

**UTT/1226/10/FUL - TAKELEY**

Demolition of Willow Tree Cottage and The Acorns along with outbuildings and redevelopment to provide 10 no. dwellings, garage and access

Location: Willow Tree Cottage/The Acorns Broadfield Road. GR/TL 570-213

Applicant: Mr Oliver Hookway

Agent: Mr Nigel Tedder

Case Officer: *Tony Ewbanks 01799 510606*

Expiry Date: 20/10/2010

Classification: MAJOR

**NOTATION:** Within Takeley / Little Canfield Local Policy 3 / TPO.

**DESCRIPTION OF SITE:** The site is situated in the western half of the Priors Green policy area just to the north of the point at which the Priors Green spine road (Fleming Road) passes across Broadfield Road, a privately owned road. To the north of the site are the properties along the southern side of Jacks Lane; to the east across Broadfield Road are a row of unlisted C19th terraced cottages. To the immediate south lies a strip of land which benefits from outline permission for one dwelling, beyond which is a small copse of trees. To the west lies Phase 9 of the Priors Green development which comprises of terraces and flats dwelling. The application site is largely flat and currently occupied by Willow Tree Cottage, a one and a half storey dwelling and The Acorns, a single storey annex to the north. Both properties are served by a concrete drive/yard. A large tract of overgrown garden sits to the south and west of both buildings and accommodates several timber sheds, kennels and other structures all of which are in a dilapidated state. The north western corner of the site is dominated by a group of mature trees subject to a Tree Preservation Order (TPO). Access to the site is via Broadfield Road which runs along the site's eastern edge. The committee visited the site two years ago at the time of a previous application.

**DESCRIPTION OF PROPOSAL:** The application proposes the demolition of Willow Tree Cottage and The Acorns and all ancillary outbuildings, the construction of 10no. dwellings and ancillary garaging and the provision of a new vehicular access and pedestrian accesses.

The application proposes 5no. three bedroom units in Plots 1 to 5 (inclusive) and 5no. four bedroom units on plots 6 to 10 (inclusive). The proposed scheme layout would incorporate plots 6 to 10 in a terrace fronting onto Broadfield Road with a single storey black weather boarded and gray tiled triple garage serving plot nos. 8 to 10. An additional three surface parking spaces will be provided immediately in front of each garage, all of which would be accessible only from the internal road layout. A garage located to the rear of plots 6 & 7 would serve their respective units, again providing one secured space and one surface space each on a short driveway. The remaining five units will be provided in the centre and western side of the application site comprising of two detached units and two semi-detached units. Each dwelling will be served with a garage and either one or two surface parking spaces within a short driveway. Each garage space will measure (internally) 3m wide by 7m deep.

Externally the development will utilise a palette of materials in various combinations including painted weather boarding (black or white), plain clay roofing tiles and grey slate, differently coloured render, stock brickwork, uPVC windows and timber doors. Each new property will be defined by a 1.8m high close bordered fence. A dwarf wall and piers are proposed to Broadfield Road frontage.

The application also proposes a communal green space in the north western corner of the site which provides for the retention of the mature trees which are covered by a TPO.

**APPLICANT'S CASE:** Design & Access Statement – available in full on file.

Design – General layout subject to previous preliminary enquiry for a scheme of ten units with an improved mix of 3 bed designs required by policy H10. Scale of development is two storey in keeping with the old and modern built forms. Use of detached, semidetached and terrace properties with first floor links allows for visual gaps to be incorporated into the built form. Revised elevation and layout plans have been submitted providing for a reduced ridge height of plots 6 to 10 fronting Broadfield Road along with material and fenestrational changes to provide greater vertical emphasis and to be more in keeping with the visual articulation of opposing Broadfield Road properties. The roof separation between plots 7 and 8 has been improved through the introduction of a further hipped end and the provision of a ground floor lean-to extension projecting 1m from the main elevations of plots 8 and 10 further enhancing the streetscene provided.

