



Decision Notice and Statement of Reasons

Site visit made on 25 March 2025

By Helen Hockenhull BA(Hons) B.PI, MRTPI

A person appointed by the Secretary of State

Decision date: 19 May 2025

Application Reference: S62A/2024/0075

Site address: Land north of Thaxted Road, Saffron Walden

- The application is made under section 62A of the Town and Country Planning Act 1990.
 - The site is located within the administrative area of Uttlesford District Council.
 - The application dated 18 December 2024 is made by Ms Melanie Sumner, Saffron Walden LLP and was validated on 21 January 2025.
 - The development proposed is described as Reserved matters (appearance, landscaping, layout and scale); pursuant to outline planning permission ref S62A/2023/0031 for the erection of 55 dwellings, associated landscaping and open space, with access from Knight Park.
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Decision

1. Planning permission is granted for reserved matters (appearance, landscaping, layout and scale); pursuant to outline planning permission ref S62A/2023/0031 for the erection of 55 dwellings, associated landscaping and open space, with access from Knight Park in accordance with the terms of the application dated 18 December 2024, subject to the conditions set out in the attached schedule.

Statement of Reasons

Procedural matters

2. The application was made under Section 62A of the Town and Country Planning Act 1990, which allows for applications to be made directly to the Planning Inspectorate where a Council has been designated by the Secretary of State. Uttlesford District Council have been designated for major applications since February 2022.
3. Consultation was undertaken on 27 January 2025 which allowed for responses by 27 February 2025. On the 28 January 2025 the applicant provided amended plans for the apartment blocks removing a ridge height measurement. As this was at the start of the consultation period, and the alteration was not material to the consideration of the proposal, I accepted these plans. This consultation period was extended to 14 March 2025 at the

request of the local planning authority due to their Committee cycle, Responses were received from the parties listed in Appendix 1. A number of interested parties and local residents also submitted responses.

4. Uttlesford District Council submitted an officer report and minutes following a planning committee meeting on 12 March 2025. The consultation response summarizes these documents and sets out the Council's objections to the proposed development on a number of grounds.
5. At the end of the consultation period, a procedural review of the case was undertaken in line with the published criteria. That review established that the application was to be determined on the basis of representations in writing as it does not raise issues which could not clearly be understood from the written representations.
6. Some of the consultation responses raised issues that required further information and comment. These included responses from Essex County Highways, the Lead Local Flood Authority and the District Council. The applicant was invited to respond, and I accepted additional information dated 28 March 2025 in response to those comments. A targeted re-consultation of the relevant consultees only, was carried out ending on 16 April 2025. Responses were received from the parties listed in Appendix 2. The additional submissions led to the agreement of an extension of time to the determination period to 20 May 2025.
7. Following receipt of the further highway comments, the applicant then submitted a further letter on 1 May 2025 to clarify matters with a revised site layout drawing showing a connection of the road in the north east part of the site to create a loop arrangement enabling a bus to turn around in the site. I accepted this minor layout amendment which was the subject of reconsultation with the Council and Highway Authority on 8 May 2025. The additional comments of the parties were taken into account.
8. I carried out an unaccompanied site visit on 25 March 2025 which enabled me to view the site, the surrounding area and the nearby roads and public rights of way.
9. I have taken account of all written representations in reaching my decision.

Main Issues

10. Having regard to the application, the consultation responses, comments from interested parties, the Council's report and Committee resolution, together with what I saw on site, the main issues for this application are:
 - the effects of the proposed development on the character and appearance of the area, with particular regard to design and landscaping.
 - the effects of the proposal on highway safety with particular regard to whether adequate bus turning facilities can be provided within the site.
 - Whether the scheme would adequately address the risk of flooding.

Reasons

Planning History and Background

11. The site comprises a field located outside the settlement of Saffron Walden in the open countryside. It is immediately north of Knight Park, which includes retail, commercial, food and drink outlets and a hotel. A public recycling facility also lies to the south west corner of the site.
12. Outline planning permission for 55 dwellings with all matters reserved except for that of access was granted on 10 April 2024, Ref S62A/2023/0031. This extant outline permission is an important material consideration as it establishes the principle of residential development on the site.

