

UTT/16/2538/FUL – (Newport)

(Referred to Committee by Cllr Hargreaves. Reason - Poor access)

PROPOSAL: Demolition of existing dwelling and construction of five dwellings including associated parking.

LOCATION: Redbank, Bury Water Lane, Newport

APPLICANT: Mr & Mrs A Sivell

AGENT: Landmark Town Planning Group

EXPIRY DATE: 27 January 2017

CASE OFFICER: Clive Theobald

1. NOTATION

1.1 Part within / Part outside Development Limits / adjacent to conservation area.

2. DESCRIPTION OF SITE

2.1 The site is situated on the north side of Bury Water Lane and comprises a narrow, rectangular and sloping residential land plot of approximately 0.27 ha containing a single dwelling which stands to the rear of residential properties fronting onto Bury Water Lane and to the immediate west of Joyce Frankland Academy. The site is accessed from Bury Water Lane by a long single width tarmac entrance drive, whilst a public footpath runs parallel with the drive from Bury Water Lane past the site along its eastern banked boundary and continues in a northwards direction alongside the side boundary with the school through to the top of Whiteditch Lane. The dwelling on the site is positioned in a slightly elevated position towards the enclosed rear boundary, whilst the front of the site is set mainly to grass either side of the approach drive. Wyndham Croft lies to the rear of the site.

3. PROPOSAL

3.1 This full application proposal relates to the demolition of the existing dwelling on the site and the erection of 5 no. detached dwellings with garaging and hardstanding parking spaces, together with private drive and turning area and represents a revised housing scheme for this site to the scheme refused under application UTT/15/2460/OP.

3.2 The dwellings would be two storied designed in traditional style and would comprise 4 no. four bedroomed units and 1 no. three bedroomed unit comprising the following:

Plot	Bedrooms	Garden amenity size	Parking
1	3	125sqm	3 No. spaces
2	4	102sqm	3 No. spaces
3	4	103sqm	3 No. spaces
4	4	140sqm	3 No. spaces
5	4	250sqm	4 No. spaces

- 3.3 The site layout for the scheme also shows 2 no. visitor parking spaces for the development behind a central turning area to accommodate refuse, delivery and emergency vehicles where a vehicle radius is shown on the site layout drawing. The private drive is shown at a width of 3.7m extending for its length with the exception of the frontage onto Bury Water Lane where it is shown at 5.5m for a distance of 8.2m back from the edge of the carriageway and at 4.8m at the central turning area. A bin collection point is shown within a recessed area at the front of the site. Nominal landscaping is shown for the rear boundary line of each plot within the development.

4. APPLICANT'S CASE

- 4.1 It is stated in the applicant's submitted Design & Access Statement that the revised housing scheme now fully overcomes the Council's reason for refusal cited for UTT/15/2460/OP with reference to housing number, layout, scale and parking where it is pointed out that ECC Highways did not raise any highway objections to the previously submitted proposal. It is further stated that the reduced number of dwellings proposed would be able to be accommodated on the site without compromising indicated access arrangements or the existing public footpath which runs along the side of the site. Paragraphs 1.2.6., 1.2.7. and 1.2.8. of the statement make particular reference to proposed access provision where it is stated as follows:
- 4.2 "In the first instance, the decision made under reference UTT/14/3265/OP appears to have been based in part on a misunderstanding of Government policy and in part in the belief that the planning application submitted was for detailed planning permission, not outline.

Secondly, under reference UTT/15/2460/OP our clients should have had a reasonable expectation of consistency in decision making by the Local Planning Authority. This practice commends the Officer's report that set out clearly and in depth how this application complied with policy both at National and Local level, and how it directly addressed some of the points raised in the earlier application: there was a reduction in density to only seven units; the Highways Authority, and indeed the refuse department of the Council, offered no objection and (not least); the application was in outline form.

