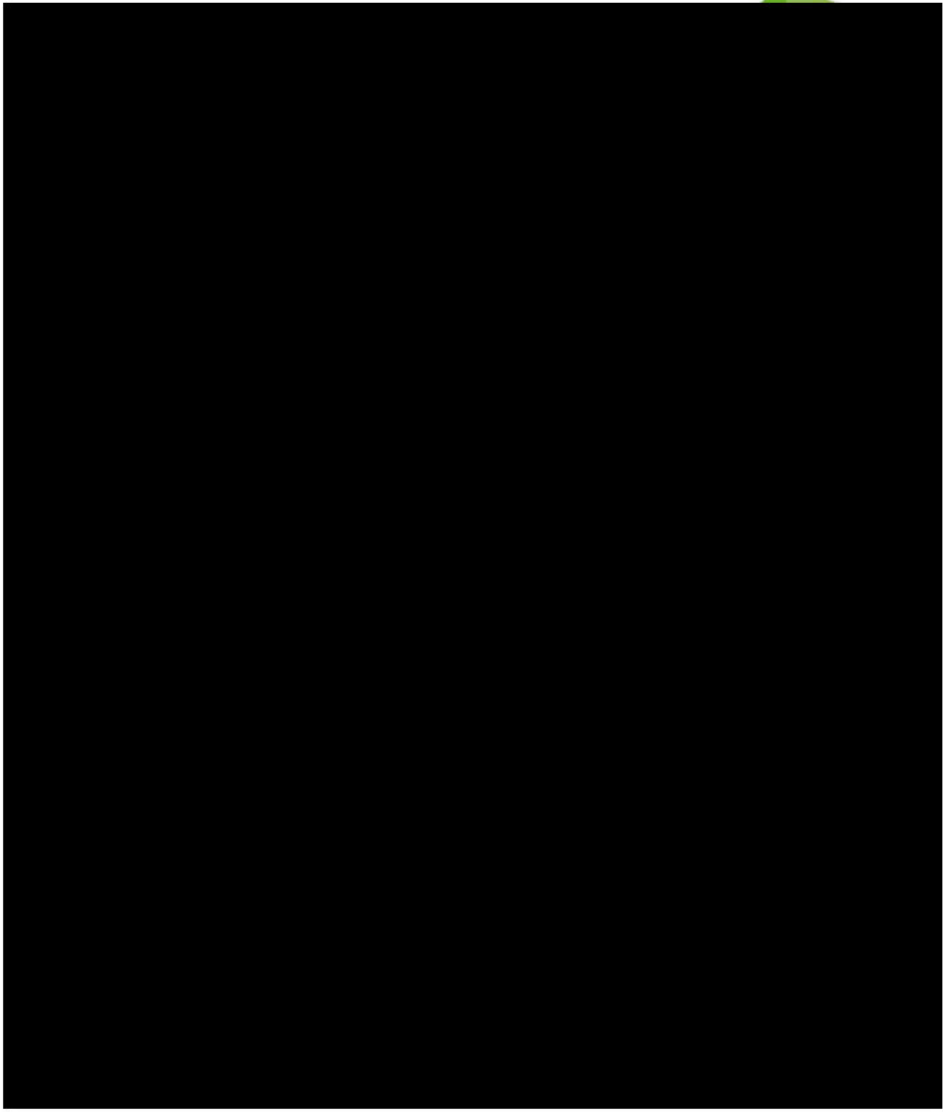
			
--	--	---	--

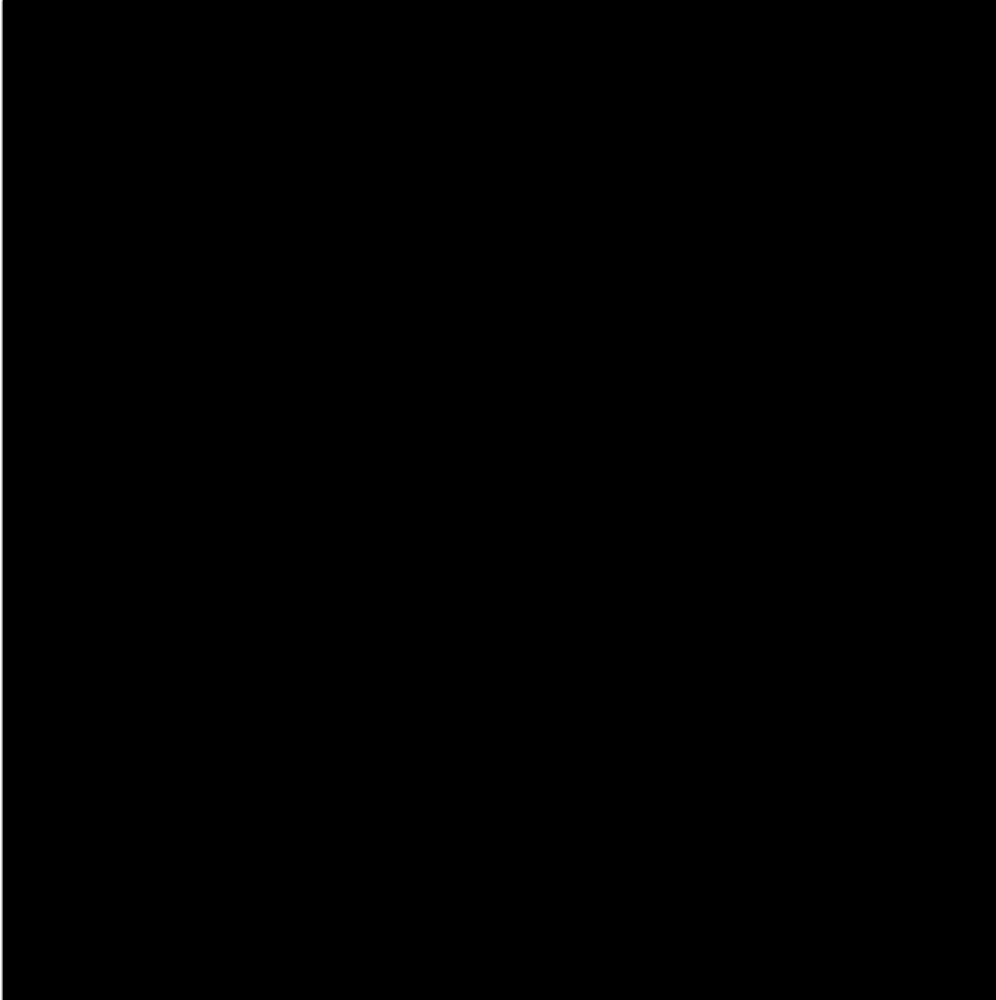
			
--	--	---	--

		
--	--	--



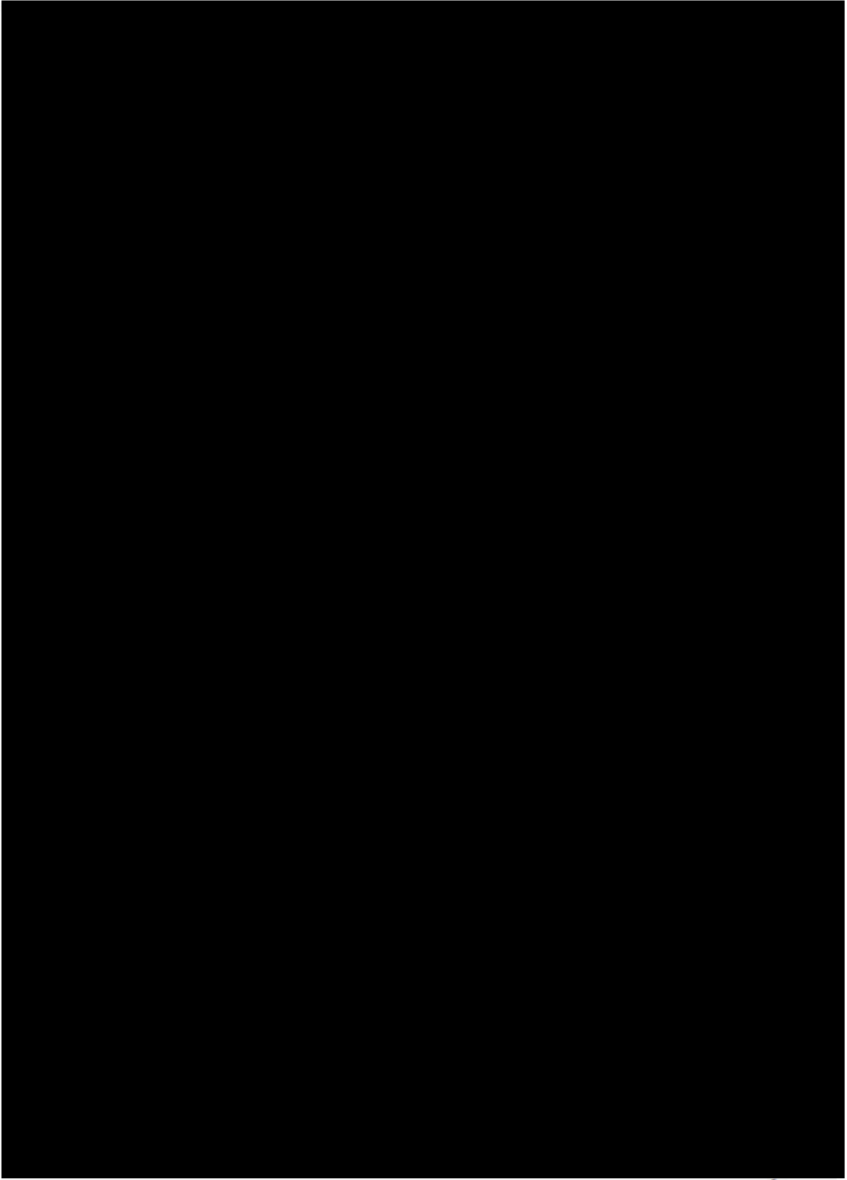
--	--	--	--

			
--	--	---	--

			
--	--	---	--

		<b>[REDACTED]</b>
--	--	-------------------

