

# Land known as Bull Field Redetermination - Addendum Report

Appendix GG - Draft Conditions

Weston  
Homes

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## Application Ref. No. S62A/2023/0019 - Draft Conditions

### 1) Commencement of Development:

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) Development in Accordance with Approved Plans and Documents:

The development hereby permitted shall be carried out solely in accordance with the following approved plans:

#### **Plans:**

- Dwg. No. WH202C\_05\_P\_05.10 Rev A – Site Location Plan;
- Dwg. No. WH202C\_05\_P\_05.20 – Site Ownership;
- Dwg. No. WH202C\_10\_P\_10.10 – Character Areas;
- Dwg. No. WH202C\_10\_P\_10.20 – General Arrangement;
- Dwg. No. WH202C\_10\_P\_10.20 – Block Plan (1/2);
- Dwg. No. WH202C\_10\_P\_10.20 – Block Plan (2/2);
- Dwg. No. WH202C\_10\_P\_10.21 – Coloured General Arrangement;
- Dwg. No. WH202C\_10\_P\_10.22 – House Types and Plot Numbers;
- Dwg. No. WH202C\_10\_P\_10.30 – Refuse Strategy;
- Dwg. No. WH202C\_10\_P\_10.31 – Emergency Vehicle Tracking;
- Dwg. No. WH202C\_10\_P\_10.33 Rev B – Affordable Housing;
- Dwg. No. WH202C\_10\_P\_10.34 – Boundary Treatments;
- Dwg. No. WH202C\_10\_P\_10.35 – Parking Strategy;
- Dwg. No. WH202C\_10\_P\_10.36 – Street Lighting;
- Dwg. No. WH202C\_10\_P\_10.37 – Electric Charging Strategy;
- Dwg. No. WH202C\_10\_P\_10.38 – Traffic Calming;
- Dwg. No. WH202C\_10\_P\_50 – Plot 67 Amendments;
- Dwg. No. WH202C\_10\_P\_51 – Flats Amenity Requirement;
- Dwg. No. WH202C\_25\_16 – HA House Type Layouts (1 of 2);
- Dwg. No. WH202C\_25\_17 – HA House Type Layouts (2 of 2);
- Dwg. No. WH202C\_P\_25.01 – House Type 2.03 F Plans and Elevations;
- Dwg. No. WH202C\_P\_25.02 – House Type 2.05 B Plans and Elevations;
- Dwg. No. WH202C\_P\_25.03 – House Type 2.02 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.04 – House Type 3.06 A Plans and Elevations;
- Dwg. No. WH202C\_P\_25.05 – House Type 3.05 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.06 – House Type 3.05 B Plans and Elevations;
- Dwg. No. WH202C\_P\_25.07 – House Type 3.02 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.08A – House Type 3.03 D Plans and Elevations;

