

**UTT/16/2632/FUL (STANSTED)**

(MAJOR)

**PROPOSAL:** Mixed use development comprising 10 no. dwellings, ground floor retail unit with independent first floor office and 1.5 storey commercial building, including associated garages, car parking, new access road and landscaping.

**LOCATION:** 14 Cambridge Road, Stansted.

**APPLICANT:** FOWE Developments & London and Stansted Furnishing Co. Ltd.

**AGENT:** Landmark Planning Ltd.

**EXPIRY DATE:** 15 January 2017

**CASE OFFICER:** Clive Theobald

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**1. NOTATION**

1.1 Within Development Limits / Town Centre SM1 / Part Protected Retail Frontage / adjacent to Grade II Listed Buildings.

**2. DESCRIPTION OF SITE**

2.1 The site lies predominantly behind the frontage to Cambridge Road to the rear of Nos.12-30 Cambridge Road. The site previously contained within its boundaries a single storey shop positioned onto the Cambridge Road frontage (No.14) and two storey and single storey buildings located to the rear used as auction rooms, a retail home furnishing premises and also storage premises with surface parking accessed from Cambridge Road. All of the buildings have now been demolished on the site due to their poor condition and the site now comprises cleared land which is enclosed to the Cambridge Road frontage by hoarding and recessed frontage gates. The site has an overall area of 0.42 ha and is uniformly level across the site.

2.2 The site is bounded onto Cambridge Road to the NE of the existing vehicular entrance by a single storey frontage building comprising a Tesco Express and to the NE of this by a two storey frontage building comprising a back pain clinic and to the north of this by a larger further two storey frontage building comprising a Co-operative food store with residential accommodation above. Further along, there is a frontage row of dwellings, half of which are listed. The site is bounded on its SE (rear) side by the Crafton Green car park, library and Parish Council offices and on its NE side by adjacent residential properties. The site is enclosed around its perimeters by closeboarded fencing with high level conifers additionally running along the eastern boundary of the site.

2.3 The site is bounded onto Cambridge Road to the SW of the existing entrance by a vacant two storey building formerly occupied by Barclays Bank, whilst The Greens Buildings exist beyond this. The site is bounded on its south side by the former Geneva Motors car sales and showroom premises (now under new name).

### 3. PROPOSAL

3.1 This full application proposal relates to the provision of a mixed use development on this cleared site comprising 10 no. market dwellings, a two storey frontage building comprising a ground floor retail unit with independent first floor office over (Unit 1) and a 1.5 storey commercial building to the rear of this building (Unit 2) with associated domestic and commercial parking, new access road from Cambridge Road and indicative landscaping.

3.2 The residential element of the scheme would comprise 5 no. detached dwelling units, a pair of semi-detached dwelling units and a row of 3 no. terraced dwelling units and would be a mix between two and three bedroomed units with an emphasis on three bedroomed units (7 x 3 bed units, 3 x 2 bed units). The dwellings would all be two storied in height and would be externally clad in a mixture of brick, render and weatherboarding under plain tiled roofs. The breakdown of the proposed dwellings for the presented scheme is as follows:

<u>Dwelling Unit No.</u>	<u>Number of Bedrooms</u>	<u>Garden amenity size (sqm)</u>	<u>No. of parking spaces (h/s)</u>
1	3	102	2
2	3	106	2
3	3	123	2
4	3	121	2
5	3	103	2
6	2	165	2
7	3	104	2
8	2	165	2
9	2	137	2
10	3	106	2

3.3 The housing layout would have a total of 20 no. allocated hardstanding parking spaces (two per dwelling), which would be a combination of covered and uncovered spaces. Each hardstanding space would measure 5.5m x 2.9m. The housing layout would also have 2 no. visitor parking spaces. Bin areas capable of providing two recycling bins per dwelling are shown immediate to each dwelling unit with the exception of the dwelling for Plot 2 (mid terrace) which would have its recycling point at the rear of its garden facing onto the commercial parking area.

3.4 The commercial element of the scheme would comprise 2 no. commercial units consisting of a two storey frontage building having a gross internal floorspace of 235 sqm designed in traditional building style with its principal elevation facing onto the beginning of the new service road and a larger 1½ storey commercial building situated behind beyond a frontage service area having two floors with a gross internal floorspace of 429 sqm also designed in traditional building style. The first floor of this building would have a series of rooflights running along the length of the building on both the principal and rear elevations.

