

UTT/1944/11/OP – (Hatfield Heath)

(Referred to Committee by Cllr Lemon. Reason: height of buildings, overdevelopment of site , unsuitable for area.)

PROPOSAL: Erection of two dwellings with vehicular access from Chelmsford Road.
LOCATION: Land rear of Applegate and the Rowans
APPLICANT: Applegate & The Rowans
AGENT: Lindy Livings & Howes
GRID REF: TL 528-149
EXPIRY DATE: 23RD November 2011
CASE OFFICER: Madeleine Jones

1.0 NOTATION

1.1 Within Development Limits/ part Metropolitan Green Belt. Access onto a class A Road.

2.0 DESCRIPTION OF SITE

2.1 The plot is to the north of the Chelmsford Road approximately 350m to the east of the heath at Hatfield Heath. The site forms part of the rear gardens of the properties to the front of the site. The properties to the front of the site consist of two bungalows which both have single detached garages that are set back between the properties. Both properties are set back from the road. The site has two gated vehicular access points. The rear half of the site lies within the Metropolitan Green Belt and the front of the site lies within development limits (and therefore outside the Green Belt). The development pattern along this stretch of the road is ribbon development on both sides of the road although development in depth has taken place in recent years. To the front of Applegate between a hedge and the road is a hard standing for parking of one vehicle. There is a gravelled parking area to the front of the Rowans, which is separated from the road by a hedge and grass verge. The adjacent site, to the rear of the former site of Valdor, has recently gained approval for the erection of two detached properties and Valdor has been redeveloped to provide three new houses (a detached house and a pair of semis)

3.0 PROPOSAL

3.1 The proposal is for outline permission for the erection of two, three bedroom, detached, dwellings with vehicular access from Chelmsford Road. The application includes details of access, layout and scale and leaves with appearance and landscaping matters reserved for later approval. There would be a new access from Chelmsford Road between the two frontage buildings. The first six metres of the access would be of bound material with the remainder of the drive being of tar spray and shingle. Access to the rear properties would be via a driveway between the existing bungalows at the frontage of the site (Applegate and The Rowans). Each new dwelling would be approximately 13m x 11m and each would have an integral garage measuring 7m x 3m. The height of the properties would be 7m with an eaves height of 2.3m.

4.0 APPLICANTS CASE

4.1 Design and Access Statement (summary) Please see main file for full details.
The site is situated in Hatfield Heath. This is a sustainable location. The character of the area immediately around the application site is residential. While this is predominantly in the form of ribbon development on the road frontage, this is not exclusively the case as there are a number of situations where houses have been permitted behind. The locations of these are identified on drawing 1 submitted with the application. These include a recently constructed house, Rivendell, on the same side of Chelmsford Road as the application site and a house that is being constructed opposite Rivendell behind Camberley together with the former site of Valdor which is adjacent to the proposal.

The two houses will be positioned parallel with the frontage buildings within the development limits. They will be built to Lifetime homes standards. A collection area for bins etc will be provided adjoining the Chelmsford Road frontage for use by all of the householders.

Although having two floors of accommodation, the three bedrooms and bathrooms at first floor level are accommodated within the roof space.

The proposed houses will have a traditional design with a pitched roof and using traditional materials.

Ecology and Newt surveys have been submitted with the application.

5.0 RELEVANT SITE HISTORY

- 5.1 UTT/0574/88 (Applegate) - Provision of 3 bedrooms and bathroom within roofspace of bungalow approved 1st June 1988.
- 5.2 UTT/0807/01/FUL (Rowans) - Rear extension to house and repositioning of garage approved 2001.
- 5.3 UTT/0912/99/FUL (Rowans) - Insertion of dormer windows to front and rear roof slopes approved 1999.
- 5.4 UTT/1245/08/FUL (Valdor) - Demolition and erection of 1 pair of semi-detached dwelling and one detached dwelling with associated garages and turning areas. New vehicular access to highway. Approved 2008
- 5.5 UTT/1442/10/FUL (Rear of former Valdor) - Erection of two dwellings with vehicular access. Approved November 2010.