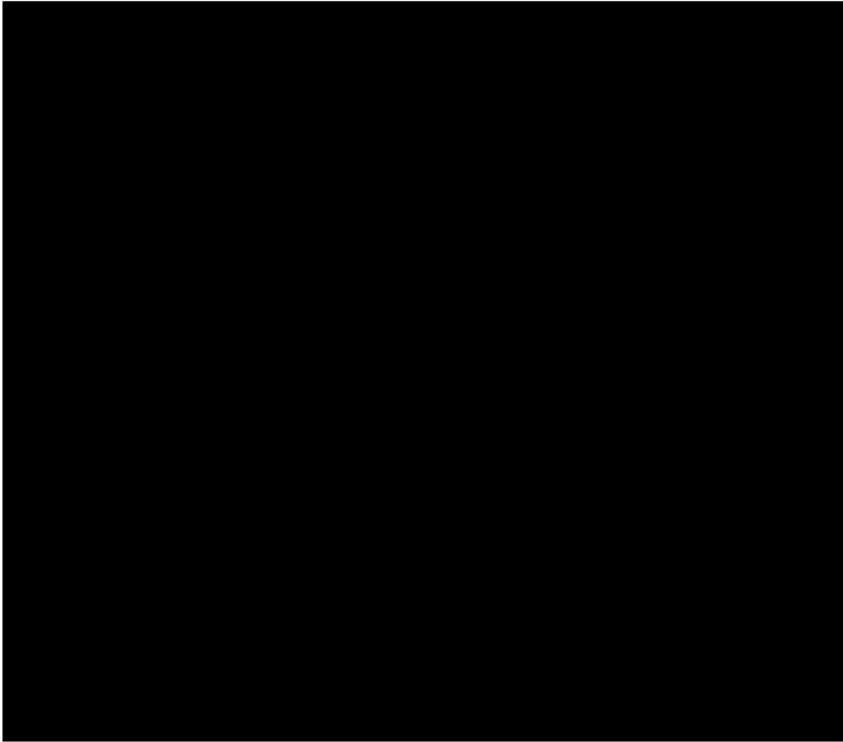
--	--	--	--	--

				
--	--	--	---	--

--	--	--	--	--

--	--	--	--	--



				
--	--	--	--	--





			[REDACTED]
			[REDACTED]
			[REDACTED]
			[REDACTED]
9	UTT/22/2900/OP	None	
10	UTT/22/3094/FUL	None	