Paragraph 32 in the NPPF sets out clear advice to Local Planning Authorities when considering applications against a Highway refusal. To advance a Highways refusal, the support of the Highways Authority is required. On two occasions, the Highways Authority has stated no objection. Members of the Planning Committee ignored the advice of Officers of the Council and Highways Officers and refused the planning application for reasons that they could not evidence.

This planning application in detailed form will allow Members of the Planning Committee to reconsider their decision made under reference UTT/15/2460/OP. It provides additional detail which shows a reduction in density, a high quality design, and – once again – a fully compliant scheme in terms of NPPF and Highways Policy”.

5. RELEVANT SITE HISTORY

- 5.1 Outline planning permission for the erection of 10 no. dwellings with new access road with all matters reserved except access involving the demolition of the existing dwelling at Redbank refused on 13 March 2015 (UTT/14/3265/OP). The application was refused for the following reasons:

- 1 The proposed illustrative drawing showing 10 no. town houses comprising of two and three and half storey residential buildings would not be compatible with the character of the area and its immediate built environment in terms of the siting, form, scale and appearance of the dwellings contrary to ULP Policies GEN2 and H3 of the adopted Uttlesford Local Plan (2005).
- 2 The proposed illustrative drawing for 10 town houses within this part of Newport would adversely add pressure to local infrastructure in the absence of any agreement for the provision of affordable housing and financial contributions to mitigate the education capacity impact and the provision of affordable housing within Newport. The proposal is therefore contrary to ULP Policy GEN6 of the adopted Uttlesford adopted Local Plan (2005).

5.2 A subsequent appeal against the Council's decision was subsequently withdrawn on 28 August 2015.

5.3 Outline permission for the erection of 7 no. dwellings with all matters reserved except access involving the demolition of the existing dwelling at Redbank refused on 25 November 2015 (UTT/15/2460/OP). The application was refused for the following reason:

"The development by reason of the number of dwellings proposed would result in a cramped housing layout leading to inadequate rear amenity provision for each dwelling and inappropriate resident parking arrangements which is likely to lead to vehicular conflict on the site in view of the nature of the proposed access road. Furthermore, the indicated site layout does not show any provision for a communal bin storage area where such provision would appear to be compromised by the number of dwellings proposed and the width of the site access. The proposal would therefore be contrary to the provisions of the NPPF which seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings and ULP Policies GEN2 and GEN8 of the Uttlesford Local Plan (adopted 2005)".

6. POLICIES

6.1 National Policies

- National Planning Policy Framework

6.2 Uttlesford Local Plan (2005)

- ULP Policy S3 – Other Settlement Boundaries
- ULP Policy S7 – The Countryside
- ULP Policy H3 – Infilling with new houses
- ULP Policy H4 – Backland Development
- ULP Policy H9 – Affordable Housing
- ULP Policy H10 – Housing Mix
- ULP Policy ENV4 - Ancient Monuments & Sites of Archaeological Importance
- ULP Policy GEN1 – Access
- ULP Policy GEN2 – Design
- ULP Policy GEN3 – Flood Protection
- ULP Policy GEN7 – Nature Conservation

Essex County Council Parking Standards – Design and Good Practice (Sept 2009)

7. PARISH COUNCIL COMMENTS

7.1 (It should be noted that the comments submitted for this application are the same as those submitted for planning application UTT/15/2460/OP):

“We believe the information supplied by the applicant’s agent is incorrect as development is shown on land they do not own.

The topographical survey supplied with the application differs with the land registry documents that we have provided in the Parish Councils objection submission”.