Access – Application site benefits from excellent public transportation and road network. Single point of access will be located to southern road frontage which will also act as a turning head for Broadfield Road. The principle of additional traffic using Broadfield Road will be more than adequately mitigated by the highway improvement works proposed. The submitted title includes both rights to use this private access (Broadfield Road) along with obligations to maintain the roadway. Reference made to previous appeal decision where the Inspector expressed no objection to the use of Broadfield Road for access '*subject to the imposition of Grampian conditions in relation to access....*'. Details submitted illustrating the provision of an improved combined running surface to the northern element of Broadfield Road along with 4m junction radii to the new spine road (Fleming Road) which is to be transferred to ECC Highways Department through an ongoing Section 38 process.

Ecologist Reports – available in full on file.

Initial survey carried out 8<sup>th</sup> September 2010 identified within the eastern gable end and attic space of Willow Tree Cottage a small accumulation (less than 50) bat droppings likely from Pipistrelle bats. Number of droppings indicates occasional use rather than evidence of an established roost such as an important maternity roost. A follow up dusk and pre-dawn survey completed on 13<sup>th</sup> & 14<sup>th</sup> September 2010 confirmed that bats were active within the area but only two common Pipistrelle bats were recorded emerging from beneath the lead flashing around the chimney on Willow tree Cottage's eastern gable. No bat swarming behaviour was recorded and no bats were recorded returning to the property during the pre-dawn survey. Overall the results indicate occasional use by individual bats. Following mitigation measures proposed:

- provision of nine bat boxes installed in groups of three in the mature oak trees to the north west before demolition of buildings and positioned in accordance with best practice;
- installation of four bat tubes - two on plot 4 (next to TPO trees) and two in roof gap between plots 7 & 8;

- provision of new planting of value to bats; and
- use of minimal lighting designed to minimise light spillage and pollution.
- final inspection by licensed/accredited bat worker of Willow Tree Cottage before supervised removal of roof tiles and soft strip protocol demolition of dwelling.

No evidence of other protected species found on site.

Arboriculturalist Report – available in full on file.

Visual inspection and assessment of site carried out in accordance with accepted arboricultural practices. Examination of external features of each individual tree also carried out. Principal objective of survey was to identify trees or parts of trees which appear to be in a hazardous condition and advice on remedial action. All trees covered by the TPO and the majority of the boundary trees could be successfully retained. Tree protection measures have been specified to protect these trees during the construction process. Only insignificant trees within the site may require removal for construction purposes. There are no opportunities to plant trees within the site as part of the development process.

Legal Document – available in full on file.

Copy of Land Registry Title and a solicitor's letter expressing opinion that the title which states the roadway must be maintained would allow for its improvement subject to the understanding that once such an improvement has been carried out it would be an implied obligation upon the Applicant to henceforth maintain the road to that improved standard. What is an improvement and what is high level maintenance is a fine line but even if it was concluded that the works were an improvement provided the Applicant accepts the fact that it would thereafter be the Applicant's responsibility to maintain the improved road nobody would be able to stop the road being improved.

**RELEVANT HISTORY:**

1. UTT/0260/79 – Outline application for single storey replacement dwelling. Approved 23<sup>rd</sup> April 1979.
2. UTT/2288/07/OP – Outline application for erection of 12no. dwellings: Refused due to poor access. Dismissed at appeal 24<sup>th</sup> June 2009 due to concerns about short and long term effect on protected trees and the drafting inadequacies of the S106 Agreement. The Inspector considered the proposal to be acceptable in highway terms.

**CONSULTATIONS:** Eight.

1. UDC Building Surveying – B5 access appears satisfactory but will be confirmed at Buildings Regs stage. Condition requiring full Code of Sustainable Homes Assessment to Level 3 is appropriate.
2. Natural England – based on revised information submitted no objection to proposed development. Refer to our standing advice.
3. Thames Water – No objection regarding sewerage infrastructure. It is responsibility of the developer to ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Water supply is responsibility of Veolia Water Co.
4. Essex County Council Schools, Children & Families Directorate – As an island site the proposal is covered by the SPG on Island Sites in Priors Green and would request that a Section 106 be condition requiring a contribution towards additional educational provision.

