

UTT/15/0284/DFO - (STANSTED)

(MAJOR APPLICATION)

PROPOSAL: Details following application UTT/13/1618/OP (Outline application for approximately 160 house dwellings, with associated development and infrastructure) - Details of construction of a link road from Cambridge Road in the application site

LOCATION: Land at Walpole Farm Cambridge Road Stansted

APPLICANT: Bloor Homes/Martin Grant Homes

AGENT: Pegasus Group

EXPIRY DATE: 1 May 2015

CASE OFFICER: Maria Shoemsmith

1. NOTATION

1.1 Outside Development Limits, airport safeguarding, within 2km SSSI, Public footpath runs along the southern boundary of application site rear of properties fronting Rainsford Road, Archaeology, Adjacent to Protected Lane - Pennington Lane

2. DESCRIPTION OF SITE

- 2.1 The site is located off Cambridge Road (B1383), to the north of Walpole Farm. The application site covers a total area of approximately 10.3 hectares which is currently arable agricultural land. The farm leases buildings within the main farm complex to a potatoes packing company and for the storage of pallets. The site comprises of 2 fields. There are hedge and tree lines which separates the fields. There is an existing access which is taken off Cambridge Road and runs parallel to the road up to the main farm buildings. There is a drainage ditch which runs parallel to Cambridge Road and the internal access. The site has undulating ground levels.
- 2.2 There is a 'valley' that forms the spine of the application site running from the centre of the site, west to east. This is close to the northern boundary of the application site, which consists of a drainage ditch/Ugley Brook and the boundary hedge to the field and the site. The application site jets out at the top of the valley towards the northwest corner of the site where ground levels increase again.
- 2.3 The main farm buildings sit on a higher ground level as you enter into Stansted heading south-westwards.
- 2.4 The site is edged by Pennington Lane immediately adjacent to the site's western boundary where the site levels splay and increase.

- 2.5 There are existing allotments to the southwest corner of the application site, adjacent to Pennington Lane, which are proposed to remain and expanded. Also, there is a Public Right of Way adjacent to the southern boundary to the rear of properties which front onto Rainsford Road, Poulteney Road, Alderbury Road and The Rookery. This is also retained and forms part of the outline application illustrative scheme.

3. PROPOSAL

- 3.1 This application is for the reserved matters of the detail construction of the link road from Cambridge Road into the application site following the granting of Outline planning permission for "*all matters reserved (except for access) for the redevelopment of site to provide approximately 160 house dwellings , up to 600 square metres of commercial (B1) floorspace, approximately 0.45ha reserved for educational uses, seven full size allotments, paddock and community woodland area with associated open space, landscaping, access, parking and drainage*" 1st April 2014.
- 3.2 The link road would cover for the length of the road from Cambridge Road into the site, up to T-Junction of the proposed estate road where the housing development would begin. The proposal also includes a spur road that will provide the vehicular access in the retain facilities at Walpole Farm.
- 3.3 It has been clarified within the application submission that this application does not include any off site highway works which have been conditioned as part of the outline application and will form part of a separate discharge of condition submission.
- 3.4 The proposed main link road into the application site would consist of 5.5m wide carriageway, 2 x 2m wide footpaths either side of the road, increasing to 3m at the main road T-junction with the proposed roundabout. The proposed road would have a gradient of no more than 4-5%.

4. APPLICANT'S CASE

- 4.1 Condition 15 of the outline application requires the proposed estate road(s) to 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). Given that all dwelling houses will take access from this link road and that it will assist with the construction of the wider development site, it is pragmatic for it to form an individual reserved matters application while the details of the remainder of the development are being prepared.
- 4.2 The proposed layout of the link road and spur roads are confirmed with the illustrative layout and approved access position from Cambridge Road and do not prejudice the future layout of the wider residential site that will be submitted as a separate reserved matters application.
- 4.3 As such, this proposal complies with condition 15 and in bringing the link and spur roads forward as a separate reserved matters application to the wider residential site; it does not conflict with any other conditions set out within the decision notice for UTT/13/1618/OP.
- 4.4 The proposed development therefore fully accords with the development principles set

pout in the outline application and ensures that there is an appropriate means of access to the development and that this access along with its associated footpaths are constructed to the appropriate standard in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

4.5 The following statement has been submitted as part of the application;

- Ecological Assessment June 2013 (FPCR)

5. RELEVANT SITE HISTORY

5.1 UTT/13/1618/OP – Outline application with all matters reserved (except for access) for the redevelopment of site to provide approximately 160 house dwellings , up to 600 square metres of commercial (B1) floorspace, approximately 0.45ha reserved for educational uses, seven full size allotments, paddock and community woodland area with associated open space, landscaping, access, parking and drainage. Granted 1st April 2014.

