

Description of 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.

Site Address: 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)

Hearing: 2 October 2023 at 10:00am

Proposed conditions should the application be approved: (Without Prejudice)

1	<p>The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.</p> <p>Reason: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule.</p> <p>Reason: For avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies.</p>
3	<p>An Archaeological Programme of Trial Trenching followed by Open Area Excavation</p> <p>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.</p> <p>2. A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the local planning authority following the completion of the archaeological evaluation.</p> <p>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.</p>

	<p>4. The applicant will submit to the local planning authority a post excavation assessment (to be sub 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.</p> <p>Reason : to ensure the appropriate investigation of archaeological remains, in accordance with Uttlesford Local Plan (adopted 2005) Policy ENV4 and the NPPF.</p>
4	<p>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> <p>Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with Uttlesford Local Plan Policy (adopted 2005)policy ENV10 which requires appropriate noise mitigation and sound proofing to noise sensitive development</p>
5	<p>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>
6	<p>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>

	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
7	<p>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 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> <ul style="list-style-type: none"> • vehicle routing, • the parking of vehicles of site operatives and visitors, • loading and unloading of plant and materials, • storage of plant and materials used in constructing the development, • wheel and underbody washing facilities, • treatment and protection of public rights of way during construction, • 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 where caused by developer. <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 adopted Uttlesford Local Plan 2005 Policy GEN1.</p>
8	<p>Prior to implementation of the cycle and pedestrian, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the pedestrian and cycle connections across the development including details of any improvement works to the two public rights of way running through the site. Once approved, the development shall not be occupied until such time as all approved works have been completed. For the avoidance of doubt, the public rights of way are footpaths</p> <p style="text-align: center;">48/40 between Parsonage Road and Smith's Green and 48/41 between Leyfield and Smith's Green</p> <p>Reason: In the interests of reducing the need to travel by car, promoting sustainable development and transport, and ensuring an appropriate walking and cycling network in accordance with policies DM9 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
9	<p>Prior to implementation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the vehicular parking for residents and visitors. Once approved, the development shall not be occupied until such time as the</p>

	<p>vehicle parking areas indicated on the approved plans, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area and associated turning area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.</p> <p>Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
10	<p>The development shall not be occupied until details of the proposed cycle parking have been submitted to and approved in writing by the planning authority in consultation with the local highway authority and Active Travel England. The cycle parking provision and design shall accord with the guidance in the Essex Parking Standards (2009). The development shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and is available for use, and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.</p> <p>Reason: To comply with Policy GEN8 Vehicle Parking Standards of the Uttlesford Local Plan 2005 which adopts the Essex Parking Standards (2009) as Supplementary Planning Guidance and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
11	<p>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</p> <p>Reason: In accordance with the adopted Uttlesford Local Plan 2005 - Policy ENV8.</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> <ol style="list-style-type: none"> i. proposed finished levels or contours. ii. means of enclosure. iii. car parking layouts. iv. other vehicle and pedestrian access and circulation areas. v. hard surfacing materials. vi. minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); vii. proposed and existing functional services above and below ground (e.g. drainage power, viii. communications cables, pipelines etc. indicating lines, manholes,

	<p>supports.); ix. retained historic landscape features and proposals for restoration, where relevant. 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]. 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>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 limited to:</p> <ul style="list-style-type: none"> • 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. • 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>Reason: 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 in accordance with policy GEN3 of the Adopted Local Plan and the NPPF.</p>

14	<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: To ensure flood risk is not increased elsewhere by development, in accordance with ULP Policies GEN2 and GEN3 of the Uttlesford Local Plan (adopted 2005). 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 may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed.</p>
15	<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>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 out the approved development, it shall be reported in writing immediately to the</p>

	<p>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>
16	<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: 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"> • Human health, • Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, • Adjoining land, • Groundwaters and surface waters • Ecological systems • Archaeological sites and ancient monuments; <p>(iii) an appraisal of remedial options, and proposal of the preferred option(s).</p> <p>B Site Remediation Scheme.</p> <p>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</p>

	<p>under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.</p> <p>C. Remediation Implementation and Verification 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. 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>D. Reporting of Unexpected Contamination 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. 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>E. Long Term Monitoring and Maintenance 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. 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>Reason: 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>
17	<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"> 1. Demolition, construction, and phasing programme. 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. 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

	<p>accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.</p> <p>4. Delivery times for construction/demolition purposes shall be carried out between 0730 to 1800 hours Monday to Friday, 0800 to 1300 hours on 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>
18	<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. 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, in accordance with the provisions of Policies GEN4, ENV10 and ENV11 of the adopted Uttlesford Local Plan 2005.</p>
19	<p>No development shall be occupied until details of the site access points for pedestrians and/or cyclists shown in principle on drawing numbers WH202C-10-P-10.20 and 2007045- SK-11 have been submitted to and approved in writing by the planning authority in consultation with the local highway authority and Active Travel England. The accesses should include associated crossings of Smiths Green and Parsonage Road. The development shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only.</p>