Character and Appearance

13. At outline planning application stage, a Design Code was submitted to provide detailed principles for the reserved matters scheme. The submitted scheme for 55 dwellings indicates the development of three-character areas with a mix of house types and tenures. The three-character areas are designed to be distinctive with different material choices, selection of colours, roof lines, fenestration and architectural detailing.
14. Knight Park Character Area is closest to the site entrance and includes apartment blocks, terraced and detached housing of red and buff brick with feature dark stain boarding in keeping with the local vernacular. The Internal Streets Character Area features terraced and semi detached properties with a more suburban aesthetic with a predominance of buff brick. The Rural Edge Character Area includes generally detached houses with recessed garages, a predominance of red brick and stained boarding.
15. The materials palette of the Knight Park and Rural Edge Character Areas are too similar and lack distinctiveness. This could be improved by different choices to enhance the character of the development. The Council in their report to Committee suggested an appropriately worded planning condition could address this. I agree.
16. The dwellings proposed on the site are generally two storey in height with the exception of the proposed apartment blocks that are described as 2.5 storey, in line with the approved Design Code. The Council has expressed the view that the apartment blocks are three storey, not 2.5 storey. A section drawing submitted by the applicant shows that the eaves fall below window height resulting in the external wall being a maximum of 1.5 metres ceiling height from the inside. There is a slope of 45 degrees up to the maximum ceiling height of 2.2 metres.
17. Given the above, on balance, I conclude that the apartment block can be described as 2.5 storeys in height in compliance with the consented Design Code.
18. In terms of scale when entering the proposed development, the apartment blocks would form the dominant feature. The Design Code for the

development indicates focal buildings in this general location. The apartment blocks are approximately 11.3 metres high, around 2.3 metres higher than the dwellings either side. I acknowledge that looking to the north west, as the levels drop, the apartment blocks appear significantly more prominent than the neighbouring dwellings, though less so to the east. However, this is not so jarring or out of scale to warrant a refusal of planning permission.

19. The apartment blocks have been designed to be landmark buildings with bespoke dormers and dropped eaves alongside the dark stained timber boarding. The design could have gone further to create a more distinctive architectural solution at the gateway to the site. However, I observed on my site visit that the proposal would be in keeping with the design, style and materials of other development in the locality. Given the above I find that overall, the scale and design to be acceptable.
20. The submitted Design and Access Statement states that 49% of the site would be allocated as public open space with a Locally Equipped Area of Play (LEAP). A Landscape Strategy Plan and Management Plan accompanies the application. The landscape strategy for the site retains existing mature vegetation on the site boundaries where possible, supplemented by additional planting. New tree planting and shrubs are proposed within the open space areas to the south and north west of the site and hedge planting is proposed to the front gardens of most plots to soften the front boundaries.
21. Paragraph 136 of the Framework states that planning decisions should ensure that new streets are tree lined. Several trees are proposed within the development. Whilst I accept that more could be provided, I do not consider the submitted scheme to be inadequate in this regard.
22. The scheme includes off road car parking for the proposed dwellings either to the front or side of properties, the quantum being in line with the Council's adopted parking standards. All dwellings have private garages, and the blocks of flats have parking courts to the rear. The scheme also includes 14 visitor spaces spread throughout the development and 2 car club spaces. The provision of off street car parking in the site is sufficient to comply with the adopted Uttlesford Parking Standards and Local Plan Policy GEN8.
23. The Council has however expressed concern about the proposed triple tandem parking for the 4/5 bed dwellings. This relates to about 20% of houses proposed. Tandem parking is considered to be poor design and contrary to the Council's Design Code Supplementary Planning Document adopted in 2024. The provision of a garage and two parking spaces behind each other within a driveway arrangement provides three parking spaces for these larger dwellings to comply with the Council's parking standards. A different layout with parking side by side would have a greater land take and could impinge on front garden areas having a detrimental effect on the street scene.

24. I note that the Essex Parking Guidance Part 1 states that tandem parking is acceptable on plot within the curtilage of a dwelling. It goes on to state that they are effective to reduce vehicle dominance at building frontages. The consented Design Code for the scheme advocated tandem parking and pre dates the Councils SPD. Having regard to the extent of tandem parking within the development, I am satisfied that the proposed parking layouts are acceptable in design terms.
25. In summary, I conclude that the submitted scheme, with the imposition of appropriate planning conditions, is of an appropriate design and causes no harm to the character and appearance of the area. It therefore complies with the objectives of the Framework to achieve well designed places and Policy GEN2 of the Uttlesford Local Plan which seek to achieve high quality design.