3.5 The development as a whole would be served off a 4.8m wide carriageway, which would have a Size 3 turning head at the rear end of the housing element of the scheme. A marked out parking area for the two commercial units comprising a total of 16 no. parking spaces, to include 2 no. disabled bays together with a powered two wheeler parking space is shown laid out towards the front of the site

either side of the carriageway. A service area which would be used to house a commercial bin store and also a secure cycle store leads off of this parking area on the site's SW boundary. A 2m wide linking footway from the development to Crafton Green car park and the Parish Council Offices to Chapel Hill is shown leading out of the development in the south-east corner between commercial unit 2 and Plot 10.

#### **4. APPLICANT'S CASE**

- 4.1 The application is accompanied by a supporting planning statement prepared by Landmark Planning Group which sets out the extensive planning history to this site and states that the current application represents a revised and updated scheme to refused application UTT/15/1666/FUL for a similar mixed use redevelopment scheme for the site and seeks to address the Planning Inspector's reasons for dismissing that refused scheme in relation to parking provision for the commercial element of the scheme and the impact that commercial unit 2 would have had on the residential amenities of Plot 1 for the residential element of the scheme.
- 4.2 With regard to the outstanding planning issues as raised by the inspector for that appeal, the applicant's statement provides the following response:
- "The site has a long and complex history which effectively has been resolved by two major material planning considerations, the first being the refusal by Uttlesford District Council to grant planning permission under reference UTT/13/1126/FUL on 29 August 2013. This Decision was upheld on appeal. The second and most recent appeal decision issued following the refusal by Uttlesford District Council under reference UTT/15/1666/FUL is significant on a number of accounts. Firstly the housing scheme element of the proposal was found to be entirely acceptable by the Inspector. Secondly, notwithstanding the considerable amount of evidence submitted by third parties in relation to highway safety and the point of egress and access onto Cambridge Road, this scheme like her predecessor was dismissed. On the later point and indeed the entire decision issued, this was not subject to challenge by either the LPA, the Parish Council, Councillor Dean, the adjoining landowner or any third parties who made representations through the application and appeal process. Therefore, not only is this document a Design and Access Statement, but indeed can be viewed by the LPA as a statement of common ground".
- 4.3 "The scheme as now submitted is a response to the issues identified and the criticisms made by the Inspector in her decision on 17 June 2016. The Inspector found in favour of the residential scheme, which remains in its entirety as she determined. To highlight the differences between the former layout and content and what is now proposed is a reduced commercial building in height from three storeys to 1.5 storey, there is now maximum parking for the commercial element without tandem parking and careful regard has been given to the immediate context...It is therefore hoped that upon consideration by the Local Planning Authority that Members of the Planning Committee will take on board all the material considerations in this matter and will grant planning permission for the scheme as submitted".
- 4.4 The application is supported by the following consultant reports prepared by SLR Ltd:
- Transport Statement (Sept 2016)
  - Surface Water Management Plan (Oct 2016)

- Phase 1 Environmental Site Assessment (March 2015)

## 5. RELEVANT SITE HISTORY

- 5.1 The site has an extensive planning history relating to its proposed comprehensive redevelopment, which is set out below.

UTT/0215/12/FUL:

*Demolition of 8 no. existing employment buildings and erection of 14 no. dwellings comprising 6 x 3 bed units, 4 x 4 bed units and 4 x 5 bed units, erection of new retail unit with office space over fronting onto Cambridge Road with associated residential and commercial parking and landscaping*

Application refused.

UTT/1193/12/FUL:

*Demolition of existing buildings and erection of 14 no. dwellings, retail and office unit and associated garages, car parking, landscaping and footpath to the Crafton Green Car Park.*

Application refused.

UTT/12/6142/DEM:

*Prior approval application for demolition consent for demolition of various buildings on the site.*

Application approved (site cleared)

UTT/13/1126/FUL:

*Erection of 14 No. dwellings, ground floor retail unit with independent first floor office and 2.5 storey commercial building, including associated garages, car parking and landscaping.*

Application refused. Appeal dismissed.

UTT/15/1666/FUL:

*Mixed use development comprising 10 No. dwellings, ground floor retail unit with independent first floor office and 3 storey commercial building, including associated garages, car parking and landscaping.*

Application refused. Appeal dismissed.