5. UDC Projects Officer – Revised drawings meet adopted Lifetime Homes criteria.
6. Essex County Council Archaeology – Recommend condition.
7. UDC Drainage Engineer. No comment on revised details.
8. Essex County Council Highways – no objection subject to conditions.

**PARISH COUNCIL COMMENTS:** Expiry date: 25<sup>th</sup> August 2010.

Of original and revised scheme – Object. Proposal is an over intensification of the site. The design of these properties is not in-keeping with surrounding properties (cottages). The access road is a private unmade shingle driveway, road is unsuitable for the increased volume of traffic. Drivers will drive directly off B1256 down Broadfield Road to access the site rather than using the spine road. Access road incapable of accommodating large/ heavy construction traffic. UDC must ensure proper processes are in place to protect the identified bats on site.

**REPRESENTATIONS:** Notification period expired 18<sup>th</sup> August 2010. Advertisement period expired 2<sup>nd</sup> September 2010. Site Notice period expired 1<sup>st</sup> September 2010.

Eleven Letters of representation received. Comments relate to:

- Over intensive development.
- Overlooking/loss of privacy and amenity of properties fronting Jacks Lane and Broadfield Road.
- Any development must protect the drainage ditches.
- Loss or potential harm to protected trees.
- Legal issues concerning ownership of Broomfield Road.
- Concerns over impact on quality of private road (Broadfield Road) and services within it, suitability of access for emergency services and construction vehicles .
- Impact on parking in Broadfield Road (insufficient car parking on site)
- Access should be from Priors Green development only
- Effect on water table and potential flooding.
- Potential Damage to neighbouring properties.
- Conditions should be attached concerning routes for construction traffic, wheel washing and road sweeping.

Amended plans and description of development received 10<sup>th</sup> September 2010. Re-consultation letters sent to neighbouring properties and Parish Council on the 14<sup>th</sup> September 2010. Nine further letters of objection received reiterating previous concerns.

**COMMENTS ON REPRESENTATIONS:** Planning issues relevant to the determination of this application are dealt with in the report below.

**PLANNING CONSIDERATIONS: The main issues are:**

- 1) **Whether the proposed would be compatible with the Master Plan and the Council's Supplementary Planning Guidance on Island Sites (ULP Local Policy 3 and the Supplementary Planning Guidance on Island Sites);**
- 2) **Whether the proposal scale, mix, design is acceptable and impact upon residential amenity (ULP Policy GEN2, GEN4, H10, the Essex Design Guide and the Supplementary Planning Guidance on Accessible Homes and Playspaces and on Energy Efficiency and Renewable Energy);**

- 3) **Whether the proposed access and parking arrangements are appropriate (ULP Local Policy 3, policies GEN1 & GEN8);**
- 4) **Whether the proposal will adversely affect any protected species (ULP Policy GEN7, PPS9 – Biodiversity and Geological Conservation and Circular 06/2005);**
- 5) **Whether the proposal would adversely affect any protected trees (ULP Policy ENV3 and PPS9 – Biodiversity and Geological Conservation); and**
- 6) **Whether or not social, amenity and infrastructure contributions are required (ULP Policy GEN6 and the Supplementary Planning Guidance on Island Sites).**
- 7) **Other material planning considerations – Drainage (ULP Policy GEN3 & PPS25 – Development and Flood Risk).**

1) Local Policy 3 sets out the parameters for the comprehensive development of the Prior's Green area. The Supplementary Planning Guidance (SPG) identifies and designates a number of small 'island sites' of existing development such as Broadfield Road and the application site and emphasises that development of such island sites is acceptable in principle. The SPG specifies that new development should gain access from the approved internal road network, that financial contributions should be made towards education, transport, sports, community and landscaping facilities, that affordable housing should be provided.

