

**MINUTES OF A MEETING OF LITTLE HALLINGBURY  
PARISH COUNCIL, HELD ON TUESDAY 18 NOVEMBER 2025,  
BEGINNING AT 20.00, IN THE VILLAGE HALL**

**PRESENT:** Cllr Robert Wingard (Chairman)  
Cllrs John Brothers, Ciora Dillon, Dean Hatt, Nicola Marsh,  
Val McKirdy, Sue Meyer, Andrew Robinson and Keith Summerford.

**ALSO PRESENT:** Mrs Urška Sydee (Clerk)  
Uttlesford District Council Cllr Geof Driscoll and Neil Reeve  
1 member of the public (25/204)

**25/202. APOLOGIES FOR ABSENCE**

Apologies had been received from Cllr John Brian Back and Essex County Council (ECC) Cllr Susan Barker.  
Both accepted.

**25/203. DECLARATIONS OF INTEREST**

None.

**25/204. PUBLIC PARTICIPATION**

None present.

20.04 - Member of the public arrived

Chairman invited the member of the public if they wanted to speak. They said they are interested in planning application UTT/25/2546/DFO Land adj. Red Brick Row and what PC think.

**25/205. MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 14 October 2025 were approved as a correct record of the proceedings and signed by the Chairman, Robert Wingard.

The minutes of the extraordinary meeting held on 11 November 2025 were approved as a correct record of the proceedings and signed by the Chairman, Robert Wingard.

Clerk advised that Working Groups can only make recommendations.

**25/206. CHAIRMAN'S REPORT**

Chairman, Cllr Rober Wingard reported that he:

- went on EALC Budget & Precept training
- Compliance training

- attended Remembrance Service
- went on EALC Finance training
- working on LHNP

## 25/207. REPORTS FROM DISTRICT AND COUNTY COUNCILLORS

UDC Cllr Geof Driscoll reported:

*Local Plan:* consultation finished on the 7<sup>th</sup> October 2025 and responses were sent to Secretary of State. UDC should receive their response within 4 – 6 weeks. This could be discussed at the UDC meeting in January 2026.

*Local Government Reorganisation:* All four options are published on the UDC website. Consultation should be made available towards the end of November 2025.

*Surveys:* Housing for over 60's closes on the 30<sup>th</sup> November 2025; Council Tax for those on benefits closes on 21<sup>st</sup> November 2025.

*Surgery:* This Thursday in the village hall annexe from 14.00 to 16.00

UDC Cllr Neil Reeve reported:

*Local Plan:* all modifications have been made and accepted. LP gets more weight.

Process for the budget begun.

## 25/208. PLANNING

### a) Application decisions (the Council's comments are shown in brackets)

| <u>Application No.</u> | <u>Site and Development</u>                                    | <u>Decision</u>   |
|------------------------|----------------------------------------------------------------|-------------------|
| UTT/25/1542/FUL        | London Stansted Airport, Bassingbourn Road, Stansted, CM24 1QW | Awaiting decision |

Airfield works comprising two new taxiway links to the existing runway (Rapid Access Taxiway and Rapid Exit Taxiway) to enable continued airfield operations of 274,000 aircraft movements and an increase in passenger throughput from 43 million terminal passengers to up to 51 million terminal passengers, in a twelve-month calendar period

(Objections: Little Hallingbury Parish Council objects to the proposed airfield works associated with Planning Application UTT/25/1542/FUL for the following reasons:

#### 1. Noise and Air Pollution Impact

The proposed increase from 43 million to 51 million passengers annually represents a significant escalation in air and ground operations, with serious implications for local air quality and acoustic amenity.

An 8-million passenger uplift is likely to generate a substantial rise in flight movements and ground traffic will intensify existing noise pollution, residents already affected by aircraft noise will face longer operational hours, greater frequency of disturbance, and a deterioration in acoustic amenity particularly during early mornings and late evenings, when residents are most vulnerable to disturbance. The likely deployment of larger aircraft will further amplify engine noise and overall thrust levels.

In terms of air quality, higher volumes of aircraft and ground transport will contribute to elevated levels of nitrogen dioxide and particulate matter, with potential breaches of UK air pollution thresholds designed to protect public health. The application fails to provide robust mitigation strategies and does not demonstrate how such expansion aligns with national and local sustainability objectives, and as such, fails to demonstrate how the expansion aligns with sustainable development principles or protects local wellbeing.

## 2. Night Flights and Noise Disturbance.

The Parish Council remains deeply concerned about the increase in night-time flights, which have persistently exceeded seasonal operational caps through slot carryovers, dispensations, and other technical allowances. In summer 2022, Stansted operated over 10,500-night flights despite a nominal cap of 8,100—a pattern that undermines the intent of existing protections. The continued use of ageing cargo aircraft during night-time hours exacerbates noise impacts and sleep disruption, posing risks to public health. The application does not address these long-standing issues, nor does it propose enforceable remedies. These impacts present serious risks to the health and wellbeing of residents.