6. POLICIES

6.1 National Policies

- National Planning Policy Framework

6.2 Uttlesford District Local Plan 2005

- Policy S1 – Development limits for Main Urban Areas
- Policy S7 - The Countryside
- Policy GEN1 – Access
- Policy GEN2 – Design
- Policy ENV12 – Protection of Water Resources

6.3 Stansted Mountfitchet Community Plan (2011)

The document identified that Stansted has enlarged over the years and states that any further attempts to significantly enlarge Stansted would be resisted.

7. PARISH COUNCIL COMMENTS

Stansted Parish Council

7.1 No comments

8. CONSULTATIONS

ECC Highways Authority

8.1 Further information/amendments were required.

8.2 Further comments following amendments;

The Highway Authority would not wish to raise an objection to the above application as shown in principle on drawing number E3273/760/B, and defines the alignment and dimensions of the access road between the B1351, (Cambridge Road) and the proposed development, subject to conditions.

9. REPRESENTATIONS

9.1 The neighbouring properties have been consulted of the application. The scheme has been advertised on site and within the local press. 24 letters of response have been received raising the following points;

- Increase in vehicle movement;
- Congestion;
- Infrastructure to capacity;
- Parking/Highway safety;
- Speed/speed limits of adjacent roads;
- Over development;
- Concerns that roundabout would lead to tail back for congestion into Stansted;
- Agree the roundabout is the best way to deal with this junction. It would need to be as safe as possible;
- Loss of agricultural land;
- Water levels;
- Sewage problems;
- Loss of views;
- School capacity;
- Set President;
- How and where will it link to the main road and what effects will it have;
- Relationship with High Lane and Alsa Street;
- Air pollution;
- Flooding in main road
- Vague application no details of landscaping;
- Improve footpaths in and out of the site;
- Improve visibility;
- Speed signs;
- Creation of formal parking bays for 1-4 High Lane;
- Improved lighting on road;
- Traffic calming measures and parking lay-bys on High Street;
- There are slow worms and snakes on site;
- The site is recognised as an ancient track and building;
- A new roundabout at the junction will probably be helpful;
- Should have easy crossing points to footpaths;
- Cycle provision;
- Flooding to the rest of Stansted;

The objections raised all relate to the principle of the development which has already been granted planning permission.

10. APPRAISAL

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

- A Access to the site and highway safety (ULP Policies GEN1, GEN8; Design and Good Practice; Development Management Policies);
- B Other material considerations

A Access to the Site and Highway Safety

- 10.1 The principle of the development, issues surrounding highway and pedestrian safety, traffic volume, infrastructure, flooding and ecology have been addressed and approved at outline stage subject to conditions. Matters concerning housing mix, landscaping and amenity would be further assessed at reserved matters stage. Nonetheless some of the points are addressed and clarified below in respect of the subject of this application.
- 10.2 This application is solely for the reserved matters relating to the main internal link road between the main road (Cambridge Road) leading to the housing estate element of the approved outline. The intricate detailing of the road such as materials, lighting, and joins would be the subject of separate highway applications under Section 38 and 278 of the Highways Act.
- 10.3 This application includes a re-sited location of the access into the site further southwards to enable the construction of a 4 armed roundabout which would allow vehicle movement from the site and from High Lane to access the junction with ease. It is stated that the proposed highway works would not only facilitate the proposed development it would also improve existing highway safety issues by reducing speeds. The decision to utilise a roundabout as opposed to a right hand turn has followed from discussions with ECC Highways at outline stage.
- 10.4 The detailed stage of the main link road through the application site has been the subject for further consultation with ECC Highways. As a result amendments have been sought regarding number of footpaths, size, footway/cycle path to roundabout, junction layout, visibility etc, also Section 38 internal adoptable standards requirements have been sought in the form of drainage and ditch details, crossing points, gradients of embankments and verges widths and street lighting. The plans have been amended and resubmitted reflecting the requested changes. ECC Highways have been consulted and as a result no objections have been raised subject to conditions.
- 10.5 The details of the proposed link road are acceptable and in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

B Other material considerations

Ecology

- 10.6 A Phase 1 Ecological Assessment of the site has been undertaken and submitted with the outline application and has been further submitted as part of this submission. This concluded that the site has low to moderate ecological value. The proposal would therefore comply with the requirements of ULP Policy GEN7. No objections have been raised by the Environment Agency further to additional information that has been

submitted and no objection has been raised by ECC Ecology subject to conditions at outline stage.