Vehicular access into the application site already exists. The application proposes relocating it further south from its current position i.e. closer to the Spine Road. Access from the west, via an existing internal estate road, involves land under the ownership/control of another house builder is unlikely to be forthcoming. Access directly off the spine road (Fleming Road) would involve traversing two separate land parcels result in a partial loss of a small wooded copse which is impractical and undesirable. The Planning Inspector formed the view in that a development of 12 houses served from Broadfield Road was acceptable in highway terms. The extent of objection received in this regard is noted but the Inspector has dealt with the issue and it is not possible to re-open the matter. Essex County Council Highways is satisfied with the use of the northern end of Broadfield Road.

2) Policy GEN2(a) requires a development's design to be compatible with the scale, form, layout, appearance and materials of surrounding buildings. The properties immediately to the east are small two storey terraced properties. The surrounding Prior's Green area has been developed in a range of house types, scales, forms and configurations. The proposal's design approach is in keeping with the vernacular architecture of Prior's Green. However following a request for further information revisions have been incorporated into the terraced units fronting onto Broadfield Road. The terrace would incorporate two main blocks connected and articulated by means of a first floor link and elongated by the single storey garage structure at the northern end. The terrace's architectural design, fenestrational detail and overall appearance has been altered to introduce greater variety of materials, colour scheme, fenestrational variety and visual articulation / vertical emphases such as chimney stacks and small lean to front extension which reflects the character and appearance of opposing Broadfield Road properties. The ridge height has also been reduced by 1m from 8.4m to 7.4m. The development's design is considered to be complementary to the scale, form, layout, appearance and materials of surrounding buildings and is therefore considered compliant with this aspect of policy GEN2.

Policy GEN2(b) states that development should safeguard important environmental features in its setting, enabling their retention and helping reduce visual impact. The application proposes the retention of the mature trees in the north west corner of the site. The issue of the proposal's potential impact upon these protected trees is more appropriately an issue to be considered under policy ENV3 but the retention, protection and incorporation of these trees as an amenity feature within the proposed layout goes to the subject matter of policy GEN2(b)

The comments received from the Council's Building Surveying section and Projects Officer are noted. With the application of appropriate conditions the proposal's revised and amended detailing is considered compliant with the requirements of Lifetime Homes, Code Level 3 - Energy Efficiency and the guidance set out in the SPGs on Accessible Homes and Playspaces & Energy Efficiency and Renewable Energy. The proposal is considered compliant with GEN2(f).

Policy GEN2(i) also sets out that development should not have a materially adverse effect on the reasonable occupation of a residential property as a result of overlooking, overbearing or overshadowing. The extent of objection received in this regard is noted. As plots 6 to 10 will face directly onto the opposing Broadfield Road properties a degree of overlooking will be created. However both existing and proposed terraces would be set approximately 14.5m apart which should go some way to mitigating the degree of overlooking or overbearing and any impact upon residential amenity. Using industry standard predictive measures the proposed would protect appropriate levels of sunlight and daylight and daylight to existing dwellings. The Essex Design Guide states that when applied to the fronts of houses this test would result in '*at least 10m spacing between opposite house fronts in a street*'. The 14.5m gap between existing and proposed Broadfield Road terraces would be well excess of this standard. The amenities of adjoining Prior's Green properties should not be significantly or adversely affected by the proposal given the extent of existing and proposed boundary treatment, planting, orientation and distance between properties. The proposed development is therefore not considered to have a materially adverse effect on residential amenity and can be considered acceptable under policy GEN2(i).