Comments on UTT/15/1666/FUL:

- 5.2 This fourth planning application for the redevelopment of 14 Cambridge Road was recommended for approval by Officers, although the recommendation was subsequently overturned by Members at Planning Committee. In her decision against the subsequent appeal, the appointed Planning Inspector considered that the residential element of the scheme was acceptable as was the commercial use, but that the level of parking shown for the commercial element of the

scheme would be about half of the maximum set out in adopted parking standards which also included tandem parking in two blocks of four, which whilst could be an appropriate solution for residential properties, was not included in the various different parking layouts suggested in the parking standards. As such, the Inspector remarked that this parking deficiency, combined with the proportion of tandem spaces would be likely to lead to indiscriminate parking within Cambridge Road and the wider area exacerbating existing parking problems within the vicinity to the detriment of highway safety.

5.3 The Inspector was also of the view that commercial unit 2 by reason of its three storey height and existence of windows on its upper floors would have a material overbearing effect and loss of privacy by reason of overlooking on the occupiers of Plot 1, the nearest dwelling of the residential element of the scheme resulting in poor amenity and outlook for the dwelling. However, the Inspector considered that the amenities of properties within Clarence Road to the immediate north-east of the site would not be materially affected by way of overlooking given the separation distances involved, notwithstanding that the ground level within the application site was higher than these adjacent properties.

5.4 The following planning application is also relevant to the current application proposal:

UTT/16/1243/FUL:

*Proposed extension to existing motor trade showroom to create motor vehicle tyre, exhaust and repair facility and additional showroom with office over*

Site: Geneva Motors, Cambridge Road, Stansted.

Approved (development not implemented to date).

Comments on UTT/16/1243/FUL:

5.5 This "renewal" application for previously approved application UTT/13/1456/FUL for this adjacent car sales site to 10 Cambridge Road to the immediate south involved a new building which would have a workshop height with a footprint of 12.5m x 24.5m and a ridge height of 12m which would be set off the shared northern boundary with 14 Cambridge Road whereby the siting of the building would taper away from west to east in relation to this shared boundary.

5.6 In the delegated officer report assessment for this application proposal, due consideration was given to the likely impact that this new building positioned onto the boundary with 14 Cambridge Road would have on the residential amenities of any resubmitted mixed redevelopment scheme for that site following the previous refusal of UTT/13/1126/FUL (see above). In appraising the proposed scheme, the officer report stated as follows:

"The submitted scheme has not changed in any detail in relation to the design and layout of the proposed extension to the existing showroom building or the additional showroom with office over where the same drawings have been resubmitted for the current "renewal" application. In this respect, it should be emphasised that the larger new building on the site would still have an overall height of 12 metres as before. Therefore, the proposal would not have any additional impact upon the proposed redevelopment scheme at 14 Cambridge Road in terms of scale than as originally submitted for approved application

UTT/13/1456/FUL when the officer report for that application stated that whilst recognising that the extensions and workshops would be large in nature where the workshop would be 12m high that the development would be set back from the Cambridge Road frontage whilst at the same time having an acceptable relationship with the dwellings proposed for the redevelopment scheme at 14 Cambridge Road to the immediate north”.

- 5.7 The report added that, “In considering the living conditions of the residential occupiers of that adjacent mixed use development scheme at 14 Cambridge Road, the Planning Inspector in assessing the impact of other nearby influencing factors on residential amenity, namely the impact of the approved commercial development at Geneva Motors (UTT/13/1456/FUL), stated at paragraph 20 of her decision notice for UTT/15/1666/FUL for the refused scheme at 14 Cambridge Road that “I have taken account of the extant planning permission at Geneva Motors, but if built, the building would be further away from Plot 1 and would have a blank façade. Consequently, it would not cause the harm that the appeal proposal would”.
- 5.8 The officer report for UTT/16/1243/FUL concluded on this issue that,” Whilst it is accepted that any revised redevelopment scheme for 14 Cambridge Road is likely to result in changes to the commercial element of the scheme, particularly with regard to Unit 2, it is considered that a new site layout could be produced for that site that would mean that the extant approval scheme for 10 Cambridge Road (Geneva Motors) and any revised scheme for 14 Cambridge Road could work successfully side by side without significant and overriding amenity issues where the officer report for UTT/13/1456/FUL in the conclusions section crucially stated that “It is reiterated that the proposed application does not prevent the adjacent sites from coming forward and being developed. It is for the representatives of 14 Cambridge Road to provide a solution for this adjacent site involving the local community”.