In addition, MAG has lobbied for removal of the overall cap, preferring control via noise (“Quota Count”) limits only.

## 3. Transport Infrastructure and Accessibility

An uplift to 51 million passengers will place unsustainable pressure on regional transport networks, which already show significant deficiencies. Road congestion in and around the airport is widespread, with increased use of narrow rural lanes causing infrastructure degradation. Public transport services remain insufficiently flexible to support early, late, or disrupted flight schedules. The Stansted-London rail line frequently suffers delays and service suspensions, with poor connectivity to other key regions. Local rail fare inequities—25% higher on average—disproportionately affect residents who rely on sustainable travel modes. Taxi access also remains limited, further pushing local travellers towards private vehicles.

The projected rise in passenger numbers to 51 million will place significant strain on regional transport infrastructure.

The following statements are taken from MAG Stansted 43+ Planning Application Planning Statement booklet.

As a major public transport facility, Stansted provides domestic and international air connections and also acts as a major regional transport hub for local people as well as air passengers and staff. Its rail services to London, Cambridge and beyond is matched by high frequency coach services to key destinations in London and links to other UK cities. Local bus routes have been sustained, and have grown, due to financial support and the increase in passenger demand generated by Stansted. For rural communities this brings social and economic benefits in accessing services. Government has a responsibility for ensuring they are connected up to the existing national networks and that such networks can handle the road and rail traffic they generate.

The Parish Council assert that Airport growth without Government or other investment in infrastructure does not work. The current situation already has significant deficiencies without an increase in passenger numbers.

Specific concerns include:

- Congested roads in and around the airport which are already at capacity.
- Airport traffic using country lanes as short cuts, particularly when main routes are disrupted. These lanes are not designed for the volume and traffic is eroding road surfaces, carriage way edges and verges.
- Public Transport Gaps: Current services do not offer sufficient coverage for early or late flight schedules, particularly on Sundays and during the frequent road and rail disruptions.
- Stansted to London Line. Even minor incidents frequently cause significant delays or complete service suspensions. This raises concerns about the line’s resilience and the lack of alternative routing or contingency planning. Rail services are already at capacity during peak times. Weekend engineering works make the service to the airport from London and elsewhere unreliable.
- Rail Connectivity elsewhere: There is poor linkage from the Midlands and Cambridge, with slower services and higher fares from the airport station. The

London-Stansted Express is not matched by comparable alternatives to other destinations.

- Pricing Inequities: Passengers departing from Stansted pay an average of 25% more for rail tickets and 10% more for season tickets, which is inequitable for local residents using sustainable travel modes.
- Taxi Access: The lack of taxi services at peak times and the imposition of high drop-off charges discourages their use and pushes local residents towards private vehicles.

#### 4. Parking and Fly Parking Impact

Stansted Airport's parking charges—among the highest of the London airports—are presented as environmental incentives but effectively encourage off-site parking in surrounding villages. Fly parking is not accounted for in Stansted's transport data, and the provision of signage alone is insufficient mitigation.

#### 5. Local Character and Housing Impact

The cumulative effect of expanded airport operations threatens the tranquillity and rural identity of Little Hallingbury. Homes under the flight path endure elevated noise levels, and the proposed increase in activity will worsen this burden. The character of the area—and the well-being of residents—stands at risk from unchecked development.

#### 6. Insufficient Strategic Planning

The application lacks a coherent and integrated strategy for managing growth responsibly. Critical areas such as multi-modal transport planning, environmental mitigation, and community engagement have been inadequately addressed. There is no evidence of meaningful responsiveness by the airport operator to local concerns.

#### Conclusion:

Little Hallingbury Parish Council recognises the airport's role in supporting regional economic growth but asserts that expansion must not come at the expense of public health, local character, environmental accountability or over burdening the regional transport infrastructure. The proposed development does not satisfactorily mitigate its adverse impacts on surrounding communities. Given the absence of adequate mitigation and strategic foresight, Little Hallingbury Parish Council strongly objects to this application.)

| <u>Application No.</u> | <u>Site and Development</u>                                                                                                                                                                                                                                                                                                     | <u>Decision</u>      |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| UTT/25/2181/OP         | Land at Camps Field, Lower Road,<br>Little Hallingbury                                                                                                                                                                                                                                                                          | Awaiting<br>decision |
|                        | Outline planning application, with all matters reserved (except for principal access), for the demolition of existing structures and erection of up to 59 dwellings, including affordable housing, associated green and hard infrastructure, public open space, biodiversity enhancements, and principal access off Lower Road. |                      |