Landscaping

- 10.7 The outline scheme was supported by a Landscape Visual Impact Assessment that demonstrated that the development would not give rise to unacceptable visual impact. The approved indicative layout showed when carefully managed through the provision of a soft landscaped forecourt which would consist of 'rural characteristics' through incorporates measures to protect and enhance existing landscaping boundary treatment including reinstating and extending hedgerows with new planting and supplemented planting, water bodies, working with the existing ground levels etc. would address such concerns. However, as previously stated this would be addressed at a later reserved matters submission, and does not form part of this consideration.

Flood Risk and Drainage

- 10.8 The application site is located in Flood Risk Zone 1 and has a low probability of the risk of flooding. A Flood Risk Assessment has been submitted as part of the application. As part of the proposed scheme it is proposed that sustainable drainage elements would be included within the design of the scheme that the drainage would be diverted through the site in the form of swales, ditches and ponds. No objection has been raised by the Environment Agency at the time of assessing the outline application. Details of the water runoff, pipes would need to accord with highway adoptable standards. This has been considered as part of details of this application and further information has been sought and amended plans received. This scheme is only a small element which would feed into a strategic drainage system which has been condition as part of the outline consent. This is in accordance with Local Plan Policy GEN3.

Third Party Comments

- 10.9 Further to third party comments received relating to heritage remains, an Archaeological Assessment has also been undertaken and has been submitted as part of the outline application. This concluded that whilst no archaeological remains have been discovered on site there is a low potential that there may be remains on site.
- 10.10 Whilst there are 2 conservation areas and Grade II listed buildings within 400m of the application site the proposed development would not adversely affect their heritage significance. No objection has been raised by ECC Archaeology subject to conditions at outline stage. This is in accordance with Local Plan Policies GEN2, ENV1, ENV2 and ENV4.

11. Conclusion

- A Details of the link road have been amended to meet adoptable standards. No objection has been raised by ECC Highways subject to conditions. This is considered to be acceptable and in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan.
- B The ecological assessment submitted as part of the application concluded that the site is of low ecological value the proposed development would provide enhancements through the creation of the balancing ponds, strengthened and enhanced landscaping, also the inclusion of bat boxes. The character and biodiversity of Pennington Lane would be retained with minimal impact. The scheme would accord with Local Plan

Policies ENV8 GEN7 and the NPPF in this respect.

- C The application site is located in Flood Risk Zone 1 and has a low probability of the risk of flooding. Drainage would need to be diverted through the development through the use of new swales and ditches that would be linked to existing ditches. The scheme would also incorporate sustainable drainage systems through the inclusion of ponds through the site. The principle of this has been accepted at outline stage. This scheme is only a small element which would feed into a strategic drainage system which has been conditioned as part of the outline consent. This is in accordance with Local Plan Policy GEN3.
- D There are no new heritage issues which are raised by this application, in accordance with GEN2, ENV1, ENV2 and ENV4.

RECOMMENDATION – APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to first occupation the road scheme as shown in principle on drawing number E3273/760/B shall be constructed to adoptable standards and retained as such in perpetuity.

REASON: To provide free and unhindered access to and from the highway to the application site, in the interest of highway safety and in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

3. The junction of the proposed internal residential road and the access road at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 60 metres to the north and 2.4 metres by 60 metres to the south, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided prior to the first occupation of the development hereby permitted and retained free of any obstruction in perpetuity.

REASON: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interest of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

4. The junction of the access road and Walpole Farm access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 60 metres to the south-west and 2.4 metres by 60 metres to the north-east, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays

shall be provided prior to the first occupation of the development hereby permitted and retained free of any obstruction in perpetuity.