## **6. POLICIES**

### **6.1 National Policies**

- National Planning Policy Framework

### **6.2 Uttlesford Local Plan (2005)**

- ULP Policy S1 – Development Limits for the Main Urban Areas
- ULP Policy SM1 – Local Centres
- ULP Policy E1 – Distribution of Employment Land
- ULP Policy E2 – Safeguarding Employment Land
- ULP Policy RS1 – Access to Retailing and Services
- ULP Policy S2 – Town and Local Centres
- ULP Policy GEN1 – Access
- ULP Policy GEN2 – Design
- ULP Policy GEN3 – Flood Protection
- ULP Policy GEN4 – Good Neighbourliness
- ULP Policy GEN6 – Infrastructure Provision to Support Development
- ULP Policy GEN7 – Nature Conservation
- ULP Policy GEN8 – Vehicle Parking Standards
- ULP Policy ENV2 – Development Affecting Listed Buildings
- ULP Policy ENV3 – Open Spaces and Trees
- ULP Policy ENV12 – Protection of Water Resources

- ULP Policy ENV14 – Contaminated Lane
- ULP Policy ENV15 – Renewable Energy
- ULP Policy H1 – Housing Development
- ULP Policy H3 – New Houses within Development Limits
- ULP Policy H4 – Backland Development
- ULP Policy H10 – Housing Mix
  
- ECC Highways Parking Standards (September 2008)
- Uttlesford District Council Parking Standards (February 2013)

### 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. The Plan identifies that the Uttlesford District Council's Strategic Housing and Land Availability Assessment (SHLAA) identifies a number of sites that could potentially bring forward housing schemes one of those sites identified is the subject application site and it is stated that the Parish Council agrees with this site (page 13 of Community Plan).

## 7. **PARISH COUNCIL COMMENTS**

- 7.1 "The Parish Council has recently considered the principles which it would apply to any proposal for development on this site – these are attached for your information. Members do not believe that this particular proposal meets the principles. However, we have recently been in discussion with the landowners' agent and believe that a further application, which would meet these principles, may soon be the subject of pre-planning advice and presented to the Parish Council for consideration".

## 8. **CONSULTATIONS**

### **ECC Highways**

- 8.1 The assessment of the application and transport assessment was undertaken with reference to the National Planning Policy Framework and in particular paragraph 32, the following were considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.
- 8.2 I am aware that this site has a long planning history and there are a number of concerns around the suitability and safety of the access. However, the site has permission for an existing use which would have generated vehicular traffic throughout the day, and uses an existing access. In assessing this application this is a material consideration. In addition, the safety of the access has been considered not only by the highway authority, but also by the planning inspector at appeal. I and colleagues have been on site visits a number of times and also considered the material, such as letters and CDs provided by objectors.
- 8.3 In terms of visibility from the access, the visibility splays conform to the higher DMRB standards and are not blocked by any permanent structures. Although there is a loading bay to the north of the access and a bus stop to the south, these are common features of a high street where there are many businesses with vehicular accesses and parking bays for customers. In this case, the width of the footway outside 14 Cambridge Road allows vehicles when exiting the site to see further north along Cambridge Road to gauge the level of traffic before

vehicles then become obscured by any HGVs parked in the loading bay.

- 8.4 Therefore from a highway and transportation perspective the impact of the application as shown on drawing BRD/15/006/002-D is acceptable to the Highway Authority subject to highway conditions.

### **ECC SUDS**

- 8.5 Thank you for the additional information received from the applicant on the 11 November 2016 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application following our earlier holding objection.

- 8.6 As the Lead Local Flood Authority (LLFA), this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15 April 2015. In providing advice, this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)
- BS8582 Code of practice for surface water management for development sites.

### Lead Local Flood Authority position:

- 8.7 Having reviewed the revised Surface Water Management Plan and the associated documents which accompanied the planning application, we consider that a surface water drainage scheme has been proposed which demonstrates that surface water management is achievable in principle, without causing flooding elsewhere subject to conditions being adhered to.

### **ECC Archaeology**

- 8.8 Recommendation: Trial trenching and Excavation.

### **NATS**

- 8.9 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

### **Stansted Airport safeguarding**

- 8.10 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. However, should any further information be submitted in relation to this, or any future applications for this site, the Aerodrome Safeguarding Authority for Stansted Airport must be consulted and



reserve the right to provide further comment.

### **Thames Water**

#### **Waste Comments:**

- 8.11 Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

Surface Water Drainage - With regard 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 the 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 groundwater. 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### **Water Comments:**

- 8.12 With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

### **Affinity Water**

- 8.13 You should be aware that the proposed development site is located close to or within an Environment Agency defined groundwater Source Protection Zone (GPZ). This is a public water supply, comprising a number of Chalk abstraction boreholes, operated by Affinity Water Ltd.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the sites then the appropriate monitoring and remediation methods will need to be undertaken.