6.0 POLICIES

6.1 National Policies

- Policy PPS3 - Housing

6.2 East of England Plan 2006

- Policy H1 - Regional Housing Provision
- Policy SS1 - Achieving sustainable Development
- Policy ENV7 - Quality in the Built Environment
- Policy ENG1 - Carbon Dioxide Emissions and Energy Performance

6.3 Essex Replacement Structure Plan 2001

- Policy N/A

6.4 Uttlesford District Local Plan 2005

- Policy S3
- Policy S6
- Policy H4
- Policy GEN2
- Policy GEN1
- Policy GEN8
- Policy GEN7

Supplementary Planning Documents:

- Energy Efficiency and Renewable Energy has been adopted (October 2007)
- Essex County Council Parking standards have been adopted (January 2010)
- Accessible Homes and Playspace (November 2005)

- Hatfield Heath Parish plan

7.0 PARISH COUNCIL COMMENTS

7.1 Object on following grounds:

- a Impact on amenity of neighbours
- b Presumption against backland development
- c Highway safety
- d Metropolitan greenbelt compromise
- e Inadequate habitat survey.

8.0 CONSULTATIONS

Essex County Council - Highways

8.1 No objections subject to suggested conditions.

Thames Water

8.2.1 With regards to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 08458502777. Reason: to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. With regards to sewerage infrastructure we would not have any objections to the planning application.

Veolia Water

8.3 No reply received. Expiry date 27th October 2011

Drainage Engineer

8.4 The application states that surface water drainage is to be to soakaway which is the preferred option under PPS25. However, the vehicle access/hardstanding are stated to be of tar spray/shingle and block paving. Tar spray/shingle is not a permeable construction and nor necessarily is block paving. a suitable condition should be applied.

Internal Building Control

8.5 No reply received. Expiry date 27th October 2011

Natural England

8.6 No objections

Essex Wildlife Trust

8.7 No reply received. Expiry date 15th November 2011.

Project Officer

8.8 No reply received. Expiry date 27th October 2011

8.9 ECC Countryside and Ecology Officer:

I refer you to the Phase 1 Habitat and Biodiversity Survey dated June 2011 and the Great Crested Newt Supplementary Survey dated September 2011 which are attached to the above planning application. The recommendations in these reports should be conditioned.

The Habitat and Biodiversity Survey advises that the main species potentially likely to be affected are great crested newts and nesting birds.

Great crested newts are fully protected under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) and Schedule 2 of The Conservation of Habitats and Species Regulations 2010 making it a European Protected Species.

Under Section 1 of the Wildlife and Countryside Act 1981 (as amended), wild birds are Protected from being killed, injured or captured, while their nests and eggs are protected from being damaged, destroyed or taken.

A presence/ absence survey was taken for great crested newts which were not found. However, smooth newts were found in good numbers in a pond which is proposed to be removed as part of the development. While still important, unlike great crested newts (GCNs), smooth newts are not legally protected. The ecological consultant has proposed creating a new pond in one of the gardens of the new properties due to the loss of the smooth newt pond. It should be ensured that the developer informs the new house owners of the reason for the presence of their pond and they should be provided with advice on how to manage it for smooth newts.

The advice in Natural England's letters relating to this site should be followed, which are enclosed with the Great Crested Newt Supplementary Survey. Please ensure that Natural England is consulted on any additional matters that arise from this application, as requested in its letter of 8th August.

Despite ecological surveys being undertaken which suggest that protected species are not using the application site, it is possible that protected species may be encountered once works commence. As such Natural England recommends that the following informative should be appended to the consent (<http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standadvice/informative.aspx>):

'Should any great crested newts or evidence of great crested newts be found prior to or during the development, all works must stop immediately and an ecological consultant or the Council's ecological advisors contacted for further advice before works can proceed. All contractors working on site should be made aware of the advice and provided with the contact details of a relevant ecological consultant.'