(Objections can be read on pages 645 – 669 of the minutes of the Little Hallingbury Parish Council held on 14 October 2025)

| <u>Application No.</u>                                                                                                              | <u>Site and Development</u>                                                                   | <u>Decision</u> |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------|
| UTT/25/2036/HHF                                                                                                                     | Millers Cottage, Pig Lane, Bishop's Stortford,<br>Hertfordshire, CM22 7PA                     | Approved        |
|                                                                                                                                     | Demolition of existing outbuilding and greenhouse,<br>construction of replacement outbuilding |                 |
| (No objections provided that the proposed building always remains an annex to Millers Cottage and it is never a separate dwelling.) |                                                                                               |                 |

| <u>Application No.</u> | <u>Site and Development</u>                                                                                       | <u>Decision</u>      |
|------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------|
| UTT/25/2441/HHF        | Three Acres, Motts Green, Motts Green Road,<br>Little Hallingbury, Bishop's Stortford,<br>Hertfordshire, CM22 7RN | Awaiting<br>decision |

Demolition of existing double garage and erection of a residential annex

(Objections:

1. Inappropriate Development within the Green Belt

The site lies within designated Green Belt, where national and local policy set out a strong presumption against inappropriate development. The proposal for a new, separate residential dwelling constitutes inappropriate development as defined by the National Planning Policy Framework (NPPF) paragraphs 153–155.

Previous applications for this site have rightly been refused on the grounds of overdevelopment and harm to the openness of the Green Belt. The current proposal does not overcome these fundamental issues. Subdividing the plot and introducing a new residential unit would further erode openness, intensify built form, and undermine the purpose of the Green Belt in preventing urban sprawl.

Even with the recently introduced “grey belt” provisions, this site does not qualify as “grey belt” land:

- It is not previously developed land in the true sense of the NPPF definition, as the garage forms part of an existing domestic curtilage.
- The site contributes clearly to the Green Belt purposes of safeguarding the countryside from encroachment particularly relevant in this part of the Village and preserving the setting and special character of nearby historic settlements.

2. Unsustainable Location

The hamlet is small, rural, and poorly served by public transport, local facilities, and services. Occupants of the proposed dwelling would be dependent on private car use, contrary to the sustainability objectives of NPPF paragraphs 84–85 and 110. The NPPF seeks to locate new housing in sustainable locations where it will enhance or maintain the vitality of rural communities. This proposal does neither. Instead, it would represent unsustainable sporadic development in open countryside.

3. Harm to Heritage and Rural Character

The site lies within a small historic hamlet adjacent to and surrounded by several Grade II listed buildings that collectively contribute to a distinctive rural character and heritage setting.

With regard to the area around Motts Green in which the Site is located the Landscape Assessment Survey (LAS) [2771-01-LH-Landscape-Assessment\\_LR-2-Oct-24.pdf](#) carried out in 2024 for the emerging Little Hallingbury Neighbourhood Plan describes Motts Green at [4.3.2] as one of "three key heritage areas in the southern extents of the Little Hallingbury Village " (the others being Wrights Green and Church Green)"and at [4.3.3] the LAS concludes that in terms of development in Little Hallingbury “there remains a strong sense of historic integrity surrounding the key heritage areas.

Introducing an additional residential unit here would:

- Disrupt the historic layout and pattern of the hamlet.
- Undermine the setting and appreciation of nearby listed buildings; and
- Visually intensify built form to the detriment of local character and appearance.

This conflicts with NPPF paragraphs 208–213, which require great weight to be given to the conservation of heritage assets and their setting.

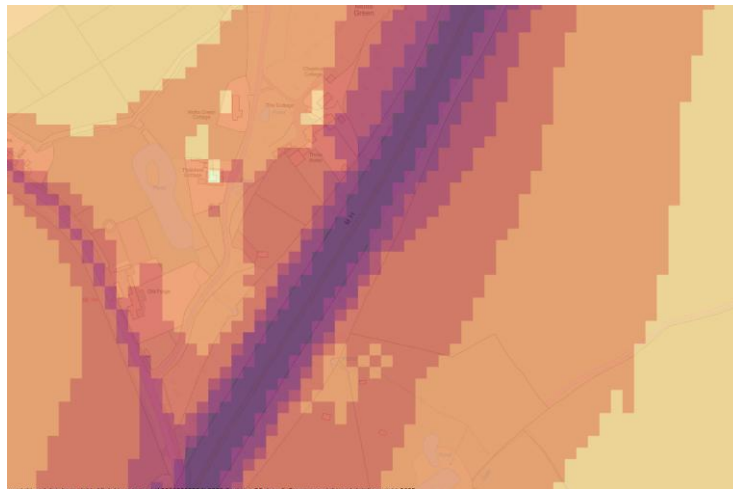
#### 4. Overdevelopment and Cumulative Impact

The site has already been identified as overdeveloped in previous application refusal decisions. The proposal would further compound this by subdividing the plot, increasing domestic paraphernalia, hardstanding, and activity levels—each of which would erode openness and diminish the rural character of the hamlet.