7.2 Comments:

1. The proposed dwellings would be outside development limits
2. No new houses should be built until the road infrastructure is improved. Newport Parish Council’s policy on any new applications, which involve School Lane and Bury Water Lane, has always been that no new houses should be built until the road infrastructure is improved.
3. The proposal includes a 5.5M road within the site which would come out on to Bury Water Lane which is a narrow lane. Additional housing will increase demands on the lane and lead to congestion.
4. Redbank does not own the full 5.5M at entrance
5. There is currently no continuous footpath or pavement to the main Cambridge Road (B1383) or any planned with this proposal which is contrary to Policy SPD2. The increase in traffic caused to the lane by this application would be extremely dangerous for pedestrians and particularly the disabled.
6. The distance to the Primary School and other village amenities is considered unreasonable.
7. Each development is being considered separately rather than looking at the total; no upper limit has been placed on the number of houses that can be built on White Ditch Lane or Bury Water Lane
8. This will be an additional load on our already inadequate foul water sewage system.
9. There is a significant flood risk; flooding has occurred on numerous occasions in the past and no doubt this will happen more frequently due to our changing climate. Earlier this year the junction of Bury Water Lane/School Lane was totally impassable. The surface water runoff from this proposed site will exacerbate the problem.
10. Proposals out of context with setting and village in terms of style or profile.
11. There is now an adequate supply of land and developments approved within Uttlesford to meet the five year needs of the Local Development Plan. Since this land lies outside the proposals within the Local Development Plan, as well as the village development limits, combined with other problems associated with this site, it should be rejected.
12. The proposed buildings are four bedroom houses. Development Management Policies intended that three quarters of all new build houses in Uttlesford should be three bedroomed or less. While this policy appears to have been lost in the consultation process, it should not be lost sight of.
13. There is inadequate parking provision and no parking for visitors which is likely to lead to vehicular conflict due to the proposed access road.
14. No swept path analysis
15. Insufficient access details and proposed rearrangement of public footpath or

- pedestrian access to public transport.
16. There are no parking spaces for residents of Bury Water Lane.
 17. The density is too high and not in keeping with the village and surrounding properties.
 18. The amenity area is inadequate and contrary to Policy GEN2.
 19. The provision for refuse bins is inadequate.
 20. There is no provision for disabled carriages.
 21. The PC believes tandem parking is not workable.
 22. Access to the proposed site is opposite a row of sixteenth century listed cottages that have no parking provision. This would therefore restrict access for construction vehicles and subsequent utility vehicles, i.e. fire, refuse vehicles etc.
 23. A fire engine would not be able to gain access as cars parked opposite, outside the cottages, reduces the road to a single track.
 24. UDC plan for 50 "windfall" houses per year. Newport seems to have had a very large share of these.

Please carry out a formal site visit before making a decision on this application and ensure that the visit is on a day when the Joyce Frankland Academy is open".

8. CONSULTATIONS

Aerodrome Safeguarding Authority for Stansted Airport

- 8.1 The proposed development has been examined from an aerodrome safeguarding aspect and does not conflict with any safeguarding criteria. Accordingly, the Aerodrome Safeguarding Authority for Stansted Airport has no safeguarding objections to the proposal.

ECC Highways

- 8.2 This latest planning submission is now for 5 dwellings and can therefore be served by a private drive which should have a width of 5.5 metres for the first 6 metres as shown on the submitted drawings. The access therefore complies with the emerging highway authority standards and allows 2 vehicles to enter and exit the site simultaneously without causing any delay to vehicles in Bury Water Lane. From a highway and transportation perspective, the impact of the proposal is acceptable to the Highway Authority subject to recommended highway conditions.

ECC Ecology

- 8.3 No objections. The site contains managed gardens and four buildings. All buildings were subject to an inspection for bat evidence and none was found. Nonetheless, the precautionary measures set-out on page 10 of the submitted Preliminary Ecological Assessment should be followed. The habitats on site are judged to be of limited conservation interest only providing habitat for nesting birds (all of which are legally protected). Impose bird nesting informative.

ECC Archaeology

- 8.4 **RECOMMENDATION:** An Archaeological Programme of Trial Trenching followed by Open Area Excavation - Reason: The Historic Environment Record and the Historic Environment Characterisation study indicate that the proposed development lies within a potentially sensitive area of heritage assets. No information has been

submitted with the application with regard to the potential historic environment impacts of the proposed scheme.

9. REPRESENTATIONS

9.1 Five representations received (Object). Neighbour notification period expires 3 October 2016 Advertisement expires 13 October 2016. Site notice expires 13 October 2016.