9.0 REPRESENTATIONS

9.1 Eight letters of representation have been received. Expiry date 31st October 2011 (in summary)

Cobhams : We moved into our house 25 years ago for village life not to live on a housing estate having houses built in back gardens behind houses on a very busy road. Delivery vans already kerb crawl looking for house names that are tucked behind houses it is amazing that there has not already been a serious accident. Allowing the building of houses in back gardens is taking away the countryside and infringing on their neighbours privacy.

Roseacres: Object on the following grounds

1. Impact on amenity
2. presumption against backland development

3. cumulative impact
4. Metropolitan Green Belt compromise
5. Highway safety
6. Inadequate habitat survey

If approved the properties will be immediately on the boundary of narrow plots therefore when attempting to enjoy our garden we will be inches away from car fumes, household noise and rubbish bins, double (or greater) the amount of people located in the same area.

The proposed property designs have two storeys and will therefore overlook areas of our property previously free from encroachment . I would like it noted that the proposal for inclusion of second floor accommodation and associated dormer style windows is not clearly represented on the indicative site plans and elevations plan as there is no rear elevation drawing from which to assess impact. Equally there is no indication on the plans how natural light will be provided for the first floor bathroom to the front of the proposed property.

This impact on our right to privacy and respect for our home, and our right to the peaceful enjoyment of their property, contrary to the European Convention on Human Rights Article 8 and First Protocol Article 1, respectively. May we remind the council that as a public authority, it is under a duty to act in a way that is not incompatible with convention rights (HRA s.6)

Furthermore, during any period of building there will be significant noise disturbance and dirt and debris.

2. Presumption against backland development. We submit that at least of three of policy H4 criteria are not met.

The applicant makes out no case that there is a significant under use nor does the local plan.

There would be material overlooking or overshadowing of nearby properties.

In addition you will be aware that Planning Policy statement 3 (PPS3) removes gardens from the definition of developed land (Annex B) and states that the priority for development should remain focused on previously developed land (para 36) We submit that as this now excludes private residential gardens, gardens such as the proposed site now have more protection from new development.

3. Cumulative Impact

If approved this request will be the 3rd approved planning submission within 6 properties for infilling rear gardens with housing. The cumulative impact of which would significantly alter the natural and village environment to the rear of the properties. In this specific planning submission, if approved, where there were previously 3 properties there will now be 9 with associated car usage of approximately 18 vehicles. There are 4 situations of backland development along Chelmsford Road within 80 properties. Section 2.4 of D & A statement intentionally seeks to establish precedent for back garden development which is unhelpful and potentially misleading in assessing the impact of this individual request. I believe this proposal is not in keeping with the Hatfield Heath Village Plan whereby modest development/replacement of properties is accepted along with a focus on creating affordable housing.

Where previously there is a village style of series of gardens, commensurate with semi rural location of Hatfield Heath, there will be a small housing estate with the associated noise and disruption to wildlife.

Furthermore Local Policy H3 only permits infill housing on sites that comprise " previously developed land" As PPS3 makes clear, this excludes private residential gardens.

4. Metropolitan Green Belt Compromise.

I believe that the proposed development is not now "limited" nor " compatible with the character of the settlement" and that the development compromises the integrity of the Metropolitan Green Belt.

5. Increased vehicular access from the proposed properties to the already busy road will present increased risk. We would request that the impact of this side road should be assessed in the light of that permitted under UTT/1442/10/FUL
There would also be an increased risk to pedestrians who frequently use the footpath that the proposed access road would cross.

6. The habitat survey undertaken is inadequate and we submit that it cannot be relied upon as giving an accurate representation.
Appendix 2 of the survey contains the figures for the respective Habitat Suitability Indices (HSI) for the tow ponds that are identified in the vicinity of the site, with regard to Great Crested Newts. The pond to the east is calculated to have a HIS of 0.39 and thus deemed to be "poor" as habitat for GCN. However, this is an error. If one applies correctly the formula at section 3.1.3, the HIS is in fact to be 0.62 and should thus be deemed of "average" quality for the newts.

Wendycot: Strongly object to the overdevelopment that is taking place in the Chelmsford Road. In a very short space of time, 3 properties have become nine. There is also the impact on the village itself with extra pressure on the doctors surgery and the local school, not to mention the extra traffic along an already busy road. Having lived/worked here for over 70 years, we do not want to see the village ruined by this continued over development that is not in keeping with the character of the village.