The increased footprint, which is more than double the current size, together with the greater height and bulk of the proposed building, would make this a more dominant feature, further intensifying built form and resulting in an overly intrusive development within the rural landscape.

#### 5. Noise and Air Pollution

The Site lies in close proximity to the M11 and suffers from constant noise from the motorway and air pollution. This is the DEFRA 24hr Road Noise map for the immediate area of the site.



In addition, on top of noise from the motorway the application site lies within the current 54dB LAeq contour for day noise and 48dB LAeq contour for night noise from Stansted Airport.

#### 5. Without Prejudice

Without prejudice, should the Council be minded to consider any form of annex accommodation acceptable, it is essential that any permission must include a strict condition ensuring that the annex shall not, at any time, be used, sold, or let as a separate dwelling independent of the main house.

Such a condition would be necessary to protect the openness of the Green Belt and to prevent further intensification of residential use contrary to local and national policy.

#### 6. Planning Balance

There are no material considerations or public benefits that outweigh the significant harm identified above. The proposal fails to comply with the NPPF and the Local Plan policies relating to Green Belt protection, sustainable development, and heritage conservation.

In summary, the proposed conversion represents inappropriate development in the Green Belt, causes harm to the setting of listed buildings, results in overdevelopment, and occupies an unsustainable location. For these reasons, the Parish Council respectfully urges refusal of the application.)

| <u>Application No.</u> | <u>Site and Development</u>                               | <u>Decision</u> |
|------------------------|-----------------------------------------------------------|-----------------|
| UTT/25/2449/HHF        | Latchmead, Port Lane, Little Hallingbury, Essex, CM22 7PQ | Approved        |

Proposed works comprising a loft conversion with new roof structure, replacement of existing clay tile roof with new slate finish. Alterations to existing fenestration. Application of external insulation system with render finish and construction of new front porch with double doors and sidelights. Two storey rear extension and removal of chimneys.

(No objections.)

| <u>Application No.</u> | <u>Site and Development</u>                                                                 | <u>Decision</u>      |
|------------------------|---------------------------------------------------------------------------------------------|----------------------|
| UTT/25/2384/HHF        | 1 Peacehaven, Lower Road, Little Hallingbury<br>Bishop's Stortford, Hertfordshire, CM22 7QZ | Awaiting<br>decision |

Erection of timber framed car port

(No objections.)

| <u>Application No.</u> | <u>Site and Development</u>                                                                  | <u>Decision</u>      |
|------------------------|----------------------------------------------------------------------------------------------|----------------------|
| UTT/25/2589/CLE        | Harlow Agricultural Merchants Ltd,<br>Latchmore Bank, Little Hallingbury,<br>Essex, CM22 7PJ | Awaiting<br>decision |

Certificate of lawfulness for the change of use of the land from agricultural/commercial to a sui generis use in association with an arable merchants, equine supplies, domestic pet supplies and rider/outdoor living clothing business and operational development.

(No objections.)

| <u>Application No.</u> | <u>Site and Development</u>                                         | <u>Decision</u> |
|------------------------|---------------------------------------------------------------------|-----------------|
| UTT/25/2633/CLE        | Horbury, Wrights Green Lane, Little Hallingbury,<br>Essex, CM22 7RL | Refused         |

Erection of outbuilding in garden

(No comments.)

**b) Applications to be dealt with at this meeting:**

*b.1) To Retrospectively Agree Additional Comments on the Following Planning Application:*

| <u>Application No.</u> | <u>Site and Development</u>                            |
|------------------------|--------------------------------------------------------|
| UTT/25/2181/OP         | Land at Camps Field, Lower Road,<br>Little Hallingbury |

Outline planning application, with all matters reserved (except for principal access), for the demolition of existing structures and erection of up to 59 dwellings, including affordable housing, associated green and hard infrastructure, public open space, biodiversity enhancements, and principal access off Lower Road.

It was agreed to submit to UDC Heritage Assessment and the following:

1. I write further to the letter dated 27 October 2025 setting out the objections by Little Hallingbury Parish Council ('the Parish Council') to the above outline application and which followed the resolution of the Parish Council on 23rd September 2025 to object, recorded as item 25/173 in the minutes, having considered the said application to object on the following basis:
  - the housing development proposed by the Application is unacceptable in planning terms and contrary to the current as well as emerging

development plan and there are no material considerations of sufficient weight that lawfully should lead Uttlesford District Council to allow the Application.