REASON: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interest of highway safety in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

5. The junction of the access road and Foul Pump Access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 60 metres to the north-east and 2.4 metres by 60 metres to the south-west, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided prior to the first the first occupation development hereby permitted and retained free of any obstruction in perpetuity

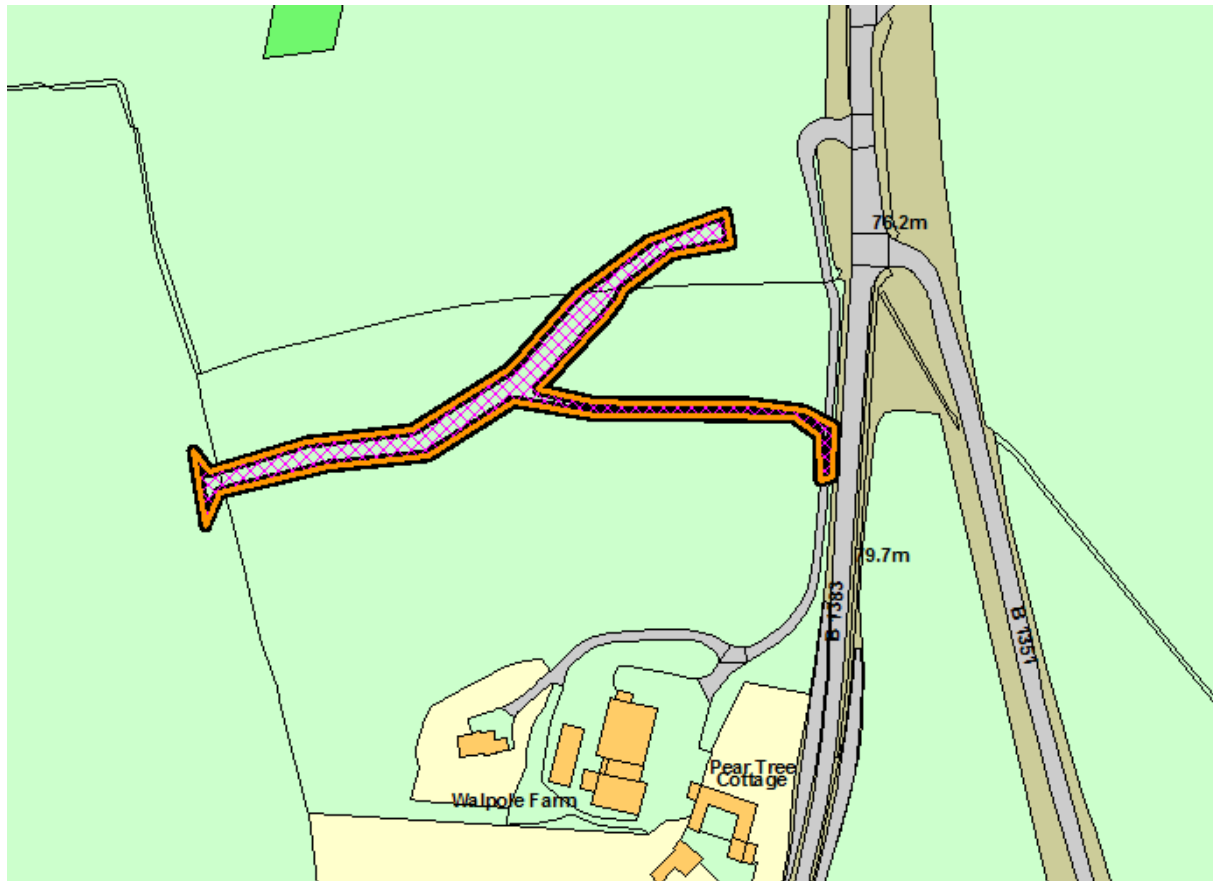
REASON: To provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interest of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

6. Prior to the installation of any plant or machinery associated with the foul pumping station and electrical substation to the north of the access road details shall be submitted to and approved in writing by the Local Planning Authority and therefore shall be implemented in accordance with the approved details.

REASON: in the interest of safeguarding the development and the visual amenity of the locality in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

Application no.: UTT/15/0284/DFO

Address: Land at Walpole Farm Cambridge Road Stansted



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Organisation: Uttlesford District Council

Department: Planning

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