Rowley Mile: As long term residents of this road we are very concerned about these new developments. Previous developments here look out of place. When the first of these back garden residences was allowed it unfortunately set a precedent. The whole character of this village is changing. Not only is there potential road traffic hazard on this very busy road with vehicles trying to gain access but the nature of these new residence is not conducive with a village settled community and are detrimental to our wild life.

Heathfield: I objected to the previous application and the objections still stand. The new dwellings create an estate which is out of keeping with the ribbon style housing in the area. It will lead to nine dwellings in an area where three dwellings existed last year. There are major concerns regarding additional traffic pulling onto a very busy road. It looks very much like a back door attempt to further develop the area after a company built three houses where a single house once stood. By applying via local residents, it is not as obvious to non-locals that an estate has been developed. This is entirely out of keeping with the local area.

Twin Ridge: Object to this application on the following grounds (summary)

1. The inevitable loss of amenity to neighbouring properties
2. The increasing move to an unsustainable level of housing density.
3. An increasing number of vehicle access roads will bring an increasing risk to pedestrian safety generally. In the case of UTT/1442/10/ful where the access crosses the footway, it appears as no more than a normal access to the fronting properties and therefore gives inadequate warning to users of the footway. Access to back properties should it seems be via a proper roadway with kerbs etc to warn all users. Presumably in the case of UTT/1944/11/OP the access across the footway will be similar therefore there will be two accesses fairly close to each other, which should be roadways but will only appear as driveways to the existing properties with their attendant risks.
4. The extra vehicle access points in this particular area create a road danger with vehicles entering and emerging adjacent to a bus stop.
5. The indisputable upset caused to neighbouring property owners.
6. The disruption to the bus stop area during any building works and consequently inconvenience and danger to bus stop users.
7. The difficulty for emergency vehicles/workers if an incident involved both the right hand property of UTT/1944/11/op and the left hand property of UTT/1442/10/FUL
These developments are squeezing additional properties into space that is restricted by the village development line and any covenants that apply to the back gardens of a number of properties along the north side of the Chelmsford Road. This squeezing

inevitably leads to any new properties being too close to existing ones with the resultant additional loss of amenity.

The Firs: I strongly object to this application for several reasons. Firstly overdevelopment of the site-to allow 2 extra 2 storey buildings behind existing dwellings, in addition to the development behind Valdor will result in 9 new houses, where there used to be 3.It would be a mini housing estate in all but name. Secondly invasion of privacy-2 storey houses will allow the occupants to directly look into the houses and gardens in front. This will allow no privacy at all for the occupants of the front houses. The associated noise from the rear properties will also impinge on the houses to the front. Thirdly increased traffic-as every house now has at least 2 cars there will be increased traffic and associated noise affecting surrounding houses. Lastly this development is not in keeping with the surrounding area-it is a semi rural area of properties with large open garden spaces, not squashed in over developed sites. You cannot allow this application to be approved or you will set a precedent which will alter the look of the village drastically and detrimentally.

In addition to the above three more letters (together with comments from some of the above residents) all opposing to the proposal have been received via Clr Lemon.

10.0 APPRAISAL

The issues to consider in the determination of the application are:

- A. Whether two new dwellings in this location are acceptable (PPG2, PPS3 & ULP Policies S3, S6, H4)
- B. Design, scale and impact on neighbours amenity (ULP polices GEN2 & GEN4)
- C. Whether there would be any adverse impact on highway safety (ULP polices GEN1 & GEN8)
- D. Whether there would be any adverse impact on protected species (PPS9 and ULP policy GEN7)
- E. Any other material consideration

10.1 **Whether two new dwellings in this location are acceptable (PPG2, PPS3 & ULP Policies S3, S6, H4)**

- A) The part of the site where it is proposed to erect the two new dwellings is located within Development Limit where policy S3 applies. This specifies that "development compatible with the settlement's character and countryside setting will be permitted within these boundaries". The rear of the site falls within Green Belt land and as such policies ULP S6 and national policy PPG2 apply. No development is proposed there, it would remain garden albeit associated with the new dwellings rather than the existing pair.