Policy GEN4 requires development and uses to be good neighbours and not cause material disturbance or nuisance to surrounding properties by virtue of noise, vibrations, smells, dust, light, fumes, electromagnetic radiation or exposure to other pollutants. Once completed the use of the development by its residential occupants should not give rise to any material or significant issue of noise, disturbance, smell, dust, pollution etc. Conditions can also be attached to any grant of permission requiring wheel washing facilities, hours of construction / delivery or parking/storage on site only can address some of the issues of concern raised by objectors. With such conditions the proposal may be considered acceptable under policy GEN4.

Policy H10 states all developments on sites of 0.1 hectares and above or of 3 or more dwellings will be required to include a significant proportion of market housing comprising small properties. The 5no. three bedroom units proposed as part of the scheme would be considered 'small properties'. The proposed provision of 50% of the development as three bedroom units is enough to be considered significant and therefore compliant with policy H10.

3) Policy GEN1 states that development will only be permitted if safe access can be achieved to the main road network; that the surrounding transport network is capable of accommodating associated traffic; that the safety of other road users is not compromised and that movement other than by car is encouraged.

Objection has been raised as to whether or not the Applicant is legally entitled to upgrade Broadfield Road, as it is under multiple private ownership. The legal opinion submitted by the Applicant which states that such improvement works can be carried out is also noted as is the opinion of the Council's Legal Section confirming that this issue is a legal rather than a planning matter nor is it material or relevant to the determination of this application. Whether or not the Applicant is prevented from implementing a grant of permission because of separate legal action it does not prevent the Council from determining and, if considered acceptable, granting planning permission. The Inspector considered that the matter could be overcome by a planning condition.

ECC Highways is satisfied with the proposal to upgrade the northern section of Broadfield Road to adoptable standards and with the provision of an appropriate junction with Fleming Road which will enable and improve access. Fleming Road however is presently under private ownership but subject to ongoing Section 38 proceedings to be taken in charge. ECC Highways is confident that such procedures will be satisfactorily concluded within the lifetime of any grant of permission for this application. However until such times the Applicant is not entitled and/or able to carry out the junction improvements with Fleming Road. Mindful of the Planning Inspector's opinion voiced in the previous appeal that highway safety concerns could be overcome by way of a 'Grampian' condition ECC Highways has proposed several conditions which restrict commencement of any development on site until such times as Fleming Road has been adopted as a dedicated public highway by issue of the Part 2 Certificate of a Section 38 Agreement and details of the proposed Broadfield Road improvements have been approved in writing by the Council. Subject to these and other conditions, the proposal is considered compliant with policy GEN1.

Policy GEN8 and the Essex County Council '*Parking Standards – Design and Good Practice*' document set out a requirement to provide a minimum of two parking spaces per two bedroom dwelling with each surface parking space measuring 2.9m wide by 5.5m long and each garage space measuring 3m wide by 7m deep (internal dimensions). Submitted layout and floorplan drawings illustrate the provision of at least two parking spaces per unit, one garage and one surface space each of which complies with the aforementioned minimum dimensions. The proposal is considered compliant with policy GEN8.

4) Policy GEN7, PPS9 – Biodiversity & Geological Conservation and Circular 06/2005 underline that development which has a harmful effect on wildlife, geological features, protected species or their habitats should not be permitted. The Ecologist Report submitted with the application recorded the presence of bats within Willow Tree Cottage's attic space. The Report concluded that the limited number of bat droppings and few recorded sightings during the dusk/pre-dawn surveys was evidence of occasional rather than permanent occupation. The extent of various mitigation measures set out in the Ecologist's report is noted and considered in compliance with Natural England's standing advice. Natural England having reviewed the additional information provided has expressed no objection to the Ecologist's findings or proposed mitigation measures. With conditions attached which ensure that the recommendations and

mitigation measures outlined by the Ecologist form part of any grant of permission, the proposal may be considered compliant with the policy GEN7, PPS9 and Circular 06/2005.