Highway safety

26. Access to the site, from Knight Park, was approved through the outline consent. The proposal creates new and improved pedestrian access links to the existing public right of way running along the northern boundary and a connection is made to Tiptofts Lane to the north east. I am aware that land to the north of the application site forms a draft allocation in the emerging local plan. The proposed layout does not prejudice the ability to connect to any adjoining development if it comes forward.
27. The public right of way to the north of the site is a footpath and not intended for cycle use. Whilst the applicant has offered to provide signage to this route to make it clear it is for pedestrians only, I do not consider this to be necessary. The public right of way to the west of the site, Tiptoft Lane is a Byway and can be used by cycles. A connection to this route is provided from the proposed pumping station turning head.
28. I noted on my site visit that there is an existing bus route on Thaxted Road with a bus stop about 400 metres from the proposed development providing an hourly service to Saffron Walden. There are therefore existing sustainable transport options available to future residents of the proposal.
29. Condition 20 of the outline consent requires a bus turning facility to be provided within the site. The background to this requirement emanates from the Highway Authority's intention to provide new bus routes terminating at the Knight Park Retail site, though there is an existing bus service on Thaxted Road serving the site.
30. The access to the proposed development removes the existing turning head at the end of Knight Park resulting in a requirement for a replacement bus turning facility. The outline consent envisaged a bus making a loop through the proposed development. I understand that the Highway Authority did not object to this proposal at that stage. However, the Highway Authority have changed their position and now comment that it is not the optimum solution as buses routed through the new estate are likely to disturb the everyday life of the residents.

31. There have been ongoing pre application discussions between the applicant and the Highway Authority to try to agree an acceptable solution. The applicant put forward two alternative options, either the bus could enter the site, then undertake a three-point turn, or it could turn round in the pumping station turning head. Submitted swept path analysis drawings show that these options would allow a 12 metre long single deck bus, to turn round.
32. The Highways Authority has raised concern about these proposals as such reversing manoeuvres would usually require a banksman to ensure there is no safety issue for other vehicles or pedestrians. I agree that a bus trying to do a three point turn at the entrance to the estate with live traffic would be unacceptable. A bus trying a similar manoeuvre at the pumping station turning head would potentially affect less traffic and pedestrians but would still have the potential for highway safety issues.
33. Alternatively, the Highway Authority has suggested that a separate turning area be provided just for buses, or a roundabout arrangement be put in place close to the entrance of the development. Whilst both these solutions would be acceptable in highway terms, they would require more land and depending on design, could reduce the number of units and affect the viability of the development.
34. I have sympathy for the Highway Authority's position and recognise that a bus loop using the internal road network may not be preferred as it could generate issues of residential amenity. However, a suggestion for a dedicated bus turnaround facility at the entrance to the development should have been discussed at outline stage and secured through the outline consent when access was applied for. It is unreasonable to now try to secure this deviation from the outline permission especially as it would likely require an amended application to be submitted.
35. I am mindful that Condition 20 of the outline consent requires the bus turning facility to be consistent with the principles in the Technical Statement and appendices of February 2024. This envisaged the bus making a loop through the internal road network of the development and Appendix 4 illustrated a proposed option. The revised plans submitted by the applicant show this arrangement.
36. In their consultation response, the Highway Authority suggest that the design now presented shows a shared surface as opposed to a carriageway with a separate footway facility as presented at outline stage. Concern is raised about pedestrian safety.
37. Whilst the plan at Appendix 4 of the Technical Note is indicative only and not approved at outline stage, it is specifically referred to in condition 20. Furthermore, it does not show a footpath around the whole loop, illustrating that a shared surface arrangement, at least in part, was being put forward. I also note that condition 4 of the outline consent requires the development to be carried out in accordance with the approved drawings including the Access Plan Ref 3119-A-1202-PR-E . This indicated primary, secondary and tertiary roads and has no detail about footpath provision. It is therefore

incorrect to say that footways around the internal loop road were proposed in the outline submission.