For further information we refer you to CIRIA Publication C532 "Control of water pollution from construction - guidance for consultants and contractors".

### **UDC Environmental Health**

- 8.14 Recommendation: Approval subject to conditions

#### Comments

Thank you for consulting Environmental Health on this application.

#### Noise:

The site is adjacent to Geneva Motors, which has permission for a tyre, exhaust and repair facility (UTT/16/1243/FUL). This would be located behind the

proposed commercial building on the application site. It would only operate during the daytime, and the permission carries a condition requiring submission of a noise insulation scheme. For these reasons I do not raise any objection on the basis of environmental noise.

Contaminated land:

The submitted Phase 1 Environmental Site Assessment indicates potential sources of contamination and pollutant pathways on site which could affect the health of end users of the site. Further investigation in addition to the submitted report and appropriate remediation are required.

SuDS should be consulted regarding the risk to groundwater.

**9. REPRESENTATIONS**

9.1 7 representations received. In support = 3, Object = 4.  
Neighbour notification period expires 17 November 2016. Advertisement expires 17 November 2016. Site notice expires 17 November 2016.

Support:

- 9.2
- Revised scheme represents an improvement on the previously refused scheme by overcoming the planning inspector's concerns at appeal with regard to levels of commercial parking and the height of commercial building 2 and now represents an appropriate design layout for the site.
  - Can commercial deliveries be restricted to between 10pm and 6am?
  - Rumble surface should be put on the access road
  - Sainsbury's will not now be taking up the option of occupying the former Barclays Bank premises

Object:

- 9.3
- The revised scheme is still essentially the same as the refused scheme and fails to satisfactorily address the previously raised concerns relating to access and poor site visibility.
  - Proposal represents backland development which would be behind existing frontage retail units and would not be conducive to a good quality of living.
  - No need for further commercial premises within the vicinity of Cambridge Road. The commercial building would be later converted to flats.
  - Space taken up by the commercial premises would be better served by increasing car parking for existing retail units in Cambridge Road and providing access to Crafton Green.
  - Traffic problems still not resolved.
  - Housing density still not resolved.

Comments have also been received from Councillor Alan Dean, Ward Councillor dated 9 November 2016 regarding the current scheme, which are provided verbatim below:

9.4 "The design behind this application is an improvement on three past schemes for which applications and appeals were made and lost. Nevertheless, it does not achieve the standard that is expected for this location.

Whilst this is not a planning matter, the proposed scheme probably does not achieve the best market match that could deliver an optimum commercial outcome for the landowner and his agents.

The applicant seeks approval to build ten large, expensive homes in an enclave plot immediately behind a large convenience store and other buildings with old and unattractive rear features to the east of the high street in Stansted Mountfitchet. The applicant proposes that access to the site will be via a narrow (4.8m) road with a footway only on one side. The left side of the access road will be hard up against the wall of the large convenience store.

## 9.5

### **Evaluation**

The proposed design has many disadvantages that do not meet the requirements of Policy GEN 1, regarding poor access and compromised safety:

1. The access road will not be wide enough for commercial vehicles visiting the commercial properties to be able to pass with safe enough margins to avoid collisions.
2. Most pedestrian residents of the homes and their visitors would need to walk in the narrow roadway in the absence of a footway along the northern side of the access road. Pedestrians would be squeezed up against the wall of the large convenience store when walking to and from the homes, so compromising pedestrian safety.
3. Passing vehicles would also be squeezed up against the wall of the convenience store and would have to risk causing damage to their vehicles and the building.
4. The absence of a footway or other barrier by the wall of the large convenience store means that there would be no splays, normally of 1.5m width, at the throat of the road to provide certain clearer visibility of and for pedestrians walking on the Cambridge Road footway.
5. The approval of application UTT/14/1549/FUL for only three dwellings at the Wood Grill restaurant/former Yuva restaurant site directly opposite the current application site was conditional on the creation of 1.5m splays to avoid a blind egress. It would be wholly inconsistent for this requirement to be excluded from the current application.
6. Essex Highways is currently calling for the access at a nearby application site, the former Three Colts site, 86, Cambridge Road, Stansted, UTT/16/2771/FUL+LB, to meet a new standard of road width at 5.0m. The applicant at the Three Colts is expected to comply with that request. At least the same or wider width standard should be required for this application. 14 Cambridge Road is a much busier location for pedestrians and vehicles, both within the application site and immediately outside it, than is the case at no. 86. The site will have a shared residential/commercial use, not a simple, small residential use.
7. See Annexe for an extract from the new standard. The standard calls for 6.0m wide combined pedestrian and vehicular access. However, as the proposed development would be mixed use, and will have pedestrians transiting the site from a public car park, there is a case for avoiding a combined pedestrian and vehicular access. Instead there should be not only the footway shown on the southern side of the access road to serve the commercial building and car park users, but also a footway on the northern side to serve the residential properties and to provide the visibility spays at the mouth adjacent to the busy B1383. The proximity of the major B1383 highway calls for more stringent measures than those described in the extract from the Essex Design Guide annexed below.
8. A safe and workable access and egress from the site should not be sacrificed in order to maintain a street-facing retail unit for which there is questionable