5) The previous appeal against refusal of outline permission (UTT2288/07/OP) was dismissed on the grounds of insufficient information regarding the likely impact upon the protected trees and their root systems. A principle objective of PPS9 in relation to aged or 'veteran' trees outside designated ancient woodlands is aimed at their protection as a valued amenity and biodiversity feature. Policy ENV3 states the loss of groups of trees or fine individual specimens through development will not be permitted unless the development outweighs their amenity value. The findings of the Arboriculturalist report are noted. There are various overgrown plants throughout the site which are of little visual or amenity value. Their removal to facilitate the proposal would not contradict policy ENV3. The Arboriculturalist's report found that a field maple located on the western boundary of the site had an unbalanced crown due to competition and deadwood within the crown. It designated the field maple as Category C2 or of low quality and value and recommended its removal. Under such circumstances the field maple's removal may be considered acceptable.

The principal focus of the Arboriculturalist report however was the evaluation of the group of protected Oak trees in the north western corner of the site and the assessment of the proposal's potential impact. The revised layout and position of the proposed dwellings, garages and other features requiring significant foundations have now been placed outside each of the Oak trees crown coverage areas and root protection areas (RPA). The report in summary concludes that at TPO trees as well as the majority of the boundary trees could be successfully retained. The report also detailed various mitigation measures and codes of practice regarding the trees throughout the site and within the RPAs such as root and ground protection measures, root protection zones, protective fencing and sensitive methods of erecting scaffolding. The provision of the Arboriculturalist report addresses the lack of one in the previous outline application which resulted in the reason for dismissing the subsequent appeal. The report's details, findings and recommendations, which can form the basis of a condition of permission, are considered sufficient to ensure construction operations and the eventual residential use of the site do adversely affect the continued viability and vitality of these protected trees. The proposal may therefore be considered compliant with the guidance of PPS9 and the specifics of policy ENV3.

6) The previous appeal against refusal of outline permission (UTT2288/07/OP) was dismissed on the grounds of lack of information pertaining '*a mechanism for delivering contributions in respect of community facilities and equipment, education and transportation*' as is set out and required by policy GEN6 and the SPG on Island Sites. The SPG sets out the basic contribution per dwelling as approximately £6,000 (at April 2002 prices) which are based on an assessment of the costs of primary and secondary education, transport enhancement, local sports and/or community centres enhancements and a financial contribution to structural landscaping and a 15 year landscape sum for its proper maintenance. As Section 106 Agreement, which is the appropriate mechanism for delivering an appropriate financial contribution, can be attached as part of a grant of planning permission, the proposal can be considered acceptable under policy GEN6 and the SPG on Island Sites.



7) Objection has been received that the proposed development would negatively affect the water table and therefore adversely affect adjoining Broadfield Road properties through property subsidence or ground slippage. The relatively flat topography of the area makes ground slippage unlikely. With regard to the potential for flooding. PPS25 – The site application is not in an area designated at risk from flooding. A Drainage Strategy Plan has been subsequently submitted proposing the incorporation of a Sustainable Urban Drainage Scheme (SUDS) along with communal rainwater harvesting (Code for Sustainable Homes) and details of how surface water from roads and parking areas will be drained via permeable paving. A fin drain is proposed at the new entrance into the site thereby further negating the likelihood of surface water run off spilling out onto the northern portion of Broadfield Road. The Council's Drainage Engineer has expressed no objection to these details which propose and therefore provide an opportunity for improved drainage within the site and along the northern portion of Broadfield Road. With the addition of conditions recommended by ECC Highways regarding preventing discharge of surface water onto the highway, i.e. Fleming Road, the proposal may be considered compliant with the guidance of PPs25 and the specifics of policy GEN3.