38. I take account of the fact that the speed of a bus using the internal loop would be low, that the bus route would likely be one way and would involve no reversing movements. Additionally, future residents would be aware of a bus doing a loop within the residential road network and appropriate signage, surfacing and road markings could be put in place. I have no evidence of the frequency of a bus, but I note the applicants view that it would be no more than half hourly. I accept it is not common for a bus to use a shared surface in a residential setting, but by its very nature, this low-speed environment allows all users, pedestrians, cyclists and vehicles to mix. In my view, it is difficult to argue that in principle, subject to careful design, a shared surface as proposed for part of the bus turning arrangement, raises unacceptable highway safety issues.
39. The Highway Authority indicates that initial funding for the bus services has been secured including through section 106 funds, though the triggers for the relevant payments have not yet been reached. I have no evidence before me that any commercial arrangements have been made to allow a bus on the private unadopted access road into Knight Park or that discussions with an operator have taken place. There therefore remains some uncertainty that the bus services would be provided.
40. The applicant makes the point that the existing turning head on the Knight Park because of its design is insufficient to allow a 12 metre single deck bus to turnaround. Negotiations would be necessary with the landowner to secure its improvement and funding would need to be secured.
41. I understand from the applicant that a strategic allocation to the north east of the site is proposed in the emerging local plan, which would require a new multi modal link road which would accommodate all vehicles, cyclists and pedestrians¹. It would be logical for a bus route to be provided running through this development, providing links to Saffron Walden, Audley End Station and other key attractors including the Knight Park Retail site. I acknowledge that this is a draft allocation only and may not proceed. It is therefore appropriate to make provision within the proposed development should it be required.
42. The applicant has suggested that condition 20 could be considered to be unreasonable or unenforceable and an application to remove it could be made on the basis that it is not necessary to make the development acceptable in planning terms. This is because the site is adequately served by public transport with bus stops within 400m of the site on Thaxted Road. Whilst this may be arguable, whilst the condition remains in place it will need to be discharged should reserved matters be granted.
43. As the bus turning facility is the subject of a planning condition on the outline approval, it is not necessary for me to resolve this matter under the terms of this reserved matters application. However, the bus turning

¹ Uttlesford Reg 19 Submission Draft Plan, Core Policies 6 and 7.

arrangements are relevant to my consideration of layout. The applicant has provided a revised site layout plan that illustrates a loop arrangement linking the originally proposed private driveways by plots 27/28, in line with the parameters set out in the outline consent. The site layout therefore makes provision for a bus to turn round within the development if required. Through the discharge of condition 20 before occupation, further discussion of the arrangement can take place.

44. The Framework in paragraph 115 requires applications to provide safe and suitable access for all users and in paragraph 116 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety. Given the above, I am not persuaded that the proposed development would be unacceptable in terms of highway safety or that an adequate bus turning facility could not be provided.

Flooding

45. The application is accompanied by a Drainage Technical Note and surface water drainage strategy. It is proposed that the site be drained through a piped surface water network within the constructed highway carrying surface water to two attenuation basins in the proposed open space area to the north west of the site. The Council queried the need for two attenuation basins. The two basins are engineered for water quality treatment. Routing the discharged water between these basins facilitates enhanced filtration, leading to improved removal of hydrocarbons, suspended soils and metals.
46. The Lead Local Flood Authority initially raised concerns and requested a more detailed drainage plan. The applicant provided further information on the drainage proposals which has overcome the Authority's concerns. I am satisfied that, subject to the imposition of suitable planning conditions, the site can be appropriately drained. The proposal there complies with Policy GEN3 of the Uttlesford Local Plan which seeks to minimize flood risk and ensure appropriate arrangements for drainage are in place to address the risk of flooding elsewhere.
47. In terms of foul drainage, due to the site's topography, an adoptable pumping station is proposed to the north west corner of the site which will then drain to the existing foul network at Knight Park. Subject to a condition requiring details of the station to be submitted for approval, this forms an acceptable proposal.

Other matters

48. The site lies to the north of a household waste and recycling centre. The outline planning application was accompanied by a Waste Infrastructure Assessment and a Noise Assessment. Overlaying the noise assessment contour map with the proposed site layout illustrates that no development is proposed in the areas likely to be affected by the highest noise levels. The Minerals and Waste Planning Authority has recommended a condition to require no development within 70 metres of the waste facility to protect future residents from noise. As the submitted layout demonstrates that no

dwellings will be in the areas subject to the highest noise levels, I consider such a condition is unnecessary.