market demand, especially in an area where the market “push factor” is high owing to the traffic and parking congestion. The council should waive its retail retention policy in this location to assist the achievement of traffic and parking improvements that benefit the wider commercial vitality of Cambridge Road and instead help to change the market environment from a “push factor” to a “pull factor” by widening the access road.

9. In addition to the foregoing points about the actual access road set out above, I maintain my position at the last application and appeal that the entrance to the site and the exit from it into Cambridge Road is too narrow with poor sight lines; there would be a dangerous conflict with pedestrians and with passing vehicles and with parked lorries outside the Tesco convenience store and with buses at the bus stop immediately outside the site. The site does not afford a 70m unobstructed clear visibility because there is an HGV delivery bay located square up to the edge of the junction of the B1383 with the site access road.

I urge refusal of this application for the above reasons”.

#### 9.6 **Marketability**

I made reference above to the marketability of the application scheme. The disadvantages of this scheme at this location with its surrounding degraded environment are comparable with a current development in Lower Street, Stansted which is reported to be struggling to sell its residential accommodation. The demand for commercial units at this location may also be restricted by the poor traffic conditions. The location may be more successfully promoted for a development that contained apartments for more elderly members of the population. More elderly residents would benefit most from local services on their doorsteps and would be likely to generate fewer vehicular movements themselves. So whilst the latest scheme is better than previous ones it is still a wrong design in the wrong place.

Additional comments have been received from Councillor Alan Dean, Ward Councillor dated 16 November 2016, which are provided verbatim below;

9.7 “In my previous representation I made reference to the access and egress for the site onto Cambridge Road, the B1383, which I understand has a critical designation owing to local congestion, in the following terms:

- In addition to the foregoing points about the actual access road set out above, I maintain my position at the last application and appeal that the entrance to the site and the exit from it into Cambridge Road is too narrow with poor sight lines; there would be a dangerous conflict with pedestrians and with passing vehicles and with parked lorries outside the Tesco convenience store and with buses at the bus stop immediately outside the site. The site does not afford a 70m unobstructed clear visibility because there is an HGV delivery bay located square up to the edge of the junction of the B1383 with the site access road.
- I wish to invite highways and planning officers to examine photographs that can be viewed and downloaded at the following link when they evaluate the proposed junction and its suitability without improvement for traffic to emerge onto the B1383. A CD of these will be posted to Essex Highways”.

## 10. APPRAISAL

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

- A Principle of development (ULP Policies S1, E2, SM1, RS1, H1, H3, H4, GEN6)
- B Housing Mix (ULP Policy H10)
- C Whether access arrangements would be acceptable (ULP Policy GEN1)
- D Whether parking arrangements would be acceptable (ULP Policy GEN8)
- E Density, scale and design (ULP Policy GEN2)
- F Impact on residential amenity (ULP Policy GEN2)
- G Contamination (ULP Policy ENV14)
- H Surface water arrangements (ULP Policy GEN3)

### **A Principle of development**

- 10.1 The principle of the re-development of this brownfield former commercial site for mixed residential and commercial use involving the loss of existing commercial buildings has been previously accepted by the Council through the various planning applications submitted for this now cleared site, most recently with application UTT/15/1666/FUL. The current scheme as resubmitted following the subsequently determined appeal for UTT/15/1666/FUL is essentially the same as the previously submitted, albeit refused scheme in terms of site layout and relationship between the residential and commercial elements of the scheme, but with the difference this time that the level of commercial parking has been increased where this was considered to fall short of maximum commercial parking requirements by the Planning Inspector and that the height of commercial unit 2 has been reduced in height from 3 storeys to 1½ storeys so as to address the Inspector's concerns with regard to residential amenity.
- 10.2 Given this previously stated Council position, it follows that the principle of re-development of the site remains acceptable for the current application and no objections are raised to the submitted proposal on this basis whereby the proposed development would accord with national planning policy (NPPF) and relevant adopted local plan policies where there has not been any material changes in planning policy since the refusal of UTT/15/1666/FUL to influence the assessment and outcome of the proposal in this regard..