11	UTT/22/1578/OP		[REDACTED]

12	UTT/22/1706/FUL	None
13	UTT/23/0526/FUL	<p>0 [REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>
14	UTT/23/0638/FUL	Nothing to report.
15	UTT/22/3020/FUL	Nothing to report.
16	UTT/22/0863/FUL	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>

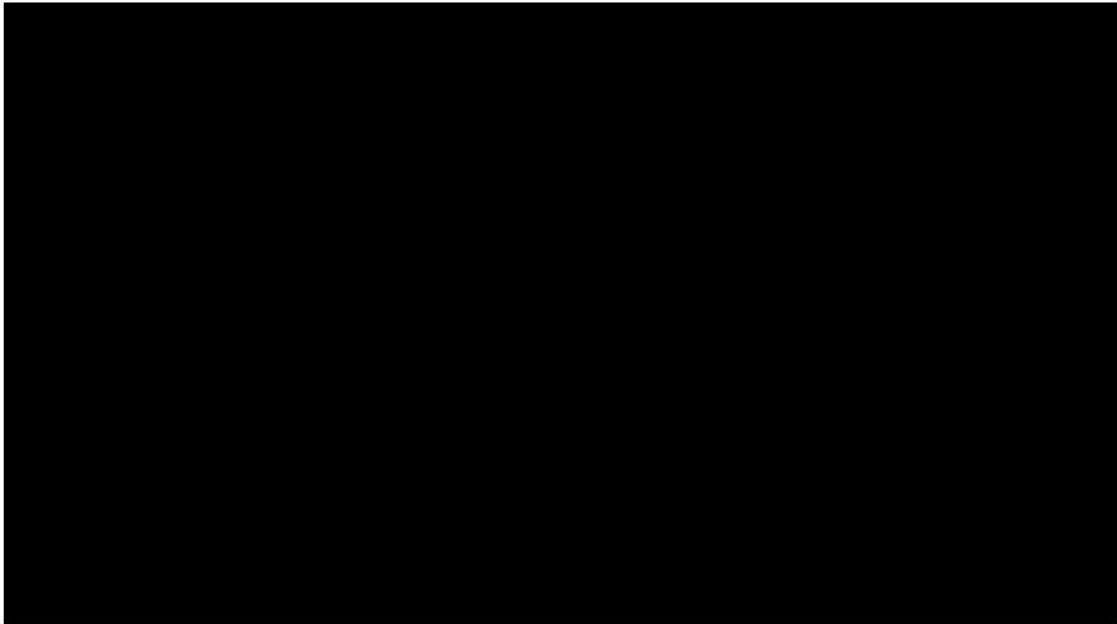
--	--	--	--

--	--	--	--

--	--	--



--	--	--	--

		
17	UTT/23/0036/FUL	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 summarised

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