- the Site is unsuitable for this development and does not represent sustainable development due to Noise; Air Quality and Flood Risk implications as well as representing inappropriate development in the Green Belt; harm to the landscape and heritage assets as well as ecological harm.
  - The application fails to accord with the development plan and there are no or no sufficient material considerations that outweigh that failure and the planning harm (including heritage harm) arising out of this scheme. As such the Council should refuse this application.
2. With regard to harm to heritage assets that would arise, the Parish Council at para 99 of the above referenced letter confirmed that it was *“the expert opinion of the Parish Council’s heritage advisors that the Site makes a major contribution to the setting and significance of these listed buildings and that the resulting loss caused by the development will lead to a very high level of harm to the significance of the heritage assets”* but that at the time of writing they were *“not yet able to advise if the harm will be substantial or at the top of the less than substantial spectrum”*. The Parish Council then undertook to copy of the final advice of its heritage expert’s assessment once it is received.
  3. In accordance with that undertaking please find attached the Heritage Assessment carried out by Vitruvius Heritage.
  4. This confirms that section s66 of the Listed Building Act 1990 is engaged and as such the Council has to be given considerable weight to any harm caused by the development. The NPPF reflects the law by stating that *“great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.”* [NPPF 212] and that *“213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.”*
  5. The NPPF [215] also says that *“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal “*.
  6. Vitruvius draws attention to the relevant listed buildings close to the site which *“contain a high level of significance by virtue of their Grade II listed status”* [3.6].
  7. Having considered the applicant’s heritage assessment (HA) Vitruvius confirms at [3.3.7] that the HA failed to carry out the proper exercise in accordance, amongst other advice, with Historic England’s guidance in respect of the requisite assessment of the contribution the site makes to the heritage significance of each of the heritage assets/listed buildings and only considers impact on views. At [3.3.7] Vitruvius states in terms *“the statement focuses upon the visual effect of the development and whether it changes views of the Site or views of the listed buildings from the Site. However, whether there is a change in the appearance of a view is not the assessment of impact, it is whether that change erodes the contribution of the view to the significance of the asset or affects the ability to appreciate the asset’s significance”*.
  8. Vitruvius’ own conclusions, having carried out the exercise as required, confirms at [3.3.6] that *“[t]he Site forms a considerable part “ of the individual and wider setting of the listed building “and is particularly important because it retains the wider valley view of the group and the ability to experience their*

*historic separation from any other settlement” Vitruvius confirms that the “contribution that the Site makes to the setting and significance of these listed buildings is moderate in each case”.*

9. Vitruvius then notes at [4.2.5 ] that the applicant’s HA goes on to conclude that the scheme *“will not result in any major adverse change to the significance or settings of any oof the listed buildings, through loss of historic fabric, character or change to the external forms”* . This also fails to reflect the correct approach which as a matter of law and policy, as noted, is that any ‘adverse change’ or ‘harm’ must be given great or considerable weight. The test is clearly not whether only ‘major’ change or harm to significance will occur.
10. Vitruvius at [4.2.5] points out that this must mean that the applicant’s assessment must in fact accept that at least some adverse change will occur but this then contrasts with the applicant’s HA’s conclusion *“that the adverse change will “not impact on the experience of the listed buildings, or on the ability to understand or appreciate their significance”*.
11. As such there is no proper basis or justification within the HA to support that conclusion. The Council should give the appellant’s HA little weight in the Parish Council’s submission and should prefer that of Vitruvius which is clearly an independent assessment carried out in accordance with the relevant guidance and law .
12. The Council is directed to Vitruvius’s conclusions at [4.3.1] which confirms:  
*“4.3.1 It has been found that the Site makes a moderate contribution to the setting and significance of each of the 7 listed buildings, all of which are Grade II. These buildings are of national importance and the statutory duty contained at Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and national planning policy create a strong presumption against any proposal that will result in any harm to their significance.*  
*4.3.2 The proposal, by virtue of the loss of the contribution that the Site currently provides to the architectural and historic significance of Mott’s Green and its listed buildings, and the additional harmful effect of increased urbanisation of their surroundings, will result in a minor-moderate level of harm to each of the identified listed buildings.*  
*4.3.3 Due to the harm that will be caused by this proposal, there is a requirement for that this application must be refused unless the Council is satisfied that this significant harm is outweighed by sufficient public benefits”.*
13. The Parish Council considers that the harm in heritage terms to the significant assets as identified by Vitruvius amounts to a strong reason to refuse the application and therefore NPPF11(d)(i) is met and any initial trigger in favour of the development as a result of the absence of a sufficient housing land supply is disapplied.
14. Alternatively, and in any event clearly great weight should be given to the heritage harm identified and which the Parish Council submits outweighs any claimed public benefits said to arise from the scheme.
15. In the further alternative, the harm to heritage together with the other harm identified by the Parish Council is sufficient to *“significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”* .
16. The Council should refuse this application.