### **B Housing Mix**

- 10.3. The proposed development would have a housing mix of 7 x 3 no. bed housing units and 3 x 2 no. bed housing units. The latest Uttlesford Housing Survey has identified that there is a local demand for 3 bedroomed family housing units within the district and the provision of this ratio of 3 bedroomed units within the housing mix for the submitted scheme would therefore meet this demand. The housing mix for the development is therefore considered acceptable and no objections are raised under ULP Policy H10.

### **C Whether access arrangements would be satisfactory (ULP Policy GEN1)**

- 10.4 The matter of whether the proposed development would be served by an adequate means of access from Cambridge Road has been afforded much discussion through the previously determined planning applications for this site and at appeal whereby the existence of the Tesco Express store on the northern corner of the site means that this building serves to constrain to some extent site visibility for drivers of vehicles who would be driving out of the site development.

However, whilst the previous planning inspector for UTT/15/1666/FUL acknowledged this position, she did not consider this issue to be an overriding reason for refusal where it should be noted that this issue did not form a reason for refusal by the Council for UTT/15/1666/FUL nor did it form one of the two rejection reasons at appeal. As relevant and pertinent to this issue, ECC Highways did not raise any specific highway objections to the means of access during previous application consultations, whilst the ECC Highways Officer for the current application in her consultation response has similarly raised no highway objections to the proposal both in recognition of this fact and as the access is of an established nature.

- 10.5 The proposed development would be served by a 4.8m wide service road with Type 3 turning head which would be capable of allowing a car and a commercial vehicle to pass side by side and would also allow both a fire engine and a refuse vehicle to access the site and turn around at the end of the development as demonstrated in the swept path analysis drawings contained within the Transport Statement prepared by SLR. The drawings also show that it would be possible for both a fire engine and a refuse vehicle to be able to turn into the service road off Cambridge Road from both directions safely without interference.
- 10.6 Given the continuing lack of a highway objection to the development from ECC Highways, it is considered that there are no valid planning grounds under which the planning application as submitted like its predecessor application can be refused planning permission in relation to the matter of vehicular access and no objections are therefore raised under ULP Policy GEN1.

**C Whether parking arrangements would be satisfactory (ULP Policy GEN8)**

- 10.7 The scheme layout as shown for the current application has been changed to reflect the comments made by the Planning Inspector at appeal for refused application UTT/15/1666/FUL and now provides an improved level of commercial parking for the site. This has been achieved by moving commercial unit 2 further along into the site along the service road whereby four spaces which were previously shown to the rear side of the building adjacent to the domestic parking for the dwelling for Plot 10 have now been moved to the front of the site to be included with the remainder of the commercial parking spaces making a total of 16 spaces in this front area, whilst the parking layout as shown now does not include any tandem parking spaces and thus reducing the likelihood of traffic conflict within the site in terms of unnecessary vehicle movements, particularly to the front of the site adjacent to the A1/B1 frontage building.
- 10.8 ECC Highways have commented that the level and nature of commercial parking shown for the current application now meets the ECC Parking Standards criteria where this remains a maximum standard and not a minimum standard. That said, it is considered that the way in which the commercial parking has been changed would improve parking arrangements for the site and also now crucially overcomes the previous planning inspector's concerns raised for application UTT/15/1666/FUL in this regard. As such, no objections are raised under ULP Policy GEN8.
- 10.9 Comments previously made in representation on previous schemes for this site and for the current scheme that more commercial parking spaces for this development should be provided for the general public using services along the Cambridge Road frontage are noted. However, the proposed parking is primarily intended to serve the frontage retail/B1 office unit and the B1 office unit behind

(Units 1 and 2) within the site as part of a private development scheme and is not intended to provide a displacement parking area for the general public. However, depending on any private parking enforcement arrangements, this may be possible to achieve, although this would be entirely at the discretion of the developer and therefore a matter which is outside the Council's gift.

- 10.10 Each of the proposed 10 no. dwelling units shown for the residential element of the submitted scheme would have 2 no. parking spaces where these would comprise a mix of frontage hardstandings and covered hardstanding spaces. All of the spaces would be "on-plot" with the exception of one of the spaces for Plot 1 which is shown to be located at the rear of the garden for the dwelling at the front of the commercial parking area and accessed through the rear garden (as previously shown for UTT/15/1666/FUL). All of the spaces as laid out would measure 5.5m x 2.9m.
- 10.11 The residential parking provision for the submitted scheme is identical to the parking provision as shown for application UTT/15/1666/FUL. In this respect, the number of parking spaces provided per dwelling as either two or three bedroomed units would comply with adopted parking standards, whilst the size of each parking space would also comply with the standards. No parking objections are therefore raised.