49. The scheme proposes a local equipped area of play (LEAP) to the north of the recycling centre. This is located away from the road network and in a position that affords natural surveillance. I acknowledge that there is the potential for noise from the recycling facility affecting the enjoyment of the play area. The Council's Environmental Health Officer has suggested conditions requiring a scheme of sound insulation and mitigation. With appropriate mitigation secured through planning conditions, I do not consider that noise would unacceptably affect the quality of the LEAP.

The Planning Balance

50. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
51. The principle of residential development on the site has been established through the outline planning consent and I have found the submitted reserved matters of layout, scale, appearance and landscaping to be acceptable.
52. The proposal results in wider benefits including the creation of market and affordable housing contributing to the supply in Uttlesford. It includes public open space, a play area and pedestrian linkages to the wider public rights of way network. Economic benefits would arise during construction and also from future residents spending in the locality. Environmental benefits in terms of biodiversity net gain would also be achieved.
53. I have found no overall conflict with the development plan and there are no material considerations in this case which indicate a decision otherwise than in accordance with it.
54. For these reasons, I conclude that reserved matters permission should be granted subject to conditions, the reasons for which are clearly and precisely set out under each condition imposed in the decision notice.

Conditions

55. The Council has suggested a number of planning conditions should the reserved matters permission be granted. Consultees have also requested a number of conditions, and the applicant has themselves suggested additional conditions. I have had regard to the tests in the Framework and the Planning Practice Guidance and imposed those suggested that I consider to be necessary and amended the suggested wording where appropriate.
56. The Lead Local Flood Authority requested the imposition of four conditions relating to surface water drainage and maintenance. Three of the suggested conditions have already been imposed on the outline consent and are not necessary. I impose condition 8 requiring details of the surface

water drainage scheme based on sustainable principles and an assessment of the hydrological and hydro geological context of the development. Whilst there is some duplication with condition 21 of the outline consent it is more detailed and covers other matters.

57. The Council's Environmental Health Team suggested two conditions regarding noise. I impose condition 7 to safeguard the amenity of future residents. The other suggested condition required an acoustic assessment of noise sources of a commercial or industrial nature along with a mitigation scheme. However, a noise assessment was submitted at outline planning stage, including consideration of commercial noise. It also set out a range of mitigation measures and concluded that subject to specification of suitable glazing and ventilation, that acceptable noise levels would be achieved. This was accepted at outline planning stage. I do not therefore consider it necessary to impose an additional condition as part of the reserved matters approval.
58. The Minerals and Waste Planning Authority requested a number of conditions regarding noise mitigation as outlined in the submitted Noise Assessment (Cass Allan report) to protect the amenity of the future occupiers. Condition 7 satisfactorily addresses these matters and therefore I have not imposed any further conditions.

Conclusion

59. For the above reasons, and having regard to all other matters raised, the proposal accords with the development plan and therefore I conclude that reserved matters permission should be granted.

Helen Hockenhull

Inspector and Appointed Person

Schedule of Conditions

1. The development hereby permitted shall begin not later than three years from the date of this decision.

REASON: As required by section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans as detailed in the submitted Drawing Register and Title Sheet dated 2 May 2025 and Drawing No. E0027_L_XX_PL_001 Rev PL4 Landscape Strategy Plan.

REASON: To provide certainty

3. The planting proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Council. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

REASON : To ensure that the appearance of the development is satisfactory in accordance with Policy GEN2 of the Uttlesford Local Plan Adopted (2005) and the National Planning Policy Guidance.

4. Prior to commencement of the development hereby approved, renewable energy/climate control and water efficiency measures associated with the development shall be submitted to the Local Planning Authority for approval in writing. All approved measures shall be implemented prior to the occupation of the development and thereafter retained.

REASON: To ensure the development is sustainable and makes efficient use of energy, water and materials and has an acceptable appearance to comply with Policies ENV13 and GEN2 of the Uttlesford Local Plan as Adopted (2005), the National Planning Policy Guidance, as well as Uttlesford District Council's Interim Climate Change Policy document (2021) and the Uttlesford Climate Change Strategy 2021-2030.

5. 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.

REASON : To protect the amenities of the occupiers of adjoining properties in accordance with Policies ENV11, GEN2 and GEN4 of the

Uttlesford Local Plan 2005.