The neighbour representations are similar in nature to those received for UTT/15/2460/OP, which relate to the following main issues:

- Inappropriate location for residential development where Bury Water Lane suffers from serious congestion during school start and finishing times at Joyce Frankland Academy;
- The number of dwellings proposed is still too high for the site;
- The development would contribute to surface water flooding in the area where Wicken Water floods lower down stream from the site;
- Vehicular access shown for the development is compromised by poor visibility in each direction along Bury Water Lane and because of adjacent private front hardstanding areas on which resident cars are parked.
- The development would cause conflict with the adjacent designated public footpath;
- Dispute about the extent of ownership of the site

10. APPRAISAL

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

- A Principle of development, including sustainability, flood risk and countryside protection (NPPF and ULP Policies S3, S7, H3, H4, GEN2 & GEN3).
- B Whether access and parking arrangements would be satisfactory (ULP Policies GEN1 and GEN8).
- C Housing mix (ULP Policy H10).
- D Whether the proposal would be harmful to protected species (ULP Policy GEN7).

A Principle of development, including sustainability, flood risk and countryside protection (NPPF and ULP Policies S3, S7, H3, H4, GEN2 and GEN3)

10.1 The application site is situated on the north-west edge of the built-up area for Newport, which is regarded as being a key settlement for future growth for Uttlesford district in the Council's adopted local plan in view of the availability of local services it provides for the village and surrounding area. Therefore, consideration has to be given in this context and in view of the site's location as to whether the proposed development would amount to a presumption in favour of sustainable development in accordance with the requirements of the National Planning Policy Framework (NPPF). The NPPF identifies three dimensions to sustainable development; economic, social and environmental where these dimensions are not to be treated in isolation as they are to be seen as being mutually dependent.

10.2 The economic argument is such of course that the proposed development would generate economic activity for the duration of the development and has a limited wider impact beyond this. In terms of the social dimension, the site is located immediately adjacent to a large school complex which has a large catchment area

and is within close range of local services and amenities within the village. Set against this social dimension, the site is regarded as having good social connectivity in terms of its location where this has previously been considered to be the case for other development sites along Bury Water Lane, White Ditch Lane and also for Redbank itself under UTT/15/2460/OP.

- 10.3 In environmental terms, the site forms a single dwelling garden strip adjacent to the school in what can be considered to be a backland location, albeit that an access track currently serves the site. The majority of the site lies outside development limits (the settlement boundary runs along the rear of Rivendell, South View and Hill View to incorporate the front end of the entrance track) and is strictly contrary to ULP Policy S7 because of this. However, the site beyond the public footpath to the eastern boundary is bordered by school buildings, whilst Chadam House and the extensive grounds in which it stands is situated to the immediate west. The residential development of the site as proposed would therefore not have a damaging impact on the wider countryside at this location and the proposal would not as a consequence of this be contrary to the countryside protection aims of ULP Policy S7 or the environmental strand of the NPPF. As such, it is considered that the proposal would represent a presumption in favour of sustainable development when viewed against the three sustainability dimensions of the NPPF.
- 10.4 As with the previously submitted applications for this site, the housing layout would have a linear form following up the side of a new private drive. The dwellings would have a traditional design and appearance and would be appropriate for the site's location in keeping with the general character of the area at the edge of the conservation area which comprises a mixture of single storey and two storey housing. The reduction in the number of dwellings for the site from seven as shown for UTT/15/2460/OP to five means that the spacing between dwellings has increased resulting in improved rear garden amenity space for each dwelling to meet Essex Design Guide minimum garden standards and also improved parking arrangements for each dwelling. As such, it is considered that the revised scheme now sufficiently overcomes the layout and design concerns previously expressed by Members in relation to application UTT/15/2460/OP as reflected in the Council's refusal notice. A bin collection point is now shown for the bottom (front) of the site where this was not indicated for the previously refused scheme and the provision of this requirement now overcomes the second concern expressed by Members for UTT/15/2460/OP as also reflected in the Council's refusal notice.
- 10.5 The scheme layout would not give rise to any material overlooking of adjacent properties given the orientation of the dwellings and because of existing vegetated boundaries, albeit that the adjacent dwelling to the immediate west (Chadam House) is set at considerably lower ground level than the site. There would also be no loss of privacy between the dwellings within the site development. In the circumstances, the revised scheme as presented would comply with ULP Policy GEN2 in all respects.