- Dwg. No. WH202C\_P\_25.08B – House Type 3.03 D Plans and Elevations;
- Dwg. No. WH202C\_P\_25.08C – House Type 3.03 D Plans and Elevations;
- Dwg. No. WH202C\_P\_25.09 – House Type 3.04 D Plans and Elevations;
- Dwg. No. WH202C\_P\_25.10 – House Type 4.02 B Plans and Elevations;
- Dwg. No. WH202C\_P\_25.11 – House Type 4.03 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.12 – House Type 4.03 D Plans and Elevations;
- Dwg. No. WH202C\_P\_25.13 – House Type 4.03 B Plans and Elevations;
- Dwg. No. WH202C\_P\_25.14 – House Type 5.02 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.15 – House Type 5.03 C Plans and Elevations;
- Dwg. No. WH202C\_P\_25.20 – Block 1 Floor Plans;
- Dwg. No. WH202C\_P\_25.21 – Block 1 Roof Plan;
- Dwg. No. WH202C\_P\_25.22 – Block 2 Plans;
- Dwg. No. WH202C\_P\_30.20 – Block 1 Elevations;
- Dwg. No. WH202C\_P\_30.21 – Block 2 Elevations;
- Dwg. No. WH202C\_35\_P\_35.10 Rev A – Street Scenes A;
- Dwg. No. WH202C\_35\_P\_35.11 Rev A – Street Scenes B;
- Dwg. No. WH202C\_35\_P\_35.12 Rev A – Street Scenes C;
- Dwg. No. WH202C\_35\_P\_35.13 Rev A – Street Scenes D & E;
- Dwg. No. WH202C\_200\_P\_01 – Topographical Survey;
- Dwg. No. 2007045-SK-11 Rev A – Parsonage Road Access;
- Dwg. No. 2007045-SK40 Rev A – Internal Visibility Bulls Field;
- Dwg. No. 8749\_103\_C – OVERALL SOFTWORKS MASTERPLAN;
- Dwg. No. 8749\_104\_C – OVERALL HARDWORKS MASTERPLAN;
- Dwg. No. 8749\_201\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 1 OF 6;
- Dwg. No. 8749\_202\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 2 OF 6;
- Dwg. No. 8749\_203\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 3 OF 6;
- Dwg. No. 8749\_204\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 4 OF 6;
- Dwg. No. 8749\_205\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 5 OF 6;
- Dwg. No. 8749\_206\_C – SOFT LANDSCAPE GENERAL ARRANGEMENT PLANS 6 OF 6;
- Dwg. No. 8749\_301\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 1 OF 6;
- Dwg. No. 8749\_302\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 2 OF 6;
- Dwg. No. 8749\_303\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 3 OF 6;
- Dwg. No. 8749\_304\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 4 OF 6;
- Dwg. No. 8749\_305\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 5 OF 6;
- and
- Dwg. No. 8749\_306\_C – HARD LANDSCAPE GENERAL ARRANGEMENT PLANS 6 OF 6.

**Reason: For avoidance of doubt and to ensure the development is in accordance with that agreed**

**Pre-Commencement Conditions:**

3) Construction Management Plan:

Prior to commencement, including any ground works or demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority, in consultation with the highway 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:

- a. vehicle routing,
- b. the parking of vehicles of site operatives and visitors,
- c. loading and unloading of plant and materials,
- d. storage of plant and materials used in constructing the development,
- e. wheel and underbody washing facilities,
- f. treatment and protection of public rights of way during construction,
- g. 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.

**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 DM1 of the Highway Authority's Development Management Policies February 2011.**

4) Bird Hazard Management Plan:

Prior to commencement a Bird Hazard Management Plan for the development shall be 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.

**Reason: Flight Safety - To reduce the potential for bird strikes at Stansted Airport in accordance with Civil Aviation advice**

5) Construction Environment Management Plan:

Prior to commencement, the CEMP is to be updated to reflect at least the following aviation considerations; Commitment relating to the notification of tall equipment as per CAA CAP 1096; Procedures for gas venting in consultation with Stansted Airport; Measures to prevent puddling or ponding of water which can act as an attractant to birds hazardous to aviation and increase birdstrike risk; The management of food waste to ensure it does not attract birds hazardous to aviation; Procedures for drone usage in consultation with Stansted Airport; Principles for utilising temporary construction lighting (capped at horizontal with no light spill above the horizontal ); Measures to prevent foreign object debris (including airborne tarpaulins).

**Reason: Flight safety – Construction activities can pose a risk to aviation operations unless managed safely.**

6) Surface Water Drainage Scheme

Prior to commencement 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, shall be submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- 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.

**Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and 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.**

7) Scheme for minimising Offsite Flooding:

Prior to commencement a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution shall be 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.**

8) Programme of Archaeological Evaluation Works:

The development here by approved shall be carried out in accordance with the Written Scheme of Investigation produced by RPS (April 2023).

Any necessary safeguarding measures to ensure the preservation in situ of important archaeological remains and/or further archaeological investigation and recording identified in the WSI have been undertaken in accordance with a specification and timetable that shall first have been submitted to and approved in writing by the local planning authority.