***b.2) To Agree the Comments on the Following Planning Application:***

| <u>Application No.</u> | <u>Site and Development</u>                                                                                        |
|------------------------|--------------------------------------------------------------------------------------------------------------------|
| UTT/25/2544/HHF        | Willow Cottage, The Village, Latchmore Bank,<br>Little Hallingbury, Bishop’s Stortford,<br>Hertfordshire, CM22 7PX |

Proposed demolition of existing garage and erection of cart lodge

Objections: UTT/25/2544/HHF – the same drawing for the proposed garage has been submitted. The previous application was refused in December 2024: 'The development by way of its inappropriate sitting, scale and size would inevitably result in an adverse impact to the setting and experience of the designated heritage asset of the listed building and thereby resulting in less than substantial harm to the setting and significance of the heritage asset.'

Little Hallingbury Parish Council object to this planning application because it is in Green Belt, which should only be build on in exceptional circumstances and an inappropriate development within the curtilage of a listed building.

The proposed building ridge height and size is overly dominant being higher and wider than that of the garage which it replaces, this will have a detrimental effect on the listed building due to its design, scale and appearance.

The proposed development would cause harm to the character and historic importance of the host Grade II heritage asset and its setting. It would be overly dominant, competing with the host dwelling.

The proposed development conflicts with policy ENV2, PolicyS7 and Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy paras 212, 213 & 215.

Application No.  
UTT/25/2545/LB

Site and Development  
Willow Cottage, The Village, Latchmore Bank,  
Little Hallingbury, Bishop's Stortford,  
Hertfordshire, CM22 7PX

Proposed demolition of existing garage

No objections.

Application No.  
UTT/25/2843/HHF

Site and Development  
2 Pleasant Valley, Gaston Green, Little Hallingbury,  
Bishop's Stortford, Hertfordshire, CM22 7QS

Single storey rear extension and new front porch

No objections.

Application No.  
UTT/25/2546/DFO

Site and Development  
Land adj. Red Brick Row, Lower Road,  
Little Hallingbury, Hertfordshire

Details following outline application UTT/23/0331/OP for the erection of 1no. dwelling - details of appearance, landscaping, layout and scale.

Objections: The Parish Council has carefully reviewed the proposal and wishes to register a formal objection. Our concerns are set out below:

1. Impact on Heritage Assets: The site lies immediately adjacent to a Grade II listed building (Willow Cottage) and a row of Victorian terraced cottages (Red Brick Row). The introduction of a new dwelling, together with associated car parking, boundary treatments, domestic paraphernalia, and increased activity, will have a lasting urbanising effect. This would erode the rural character of the setting and diminish the

architectural and historic significance of Willow Cottage and Red Brick Row, both of which are valued examples of vernacular village dwellings. The proposal fails to preserve or enhance the setting of these heritage assets, contrary to national and local planning policy.

2. Design and Layout: The proposed two-storey, four-bedroom L-shaped dwelling is of a scale and massing that is wholly out of keeping with its immediate context. Its bulk and form would dominate the adjacent cottages, undermining the established rhythm and modest proportions of the street scene. The design does not respond sympathetically to the character of the village here and would cause demonstrable harm to local distinctiveness. It will overshadow Red Brick Row resulting in a loss of light.

3. Landscaping: The landscaping scheme lacks sufficient detail and fails to demonstrate how the rural character of the site will be safeguarded. The proposed hard surfacing and car parking areas to the front and south of the dwelling would introduce an intrusive suburban element, further eroding the traditional setting. The absence of a sensitive landscaping strategy compounds the harm to the visual amenity of the area.

4. Relationship to Adjacent Properties: The constraints of the site have resulted in poor design solutions, including largely blank flank elevations facing both Willow Cottage (a listed building) and Red Brick Row (non-designated heritage assets). In particular, the extended blank side wall extends along the garden of the first cottage in Red Brick Row and would create an oppressive and harmful relationship, undermining the amenity and historic character of neighbouring properties. This poor interface between old and new development is not acceptable.

5. Access and Public Footpath: The proposed access cuts directly across public footpath FP35-37. This is both unacceptable and unsafe, creating conflict between vehicles and pedestrians and undermining the integrity of the public right of way. The proposal fails to demonstrate how safe and convenient access for all users will be maintained.

Conclusion: For the reasons outlined above, the Parish Council considers that the proposed development would cause significant harm to:

- The setting of adjacent heritage assets (both designated and non-designated)
- The character and distinctiveness of the street scene
- The amenity of neighbouring properties
- The safety and integrity of the public footpath

Accordingly, the Parish Council objects to the application in its current form and urges the Local Planning Authority to refuse permission.