B Whether access arrangements would be satisfactory (ULP Policy GEN1)

- 10.6 Vehicular access for the proposed development would be via a 3.7m width private access drive extending along the eastern boundary of the site from Bury Water Lane with the first 8 metres of the access road from the back edge of the carriageway being at 5.5m wide. The proposed site layout drawing shows that there would be the ability for two cars to pass each other for the width of the access drive where additionally the access would extend to 4.8m width for the middle section of the private drive in front of the indicated central turning area.

- 10.7 ECC Highways have been consulted on the current application as they were on the previous two applications for this site. ECC Highways have not raised any highway objections to the proposed development where they did not raise any objections to applications UTT/14/3265/OP and UTT/15/2460/OP. ECC Highways have conditioned that the front section of the site shall be to a width of 5.5m for the first 6m from the back edge of the carriageway to allow for safe access/egress onto Bury Water Lane. The proposed access would therefore comply with this requirement.
- 10.8 Access has been raised as an issue / constraint in local representations received against the current application where this issue was similarly raised against UTT/15/2460/OP in relation to both the access point onto Bury Water Lane itself and also the resulting intensification of traffic use of Bury Water Lane through the development and conflict with standing buses along the north side of the lane waiting to collect pupils from Joyce Frankland Academy. Whilst the Ward Councillor reason for the current application to be called into committee is on grounds of “poor access”, ECC Highways have not been able to sustain a highways objection to the proposed development, whilst it should be noted that Access did not in itself form a specific reason for refusal under UTT/15/2460/FUL. As such, it is considered that there are no highway grounds under which the Council can reasonably refuse the application under ULP Policy GEN1.
- 10.9 Whilst the submission by the Parish Council regarding the suitability of the existing access to carry the new access road and the retention of the adjacent public footpath are noted, any contention of third party land ownership rights fall outside the scope of a planning application where this was also raised as an issue for UTT/15/2460/FUL. However, ECC Highways are satisfied by an assessment of the submitted SLR report (as it was previously) that a suitable width private drive can be constructed at the site whilst leaving sufficient room for the public footpath to be retained and strengthened where necessary without hindering its continued use by the public.
- 10.10 Parking for each dwelling would comply with (and exceed in the case of the dwellings for Plot 1 (three bedroomed unit) and Plot 5) Uttlesford District Council minimum parking standards for 3 bed and 4 bed units respectively, whilst visitor parking (0.25 spaces per dwelling) would also comply with the standards (two spaces provided). All hardstanding parking spaces would be 5.5m x 2.9m in size, whilst the garage parking shown for Plot 5 would be 7m x 3m. As such, parking bay sizes would also meet ECC minimum parking by sizes. No objections are therefore raised under ULP Policy GEN8.

C Housing mix (ULP Policy H10)

- 10.11 The proposed development would consist of 4 no. 4 bed dwellings (Plots 2, 3, 4 and 5) and 1 no. 3 bed dwelling (Plot 1). Whilst this is not a preferred housing mix for the site, it is considered nonetheless that the mix is acceptable for this site location where the applicant's agent has changed the dwelling for Plot 1 from a 4 bed to a 3 bed unit at the Council's request. The agent has stated that the scheme would not be commercially viable were a second three bedroomed unit to be introduced at the site given the costs involved in developing this sloping site. In the circumstances, no policy objections are raised under ULP Policy H10.

D Whether the proposal would be harmful to protected species (ULP Policy GEN7).