The development should be carried out in full accordance with the approved details within the WSI.

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.

**Reason: To ensure the appropriate investigation of archaeological remains, in accordance with Policy ENV4 of the adopted Uttlesford Local Plan (2005) and the National Planning Policy Framework.**

9) Internal and External Noise:

Prior to commencement a scheme for protecting the dwellings from internal and external noise shall be submitted to and approved in writing by the local planning authority. The scheme shall be designed, specified and constructed so that the sound insulation performance of the structure and layout of the dwellings are such that the indoor ambient noise levels do not exceed the values detailed in Table 4 of BS 8233 : 2014 – Guidance on Sound Insulation and Noise Reduction for Buildings and the individual noise events do not exceed 45 dB LA,max,F more than 10 times a night. Where opening windows will lead to an internal noise level increase of 5 dBA or greater above BS 8233:2014 recommended internal levels, the scheme shall include the provision of alternative mechanical ventilation with a minimum performance equivalent to a mechanical heat recovery (MVHR) system with cool air bypass as an alternative means of cooling and ventilation. Noise from the system should not result in BS8233:2014 internal levels being exceeded. Development shall be carried out in accordance with the approved scheme and completed before any dwelling that the approved scheme relates to is occupied.

**Reason: To ensure future occupiers enjoy a good acoustic environment, in accordance with Policy ENV10 of the Uttlesford Local Plan (2005).**

10) Further Ecological Surveys:

Prior to commencement the findings of further bat activity surveys undertaken in Spring (April/ May) 2025 and Summer (June/July/August) 2025, and the findings of further Dormice surveys in April and May 2025 shall be submitted to and approved in writing by the local planning authority.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of the development.

Works will then be carried out in accordance with the proposed new approved ecological measures and timetable.

**Reason: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).**

11) Materials:

Prior to commencement of development above ground, a schedule of the types and colours of the materials (including photographs) to be used in the external finishes of the dwellings hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be implemented in full accordance with the approved materials.

**REASON: To preserve the character and appearance of the area and to ensure the development is visually attractive, in accordance with policies S7 and GEN2 of the adopted Uttlesford Local Plan (2005), the Essex Design Guide, and the National Planning Policy Framework.**

12) Biodiversity Compensation and Enhancement Strategy

Prior to the commencement of any works above slab level, a Biodiversity Compensation and Enhancement Strategy for protected and Priority species shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Compensation and Enhancement Strategy shall include the following:

- a. Purpose and conservation objectives for the proposed compensation and enhancement measures;
- b. detailed designs or product descriptions to achieve stated objectives;
- c. locations, orientations, and heights of proposed compensation and enhancement measures by appropriate maps and plans;
- d. timetable for implementation;
- e. persons responsible for implementing the compensation and enhancement measures;
- f. details of initial aftercare and long-term maintenance (where relevant);
- g. a scheme for biodiversity net gain.

The works shall be implemented in accordance with the approved details prior to occupation and shall be retained in that manner thereafter.

**REASON: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with Policy GEN7 of the Adopted Local Plan and the National Planning Policy Framework.**



### **Pre-Occupation Conditions:**

#### 13) Crossing of Parsonage Road:

Prior to occupation, a general arrangement plan to a scale of 1:200 showing details of a crossing of Parsonage Road (pedestrian or pedestrian/cycle) shall be submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets 3 and Traffic Signs Manual Chapter 6 and where applicable indicate proposals for:

- Appropriate visibility splays
- Road Safety Audits
- Traffic Regulation Orders to enable the works
- Signing and street furniture
- Structures on or adjacent to the highway

The development shall not be occupied until the crossing has been constructed and completed in accordance with the approved details.