It was agreed by Councillors to ask UDC Cllr Geof Driscoll to call in this planning application.

| <u>Application No.</u> | <u>Site and Development</u>                                                                                                                                                  |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| UTT/25/2455/FUL        | Dovecote, Lower Road, Little Hallingbury, Essex, CM22 7QZ                                                                                                                    |
|                        | Change of use and extension from commercial, business and service (Use Class E) to 1 no. dwelling (Use Class C3)<br>(revised scheme to that approved under UTT/24/2748/PAM3) |

The Council discussed this planning application and could not come to a conclusion.

### **c) Late Planning Matters**

None.

**25/209. HIGHWAYS MATTERS**

**a) Update**

There was flooding outside the Police House, before the bus stop of which ECC Cllr Susan Barker was informed.

The footpath on the other side of the school is full of dirt and needs clearing.

**b) New Barn Lane Bus Stop**

Nothing to report.

**c) White Trees School Signs**

Nothing new to report; traffic calming scheme due in spring.

**d) VAS Sign**

Not working properly, sometimes there is a red flashing light. The Council would like to explore the possibility to repair it. The clerk to therefore write to Essex Customer Service asking if we can repair it ourselves.

**e) Sawbridgeworth Road Surface**

Water leak was repaired but there are still issues.

**f) Goose Lane Shrubs**

No update.

**g) Footpaths**

No update.

**25/210. OPEN SPACES MAINTENANCE**

**a) Village Car Park**

No update.

**b) Gaston Green Pond**

Nothing to report.

**c) War Memorial**

Chairman, Cllr Robert Wingard reported that permission is awaited for the TPO.

**d) General Maintenance**

Three noticeboards that needed repair were repaired. The clerk thanked Cllr John Brothers for repairing them.

**25/211. LITTLE HALLINGBURY NEIGHBOURHOOD PLAN (LHNP)**

Cllr Val McKirdy reported that there is not much to update as plan was approved at the extraordinary meeting and that Reg 14 consultation leaflets had been / will be delivered in the next couple of days. Drop-in sessions will be held on Friday 21.11.2025 and Saturday 22.11.2025. NP plan can be found on the NP website. Survey on the Neighbourhood Plan's website will be live on Friday 21.11.2025.

**25/212. AFFORDABLE HOUSING**

No communication from the landowner Hastoe contacted. They are now looking at finding names of landowners for other sites to consider for development.

**25/213. SPEED WATCH**

Chairman, Cllr Robert Wingard reported that in October there were 12 sessions; 218 people reported, average 18 per session were speeding. 31 over 40mph, highest speed 53mph. From January to October 2025 1,949 people were reported and only 36% were processed and written to by

Essex police. Most others were marked on the website as 'Out of force'. An additional speed watch location at Hatch Green was approved.

**25/214. NEIGHBOURHOOD WATCH**

Nothing to report.

**25/215. FIRST RESPONDERS**

Chairman, Cllr Robert Wingard reported he received an offer from somebody from the village to fund First Responders. He passed it on to First Responders representative who informed him that it would take 6 to 8 weeks to set up.

**25/216. GOVERNANCE**

Chairman, Cllr Robert Wingard postponed adoption of draft IT policy until January 2026 meeting. The Chair is of the opinion that the template IT policy provided by NALC in July 2025 was too vague.

21.29 – UDC Cllr Geof Driscoll left the meeting

**25/217. ESSEX COUNTY COUNCIL LOVE YOUR BUS INITIATIVE**

Chairman, Cllr Robert Wingard will report at the next meeting as there is transport meeting scheduled for the following day.

**25/218. CHRISTMAS LIGHTS CELEBRATION**

Preparations are underway. Those who volunteered to put up and decorate tree to liaise between themselves.

The celebration will take place on Friday, the 5<sup>th</sup> December 2025 starting at 7 p.m.

**25/219. FINANCE**

**a) Payments**

The following payments had been made during the period 13 September 2025 to 13 October 2025:

|                                            | £        |
|--------------------------------------------|----------|
| MD Landscapes (Anglia) Ltd – grass cutting | 878.48   |
| VMcK – reimbursement                       | 35.33    |
| RCCE – course                              | 35.00    |
| Clerk – salary and expenses April 2025     | 940.34   |
| HMRC – tax September 2025                  | 94.00    |
| HMRC – NICs September 2025                 | 59.81    |
| Handyman – salary July – September 2025    | 376.00   |
| Handyman – reimbursement                   | 104.00   |
| RW – reimbursement                         | 26.00    |
| Richard Mark Lawrance – hedge trimming     | 96.00    |
| PKF Littlejohn LLP – external audit        | 378.00   |
| Celina Colquhoun – planning help           | 2,700.00 |
| Received and agreed by Councillors.        |          |

**b) Income**

UDC - Precept £24,500.00

Received and agreed by Councillors.