	Reason: In the interests of highway safety and permeability of the site for pedestrians and cyclist in accordance with Uttlesford Local Plan (adopted 2005) Policy GEN1
20	<p>No development shall take place other than enabling works until a scheme is submitted to and approved by the planning authority in consultation with the local highway authority and Active Travel England to identify how the treatment of Public Rights of Way (PROW) will deliver the proposed active travel network in the submitted plans. The scheme should identify the required legal mechanisms and details of dimensions, surfacing, lighting, drainage, structures and signage. The approved scheme shall be implemented for the following PROWs: PROW 40 between Parsonage Road and Smith's Green PROW 41 between Leyfield and Smith's Green. Where appropriate they should be offered for adoption as part of the development highway network.</p> <p>REASON: In the interests of promoting walking, wheeling and cycling within and to and form the development in accordance with the National Planning Policy Framework paragraph 110.and Uttlesford Local Plan (adopted 2005) Policy GEN1</p>
21	<p>Prior to slab level 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>
22	<p>Prior to occupation of the development, the access as shown in principle on drawing 2007045-SK-11 REV A shall be provided, including a footway, a footway/cycleway and clear to ground visibility splays with dimensions of 2.4 metres by 120 metres in both directions, as measured from and along the nearside edge of the carriageway. the vehicular visibility splays shall retained free of any obstruction at all times thereafter. a crossing of the access road and an uncontrolled crossing point of parsonage road and shall be provided as part of the access works.</p> <p>Reason: to ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy dm1 of the development management policies as adopted as county council supplementary guidance in February 2011 and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
23	<p>Prior to occupation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the internal estate road layout. The details shall include, but not be limited to, a Stage 1 Road Safety Audit, visibility splays at all</p>

	<p>junctions, forward visibility, swept path analysis and traffic calming features, carriageway widths, footway widths, shared surface widths.</p> <p>Reason: in the interest of highway safety to ensure accordance with safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
24	<p>External Lighting Prior to commencement, 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. 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>Reason: 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>
25	<p>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. in accordance with the NPPF and ULP Policies GEN2 and GEN3 of the Uttlesford Local Plan (adopted 2005)</p>
26	<p>Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.</p> <p>Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport, in accordance with the adopted Local Plan (2005) Policy GEN7</p>
27	<p>Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order) no reflective materials (including solar PV) other than clear or obscure glass shall be added to the buildings without the express consent of the local planning authority. An aviation perspective Glint and Glare Assessment will be necessary</p>

	Reason: In the interests of flight safety and to prevent distraction and ocular damage to pilots using Stansted Airport, in accordance with Uttlesford Local Plan Policy GEN5
28	<p>No development shall take place until a Bird Hazard Management Plan for the development has been submitted to and approved in writing in consultation with Stansted Airport. Thereafter, the scheme shall be implemented in accordance with the approved details. To reduce the potential for bird strikes at Stansted Airport in accordance with Civil Aviation advice.</p> <p>Reason: Flight Safety - To reduce the potential for bird strikes at Stansted Airport in accordance with Civil Aviation advice in accordance with the adopted Uttlesford Local Plan 2005 - Policy GEN4.</p>
29	<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..</p> <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.</p>
30	<p>Prior to occupation of the development, the Developer shall submit to the Local Planning Authority for approval, in consultation with Essex County Council, details of the internal estate road layout. The details shall include, but not be limited to, a Stage 1 Road Safety Audit, visibility splays at all junctions, forward visibility, swept path analysis and traffic calming features, carriageway widths, footway widths, shared surface widths.</p> <p>Reason: in the interest of highway safety to ensure accordance with safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with Uttlesford Local Plan (2005) policy GEN1.</p>
31	<p>Prior to occupation of the development, the provision of a pair of bus stops on the B1256 in the vicinity of the junction with Smiths Green which shall comprise (but not be limited to) the following facilities: shelters; seating; raised kerbs; bus stop markings; flags timetable casings. Real time passenger information shall be provided at bus stops in the vicinity of the development. Details of the works shall be submitted to and approved in writing by the Local Planning Authority in consultation with ECC Highways Authority prior to the commencement of development.</p> <p>Reason: To provide convenient access to bus services in accordance with DM7 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011</p>
32	<p>Prior to occupation of the development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval in consultation with Essex County Council. Such approved travel plan shall then be actively implemented by a travel plan co-ordinator for a minimum</p>

	<p>period from first occupation of the development until 1 year after final occupation. It shall be accompanied by an annual monitoring fee of £1690 per annum (index linked to date of the hearing), to be paid to Essex County Council.</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</p>
33	<p>Prior to occupation of the development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.</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</p>
34	<p>During construction, robust measures must be taken to control dust and smoke clouds, and any loose material must be secured.</p> <p>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</p>
35	<p>Petrol / oil interceptor shall be fitted in all car parking/washing/repair facilities.</p> <p>Reason: Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses. In accordance with Uttlesford Local Plan Policy ENV12</p>