**CONCLUSION:** The proposal is considered acceptance and permission should be granted.

**RECOMMENDATION: APPROVAL WITH SEPARATELY CONDITIONS & SECTION 106 AGREEMENT (FINANCIAL CONTRIBUTION AS REQUIRED FOR ISLAND SITES)**

1. C.10.11. Construction traffic.
2. C.2.1. Time limit for commencement of development of development.
3. C.10.13. Wheel washing equipment.
4. C.10.14. Vehicle parking for site staff.
5. C.10.17. No occupation until spaces laid out.
6. C.10.21. No occupation of building until roads constructed and surfaced.
7. C.16.2. Full archaeological excavation and evaluation.
8. C.20.1. Acceptable survey mitigation/management plan - implementation of scheme.
9. C.20.3. If protected Species discovered get license from Natural England.
10. C.28.1. Implementation of accessibility scheme.
11. C.3.1. To be implemented in accordance with approved plans.
12. C.4.1. Scheme of landscaping to be submitted and agreed.
13. C.4.2. Implementation of landscaping.
14. C.4.6. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
15. C.5.1. Samples of materials to be submitted agreed and implemented.
16. C.6.2. Excluding all rights of permitted development within the cartilage of a dwelling house without further permission.
17. C.6.7. Excluding conversion of garages.
18. C.7.1. Details of external ground and internal floor levels to be submitted agreed and implemented - buildings.
19. C.8.15. Restriction of hours of operation.
20. C.8.29. Condition for compliance with code level 3 (five or more dwellings).
21. C.8.4. No deliveries except during hours specified.

22. No development shall take place until such time that the Part 2 Certificate has been issued to Countryside Properties Ltd in connection with the Section 38 agreement to adopted the estate road as public highway.

REASON: In the interest of highway safety.

23. Before development the provision of suitable access arrangements from the internal estate road network to the application site in connection with the demolition/construction operations, to include wheel washing facilities, turning and off loading facilities for delivery/construction vehicles within the limits of the site together with an adequate parking area for those employed in developing the site.

Details to be submitted to and agreed in writing with the Planning Authority.

REASON: In the interests of highway safety.

24. Before development of the application site commences the proposed improvements to Broadfield Road (north) shall be constructed, as shown in principle in drawing SK01, to include the following: · 4m radii kerbs on either side returning to a shared surface of 5.8m that shall be continued to the application site. · Pedestrian facilities at the

junction of Broadfield Road (north) with Fleming Road shall be provided to include transition facilities from a shared surface to a pedestrian crossing point to link with the existing footway/cycleway on the opposite side of Fleming Road to the site. · clear to ground visibility splay with dimensions of 2.4 metres by 33 metres to the east and west, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the junction is first used by vehicular traffic associated with the proposal and retained free of any obstruction at all times, details of which shall be submitted to and agreed in writing with the Planning Authority.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the Broadfield Road and the estate spine road in the interest of highway safety and accessibility.

25. Before development commences details showing the means to prevent the discharge of surface water from the development onto the highway shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out in its entirety prior to the access becoming operational and shall be retained at all times.

REASON: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

26. Before development commences details of the estate roads and footways (including layout, levels, gradients, surfacing and means of surface water drainage) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety.

27. Before occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Travel Information and Marketing Scheme for sustainable transport, approved by Essex County Council. Details to be submitted to and agreed in writing with the Local Planning Authority.

REASON: In the interests of accessibility and to promote the use of public transport, walking and cycling.

28. The carriageway(s) of the proposed estate road(s) shall be constructed up to and including at least road base level, prior to the commencement of the erection of any dwelling intended to take access from that road(s). The carriageways and footways shall be constructed up to and including base course surfacing to ensure that each dwelling prior to occupation has a properly consolidated and surfaced carriageway

and footway, between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs or other such obstructions within or bordering the footway. The carriageways, footways and footpaths in front of each dwelling shall be completed with final surfacing within twelve months (or three months in the case of a shared surface road or a mews) from the occupation of such dwelling.

REASON: To ensure roads/footways are constructed to an appropriate standard in the interests of highway safety.

29. All access to the site to be served via the internal estate roads of the overall Priors Green development.

REASON: To accord with Uttlesford District Council's Supplementary Planning Guidance to Takeley/Little Canfield Local Policy 3 - Priors Green (The 'Island' Sites).

*Background papers: see application file.*

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