**c) Balances on 13 October 2025**

Community Acc. £30,281.36

Business Premium Acc. (Reserves Acc.) £14,283.64

Received and agreed by Councillors.

**d) Bank Reconciliation**

Bank reconciliation was received and approved by Councillors and signed by Chairman, Cllr Robert Wingard.

**e) Approvals****e.1) Payments**

The payments were approved by Councillors and signed by Chairman, Cllr Robert Wingard.

**e.2) Literature**

The expenditure of £169.87 + VAT for Fourteenth Edition of Arnold-Baker on Local Council Administration was approved.

**f) Budget Update**

Budget update was received and agreed by Councillors.

**g) Payroll & Pension**

The Council agreed to appoint DCK Payroll Services at the earliest practicable opportunity, with December 2025 salaries to be processed by the payroll administrator. The Council also considered pension arrangements for the Clerk, noting a preference for NEST as the pension provider. During the discussion, two Councillors expressed the view that the matter should proceed without further delay, while another Councillor felt that, given the long-term implications, additional time was required before reaching a decision. The Council was unable to reach a conclusion on the level of employer pension contribution.

21.58 – the member of the public and UDC Cllr Neil Reeve left the meeting

22.01 – UDC Cllr Neil Reeve returned to the meeting

**h) Bank Arrangements (Cllr Robert Wingard)**

No update.

**i) Grants & Donations**

The grants were discussed, decided, and approved.

**j) Budget 2026 / 2027**

The Chairman, Cllr Robert Wingard, expressed a wish to postpone the budget decision, noting that he would prefer the budget to be prepared and presented in a different format. Several Councillors advised that the decision should be made at the current meeting. The Chairman outlined his reasons for deferring the decision, including the late hour, and therefore postponed the matter to the January 2026 meeting.

**k) Late Finance Matters**

None.

## **25/220. MISCELLANEOUS ITEMS FOR INFORMATION AND NOTING**

### **a) Items received in time for the agenda**

- EALC – E bulletins; New Hubs & Training Calendar November - March 2026; EALC Training e-bulletin- October courses 2025; newsletters and services;
- NALC – Chief's executive bulletins; nominations for 2025 governance elections.
- Uttlesford District Council, Planning and Building Control Registration Team - Weekly List of Planning Applications.
- Uttlesford District Council – link for agenda for Planning Committee 22 October and 19 November 2025; link for minutes for Planning Committee 22 October 2025.
- UDC, Democratic Services Officer - livestream link: Standards Training for Parish and Town Councillors, recording from standards training.
- Uttlesford District Council, Climate Change Team - Uttlesford's Waste Journey.
- RCCE, Community Engagement Officer – Task list for Regulation 14 and beyond; Household projections; State of Rural Services 2025 summary.
- Healthwatch Essex, Project Officer - Community Pharmacy Survey.
- County Councillor for Great Dunmow division, District Councillor High Easter and the Rodings, Chairman Essex Pension Fund – Love Your Bus Grant live from 01.11.2025 and engagement opportunities; Highways Highlights September 2025.
- Integrated Passenger Transport Unit, Local Bus Network Community Engagement Lead - Love Your Bus Grant launching 01.11.2025.
- Publisher and Editor of Your Harlow – email re articles. Circulated 03.11.2025
- UALC, Secretary - Reconvened AGM 2025: 24.11.2025, 7 p.m. via Zoom.
- UDC, Climate Change, Project Officer - Uttlesford's Waste Journey free event.

### **b) Late Items**

- EALC - Chief executive's bulletin: 6 November 2025
- YourHarlow.Com, Publisher and Editor - Invitation to send us any news.  
Council did not think there were any news worth sending.

## **25/221. MATTERS ARISING FROM PREVIOUS MEETING**

None.

## **25/222. MEMBERS' REPORTS**

Nothing to report.

## **25/223. ITEMS FOR THE NEXT AGENDA AND INFORMATION**

- Budget

**25/224. NEXT MEETING**

The next Parish Council meeting is scheduled to be held in Village Hall annexe 06 January 2026 starting at 20.00.

The motion to exclude the public was proposed by Chairman and it was agreed to exclude the public for the item 25/225.

22.16 – UDC Cllr Neil Reeve and Clerk left the meeting

**25/225. CLERK'S SALARY**

The Council considered and accepted the agreed 2025 / 2026 National Joint Council for Local Government Services (NJC) pay scales, to be applied from 1 April 2025.

22.24 – Clerk returned to the meeting

The meeting ended at 22.25

Signed.....  
(Chairman)

Date.....