Policy S6 states that:

Infilling, limited development compatible with the character of the settlement and its setting will be permitted within Hatfield Heath village.

The general character of this road is of ribbon (linear) development with small clusters of dwellings (south of the road) towards the west end and more spacious dwelling to the east. To the north of the Chelmsford Road there is some development in depth which has occurred in recent years, permitted by the secretary of state and the council. Most of the properties have large rear gardens. Adjacent to the site two properties to the rear of the gardens of the new properties built on the site formerly known as Valdor have been approved. In this part of Hatfield Heath the development limit was drawn approximately 75 metres back from the road. This has provided the opportunity to develop sites like this and permit the erection of additional dwellings which couldn't occur further and due to conflict with greenbelt policy.

The proposed development would be within the development limits of the village whereby local plan Policy H4 for backland development applies. Policy H4 allows backland development subject to meeting the listed criteria. The impact upon amenity will be assessed below, with regards to making effective use of land there have been appeal cases in the past of similar developments that have been granted on appeal and this is a material consideration (Lingfield Hatfield Heath UTT/1692/02/OP allowed on appeal 2003).

The proposed dwellings would be built right up to the boundary of the green belt. The green belt boundary cuts across the rear gardens (rather than following the boundary line of their rear gardens) of the properties to the north of Chelmsford Road. Whilst it is proposed to build up to the development limits and Green Belt boundary the part of the proposed development that would be sited within the Green belt element would remain in garden use and therefore the impact as such upon the Green Belt is considered to be minimal and has been approved in other locations.

In addition policy H4 states that Development of a parcel of land that does not have a road frontage will be permitted, if all the following criteria are met:

- a) There is sufficient under-use of land and development would make effective use of it.
- b) There would be no material overlooking or overshadowing of nearby properties.
- c) Development would not have an overbearing effect on neighbouring properties.
- d) Access would not cause disturbance to nearby properties.

The existing properties have very long gardens, approximately 100m from the front boundary and the part of the site within to development limit has a density of around 10 dwellings per hectare. Even after the development the frontage dwellings would have rear gardens of over 1.00m² and the overall site density within the limit would be just around 21 dwellings per hectare. The very low current density is indicative of an underuse of land.

No overlooking of adjacent properties and can be controlled by condition. Officers judge that the development would be overbearing. The access arrangement is similar to other redevelopments permitted in Hatfield Heath and Little Hallingbury which are not normally considered to have a material effect on the amenity of neighbours.

The principle of development accords with local plan policies.

B Design, scale and impact on neighbours amenity (ULP polices GEN2 & GEN4)

The design and scale of the proposed properties are considered to be satisfactory. They meet guidance set out in the Essex Design Guide and comply with the adopted Lifetime Homes Supplementary Planning Guidance. The properties would not result in any material overlooking or overshadowing as the relevant criteria for back to back distance and sunlight/daylight standards are met.

The impact upon the front dwellings by way of noise, nuisance and disturbance would be minimal resulting from the proposed 2 dwellings. This is in accordance with Policies GEN4, GEN2 and H4 of the local plan.

C Whether there would be any adverse impact on highway safety (ULP polices GEN1 & GEN8)

Adequate parking provision would be provided in accordance with local plan policy GEN8 and the adopted car parking standards

The Highways Authority has no objections to this proposal and it is considered the access to the main road is capable of carrying the traffic generated by the development safely and that the traffic generated by the development can be accommodated on the surrounding network which is a Class A road. Reference has been made in representation letters in regard to pedestrian highway safety and in relation to the sites closeness to the bus stop. The bus stop is located to the east of the former Valdor and is

considered to far enough away so as not to be a material consideration. The present two access points will be combined into one shared access and it is therefore not considered that the proposal would be detrimental to highway safety.

D Whether there would be any adverse impact on protected species (PPS9 and ULP policy GEN7)

There is one tree to the east of the frontage which is subject to a tree preservation order, however the development can be accommodated without any adverse impact on the preserved tree.