**Reason: In the interests of highway safety and promoting walking, wheeling and cycling to and from the development in accordance with Gen 1 of the Uttlesford Local Plan and the National Planning Policy Framework paragraph 110 and the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.**

#### 14) Walking and cycling network:

Prior to occupation, a scheme as shown in principle in drawing number 2007045-02A shall be 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) network including footpaths 40, 41, restricted by-way 25 and connecting infrastructure that will deliver the proposed active travel network in the submitted plans. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Inclusive Mobility indicate proposals for:

- Provision of sealed, solid, bound surfacing on the paths
- accesses to the highway and residential road layout
- Any proposed crossing points
- Lighting
- drainage
- Signing, street furniture, street trees and pits
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)
- Where appropriate Public Rights of way should be offered for adoption as part of the development highway network. The development shall not be occupied until the network has been constructed and completed in accordance with the approved details.

**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.**

15) Cycle Parking

Prior to occupation, details of the proposed cycle parking shall be 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), and ensure sufficient space for parking and manoeuvring of the cycles within the facility. 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.

**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.**

16) Parking Management Strategy

Prior to occupation, a parking strategy document shall be submitted to the planning authority, the strategy shall include details of any Traffic Regulation Orders and/or physical measures required to discourage fly parking by users of the airport and details of the enforcement of such measures and the resources required to do so. The strategy shall be developed in consultation with the North Essex Parking Partnership and the highway authority. The approved strategy will be implemented with the phasing of the development and enforced thereafter.

**Reason: To limit inappropriate parking on the highway that could interfere with the safety and amenity of pedestrians and cyclists, in accordance with Gen 1 of the Uttlesford Local Plan 2005.**

17) Highway works:

Prior to occupation of the development, the following highway works will be provided entirely at the developer's expense: provision of an uncontrolled pedestrian crossing to the south of the Parsonage Road access, to provide pedestrian access to the northbound bus stop, at the location shown indicatively on Motion drawing no. 2007045-02 Rev A, to include dropped kerbs and tactile paving

**Reason: in the interests of highway safety, reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM1, DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011**

18) Vehicular Parking:

The development shall not be occupied until such time as the vehicle parking areas indicated on the approved plans, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

**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.**

19) Residential Travel Plan:

Prior to occupation of the development, the Developer shall submit a residential travel plan to the Local Planning Authority for approval, in consultation with the highway authority. Such approved travel plan shall then be actively implemented by a travel plan co-ordinator for a minimum 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 the date of this recommendation) to be paid to Essex County Council.

**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**

20) Travel Packs:

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.

**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.**

21) Surface Water Drainage Management and Maintenance Plan:

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.**

22) Landscape and Ecological Management Plan:

No dwelling shall be occupied until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and be approved in writing by, the local planning authority. The LEMP shall include the following:

- a. Description, location and evaluation of features to be managed (including biodiversity compensation and enhancement measures).
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management.
- d. Appropriate management options for achieving aims and objectives.
- e. Prescriptions for management actions.
- f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g. Details of the body or organisation responsible for implementation of the plan.
- h. Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. Development shall be carried out in accordance with the approved details.

**Reason: To allow the local planning authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the Natural Environment Rural Communities Act 2006 (Priority Habitats & Species) and in accordance with Policy GEN7 of the adopted Uttlesford Local Plan and the National Planning Policy Framework.**

**Compliance/ Other Conditions:**

23) Revoking Permitted Development Rights for Lighting

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

**Reason: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport.**

24) Revoking Permitted Development Rights for Solar PV Panels:

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.

**Reason: In the interests of flight safety and to prevent distraction and ocular damage to pilots using Stansted Airport.**

25) Noise from Air Sourced Heat Pumps:

Noise from plant and equipment including Air Source Heat Pumps shall be limited to 10 dB(A) below the background noise level measured and expressed as a LA90,15minutes from the boundary of the nearest residential property. This shall include any penalties for noise characteristics such as tone, intermittency, etc. The noise shall not exceed a rating level above the daytime and evening background noise level when measured in accordance with BS4142: 2014 when measured at any boundary of the nearest sensitive receptor.

**Reason: To ensure the development does not have any harmful impact to the surrounding residential properties with regards to noise and disturbance in accordance with ULP Policy GEN4.**