10.12 ECC Ecology have commented that the site has a low habitat value for protected species given its residential nature and that the proposed development is unlikely to have a detrimental impact upon protected species based upon the ecology information submitted with the application. As such, no objections are raised under ULP Policy GEN7.

11. CONCLUSION

The following is a summary of the main reasons for the recommendation:

- A The development would by its location represent a presumption in favour of sustainable development and would not be harmful to the surrounding countryside given its close proximity to adjacent properties extending along Bury Water Lane. The development would make more efficient use of the land, whilst the site is not prone to flooding. The reduced number of dwellings now proposed for the site through the revised scheme is considered acceptable in terms of site layout and private garden space and now overcomes the main refusal ground under UTT/15/2460/FUL. A bin collection area is now shown to be provided.
- B Access and parking arrangements would be acceptable where parking provision shown for each dwelling represents a parking improvement and would be compliant with parking standards.
- C The housing mix would be acceptable for this location.
- D The development would not be harmful to protected species.

RECOMMENDATION – APPROVAL WITH CONDITIONS

Conditions

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

REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).

2. Before development commences full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-
 - a) proposed finished levels [earthworks to be carried out]
 - b) means of enclosure
 - c) car parking layout
 - d) vehicle and pedestrian access and circulation areas
 - e) hard surfacing, other hard landscape features and materials
 - f) existing trees, hedges or other soft features to be retained
 - g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
 - h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
 - i) details of siting and timing of all construction activities to avoid harm to all nature conservation features
 - j) location of service runs
 - k) management and maintenance details

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with ULP Policies GEN2 and ENV3 of the Uttlesford Local Plan (adopted 2005).

Justification for pre-commencement condition: Landscaping is the first requirement of a site development to make it acceptable to mitigate against its visual impact.

3. All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

REASON: to ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with ULP Policies GEN2 and ENV3 of the Uttlesford Local Plan (adopted 2005).

4. Before development commences, samples of materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be implemented using the approved materials. Subsequently, the approved materials shall not be changed without the prior written consent of the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

Justification for pre-commencement condition: To ensure that the appearance of the development does not prejudice the visual amenities of the area

5. The proposed private drive as shown in principle on SLR Proposed Access Arrangements Drawing No.002 accompanying the SLR Access Appraisal document dated September 2016 shall be constructed to a width of 5.5 metres for at least the first 6 metres from the back of the carriageway and provided with an appropriate dropped kerb crossing of the footway/verge.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway in the interests of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

6. The gradient of the proposed vehicular access shall be not steeper than 4% (1 in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1 in 12.5) thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a safe and

controlled manner in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

7. All of the dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4(2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

REASON: To ensure compliance with ULP Policy GEN2 (c) of the Uttlesford Local Plan 2005 and the subsequent SPD on Accessible Homes and Playspace in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

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), the garage[s] hereby approved shall be retained for the parking of domestic vehicles in connection with the use of the property and shall not be converted to another use, including conversion to habitable accommodation, without the prior approval in writing of the local planning authority.

REASON: To ensure that off-road parking is provided and maintained in the interest of traffic safety on the adjoining highway, and to avoid the requirement for further buildings for this purpose in accordance with ULP Policy GEN8 of the Uttlesford Local Plan (adopted 2005).

9. 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 F 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, to maintain minimum garden standards for the amenity of the occupiers of the dwellings and in the interests of the amenity of the occupiers of adjoining dwellings in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

10. An archaeological programme of trial trenching followed by open area excavation comprising the following sequential elements shall take place:

1. No development or preliminary groundworks shall commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority.

2. A mitigation strategy detailing the excavation/preservation strategy shall be submitted to the local planning authority following the completion of this work.

3. No development or preliminary groundworks shall commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork as detailed in the mitigation strategy and which has been signed off by the local planning authority through its historic environment advisors.