A habitat and biodiversity survey has been submitted, together with a supplementary report relating to Great Crested Newts and following a pond netting exercise undertaken in August 2011.

The Countryside and Ecology Officer states that despite ecological surveys being undertaken which suggest that protected species are not using the application site, it is possible that protected species may be encountered once works commence and as such an informative should be appended to the consent. Natural England is now satisfied that the proposal is not likely to adversely affect any legally protected species.

E Any other material consideration

Planning permission was granted for similar scheme on the adjacent plot. Two appeals along this stretch of road have been allowed for similar developments.

11.0 CONCLUSION

The proposal is acceptable and should be approved subject to conditions.

RECOMMENDATION – CONDITIONAL APPROVAL

1 Approval of the details of the landscaping and appearance (hereafter called "the Reserved Matters") shall be obtained from the Local Planning Authority in writing before development commences and the development shall be carried out as approved.

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. (a) Application for approval of the Reserved Matters shall be made to the Local Planning Authority not later than the expiration of 3 years from the date of this permission.

(B) The development hereby permitted shall be begun later than the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be implemented in all respects strictly in accordance with the approved plans listed in the schedule of plans printed on this Decision Notice, unless agreed in writing by the local planning authority.

REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.

4. Prior to commencement of the development a vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres, shall be retained all be provided with an appropriate dropped kerb vehicular crossing of the footway/highway verge.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

5. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary of this site.

REASON: To avoid displacement of loose, material onto the highway in the interests of highway safety.

6. Prior to commencement of the development 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 interests of highway safety.

7. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.

REASON: to enable vehicles using the access to stand clear of the carriageway whilst the gates are being opened and closed in the interest of highway safety.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no development within Classes A to E of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place without the prior written permission of the local planning authority.

REASON: To prevent the site becoming overdeveloped and in the interests of the amenity of the occupiers of adjoining dwellings/buildings.

9. The development as designed, specified and built shall achieve the equivalent of a 'Code for Sustainable Homes' rating of 'Level 3', namely the dwelling emissions rate (DER) achieved shall be at least 25% lower than the target emissions rate (TER) as calculated by the Building Regulations 2006 Part L1A SAP methodology, and will incorporate other water saving and environmental features agreed with the planning authority.

The applicant will provide the planning authority with a design SAP rating of the proposed development carried out by an accredited assessor before work commences on-site, as well as details of water saving and other environmental features. The applicant will provide a SAP rating of the as-built development and details of water saving and other environmental features incorporated once the development within four weeks following its completion.

REASON: In the interests of the promotion of sustainable forms of development and construction and construction to meet the requirements contained in adopted SPD Energy Efficiency and Renewable Energy Adopted October 2007.

10. Before development commences details of surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of all surface water to the ground within the site by means of a sustainable drainage system, which should include levels of the drive, materials to be used and how it would be drained. The results of this assessment shall be submitted to the local planning authority. Subsequently the surface water drainage shall be carried out in accordance with the approved details before the first occupation of the dwellings and maintained in the same condition thereafter.

REASON: To control the risk of flooding to the development and adjoining land in accordance with Policies GEN2 and GEN3 Uttlesford Local Plan (adopted 2005).

11. The development hereby permitted shall be implemented in accordance with the scheme of mitigation/enhancement submitted with the application in all respects and any variation thereto shall be agreed in writing by the local planning authority before such change is made.