6. No development above slab level shall commence until details/samples of the materials proposed for the exterior of the development within character areas 'Rural Edge' and 'Knight Park' (as defined on plan no. 24.1966.2200 rev C), hereby approved have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the development shall be constructed in accordance with the details approved.

REASON: In the interests of the appearance of the development and to accord with Policy GEN2 of the Uttlesford Local Plan 2005.

7. No development shall commence on site until a detailed scheme, informed by the noise assessment by Cass Allen, reference: RP01-23338-DRAFT-R1, dated: December 2023 has been submitted to and approved, in writing, by the Local Planning Authority. The scheme itself shall be designed, specified and constructed so that the sound insulation performance of the structure and the 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 and that the individual noise events do not exceed 45 dB LA, max, F more than 10 times a night. Where windows will lead to an internal noise level increase of 5dBA or greater above BS 8233:2014 recommended internal levels, the scheme shall include provision of alternative mechanical ventilation with 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 internal levels being exceeded. Thereafter, the development shall not be carried out other than in accordance with the approved scheme which shall be completed before any part of the accommodation hereby approved is occupied.

REASON: To safeguard residential amenities, in accordance with the adopted Uttlesford Local Plan Policies GEN2, GEN4, and the National Planning Policy Framework (2024).

8. 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:
 - Limiting discharge rates to 1l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
 - 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.
 - Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
 - Provision of 10% urban creep allowance applied to the impermeable

areas used to calculate the required storage, in accordance with BS8582.

- Final modelling and calculations for all areas of the drainage system.
- A detailed network model, including the impermeable areas, plot drainage connections, manhole schedule, and pipe sizes and gradients.
- 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.
- Intrusive ground investigation to be undertaken to ascertain whether there is contamination at the site and if so the depth of ground that contains contamination. This information will inform the design requirements for the SuDS features proposed.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, finished floor levels and ground levels, and location and sizing of any drainage features. The detailed drainage plan should show the on plot/private drainage including the connections to/from the property driveways and roofs.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously 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 in accordance with the Framework and Policy GEN3 of the Uttlesford Local Plan.

9. No development shall take place until a detailed scheme for the water pumping station has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To safeguard the character and amenity of the area, in accordance with Policy GEN 2 of Uttlesford Local Plan and the Framework.

Informatives:

- i. In determining this application, the Planning Inspectorate, on behalf of the Secretary of State, has worked with the applicant in a positive and proactive manner. In doing so the Planning Inspectorate gave clear advice of the expectation and requirements for the submission of documents and information, ensured consultation responses were published in good time and gave clear deadlines for submissions and responses, and accepted amendments and additional information submitted by the applicant in response to the matters raised during consultation.

- ii. The decision of the appointed person (acting on behalf of the Secretary of State) on an application under section 62A of the Town and Country Planning Act 1990 ("the Act") is final, which means there is no right to appeal. An application to the High Court under s288(1) of the Town and Country Planning Act 1990 is the only way in which the decision made on an application under Section 62A can be challenged. An application must be made within 6 weeks of the date of the decision.
- iii. These notes are provided for guidance only. A person who thinks they may have grounds for challenging this decision is advised to seek legal advice before taking any action. If you require advice on the process for making any challenge you should contact the Administrative Court Office at the Royal Courts of Justice, Strand, London, WC2A 2LL (0207 947 6655) or follow this link: <https://www.gov.uk/courts-tribunals/planning-court>
- iv. Responsibility for ensuring compliance with this Decision Notice rests with Uttlesford District Council. Any applications related to the compliance with the conditions must be submitted to the Council

Appendix 1 - Consultee responses to original application

Uttlesford District Council (UDC)
UDC Environmental Health
UDC Heritage and Conservation
UDC Urban Design
Essex Country Council (ECC) Highways
ECC Development Flood Risk (LLFA)
Essex Minerals and Waste Planning Authority
Essex Police
Hertfordshire and West Essex Integrated Care Board
Historic England
Health and Safety Executive
MAG Highways
MAG Safeguarding
National Highways
NATS Safeguarding
Natural England
Place Services Ecology
Saffron Walden Town Council
Cadent Gas

Appendix 2 – Consultee responses to second consultation

Uttlesford District Council (UDC)
UDC Urban Design
UDC Heritage and Conservation
Essex Country Council (ECC) Highways
ECC Development Flood Risk (LLFA)
Essex Minerals and Waste Planning Authority