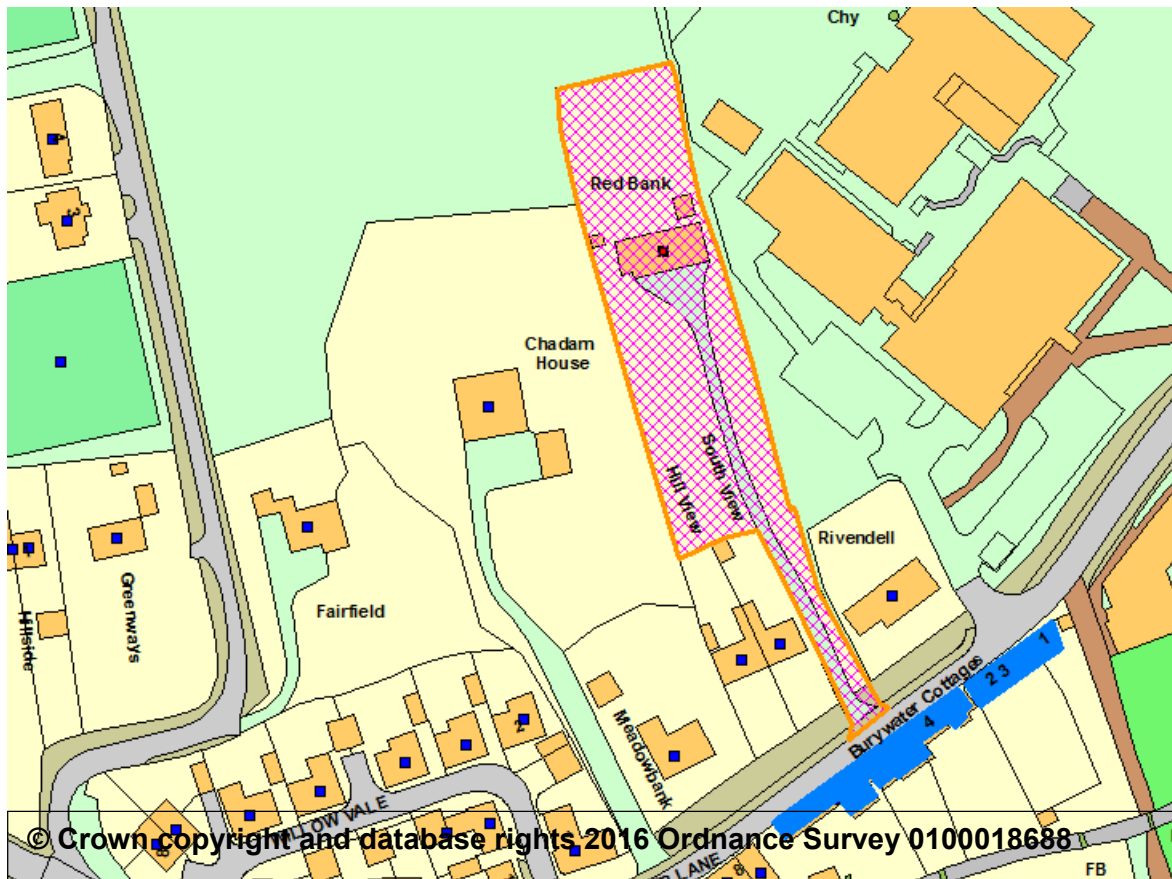
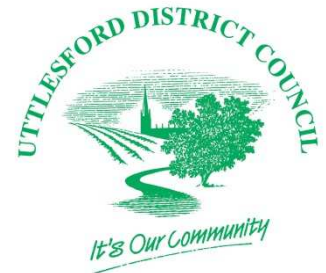
4. The applicant shall submit to the local planning authority a post-excavation assessment (to be submitted within three months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication

report.

REASON: To enable the proper inspection of the site by qualified persons for the investigation of archaeological remains and their subsequent recording and also for appropriate mitigation measures in accordance with ULP Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

Application Number: UTT/16/2538/FUL

Address: Redbank, Bury Water Lane Newport



Organisation: Uttlesford District Council

Department: Planning

Date: 23 December 2017