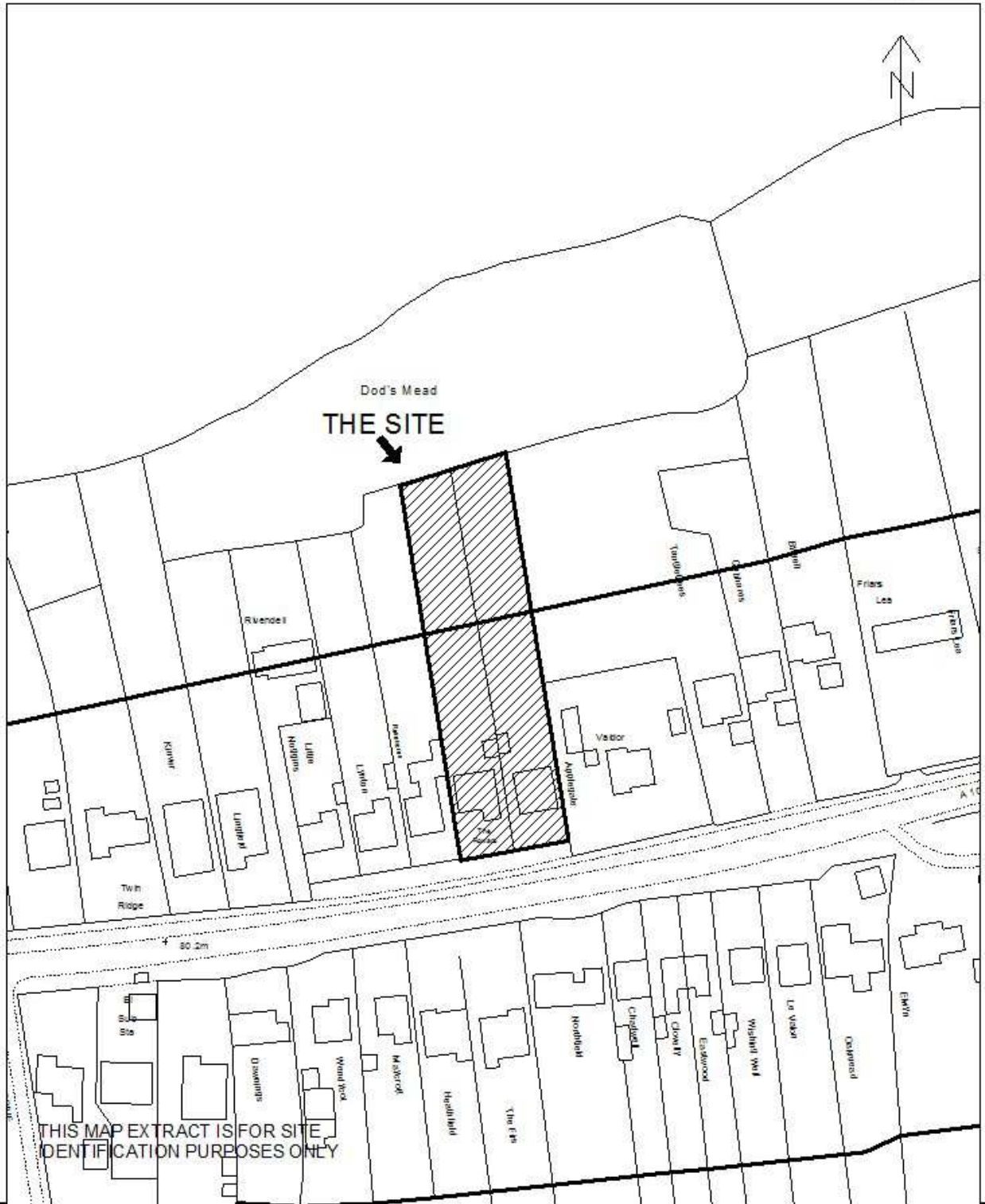
REASON: In the interest of the protection of the wildlife value of the site in accordance with Policy GEN7 and PPS9 of the Uttlesford Local Plan (adopted 2005).

12. If the development hereby approved is not commenced within two years of the date of this consent a further wildlife survey of the site shall be carried out to update the information on the species and the impact of development and the survey, together with an amended mitigation strategy as appropriate, shall be submitted to and be approved in writing by the local planning authority and implemented as agreed.

REASON: To comply with the requirements of the Habitats Regulations and to protect species of conservation concern in accordance with Policy GEN7 and PPS9 of the Uttlesford Local Plan (adopted 2005).

13. There shall be no windows above ground floor level inserted into the south elevation of either dwelling, the western elevation of plot 1 or the eastern elevation of plot 2

REASON: To avoid overlooking adjacent properties.



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