#### **D Density, scale and design (ULP Policy GEN2)**

- 10.12 Density for the proposed development would remain the same as for the previously submitted scheme for this site under UTT/15/1666/FUL, namely at 35dph which reflects that of national policy and the Essex Design Guide. As previously stated in the officer report for UTT/15/1666/FUL, the reduction in the number of dwellings for the scheme from 14 to 10 has already resulted in a reduction of density whereby the current density would be compatible with the surrounding area.
- 10.13 All of the dwellings would be two storied in height whereby this dwelling height is consistent with the two storey scale of the previously submitted scheme under UT/15/1666/FUL. The two storey nature of the dwellings is therefore considered appropriate for the site context and no design objections are raised in this regard. The dwellings would be designed in the local vernacular style with an appropriate use of external materials and no objections are raised to the appearance of the dwellings.
- 10.14 The dwellings would have rear private amenity spaces of between 102 and 165sqm and would therefore all comply with the minimum recommended garden standards for two and three bedroomed dwellings as set out in the Essex Design Guide
- 10.15 The retail/office building shown for the front of the site (Unit 1) would be two storied in height and this building height does not therefore change from the previous submission scheme for this site. The design and appearance of this building is also considered acceptable.
- 10.16 The height of commercial building 2 would be 1½ storied in height whereby the first floor office space for the unit would be located within the roofspace of the building. The building is shown with an attractive principal façade incorporating large brick arch window inlays. The scale, design and appearance of the building are considered appropriate for its setting, particularly in the context of the

adjacent two storey housing for the scheme. No design objections are therefore raised to the design and appearance of this building.

- 10.17 Overall, no design objections are raised to the development under ULP Policy GEN2.

**E Impact on residential amenity (ULP Policies GEN2 and GEN4)**

- 10.18 The proposed dwellings for the development as shown would not cause any intra-site amenity issues in terms of overshadowing, loss of light, overlooking or overbearing effect in view of the nature of the site layout and the indicated orientation of the dwellings which would mainly face square onto the internal service road with the exception of the dwellings for Plots 4, 5 and 10. There would be some amenity loss for the occupants of Plot 3 in view of the fact that Plots 4 and 5 would be positioned at right angles to Plot 3, although the level of amenity loss is not considered to be significant where it should be stressed that the Planning Inspector in deliberating for the appeal against UTT/15/1666/FUL found the housing layout to be acceptable.
- 10.19 The proposed dwellings would have reasonable distances to the boundaries of the site, albeit that they would be slightly under the 15m distance as recommended within the Essex Design Guide with the exception of the dwelling for Plot 7 which would only have a distance of 4m to the boundary line with a property in Clarence Road. However, it was the case that the Planning Inspector for UTT/15/1666/FUL after standing on site for the appeal site visit considered that the amenity loss of the corresponding property to the rear in Clarence Road would not be significantly impacted by the proposal (see Planning History above). No amenity objections are therefore raised in this respect.
- 10.20 The impact of proposed commercial unit 2 on the residential amenities of Plot 1 of the residential element of the scheme was assessed as being significant by the planning inspector for application UTT/15/1666/FUL when the commercial building for that refused scheme was shown at 3 storeys. As mentioned in the Planning History section above, the Inspector considered in this respect that the height of the building would have an unreasonable overbearing effect on Plot 1 and that overlooking would occur from the upper floors of the building into the rear gardens of this nearby residential plot.
- 10.21 The revised scheme as submitted has now reduced the height of commercial unit 2 to 1½ stories in height whereby the applicant has shown on drawing BRD/15/006/004-B in cross section detail that a minimum height of 1.7m would exist between FFL at first floor level and the cill of the series of roof lights for the building. The streetscene cross section submitted shows that a 45 degree line drawn from the roof of unit 2 as now reduced in height would not hit the dwelling for Plot 2. As a consequence of these design changes, it is considered that the commercial building would no longer cause significant material harm to the occupants of the dwelling for Plot 1 and now successfully overcomes the second reason for refusal in the planning inspector's appeal decision notice for UTT/15/1666/FUL. In the circumstances, no amenity objections are raised under ULP Policy GEN2.

**G Contamination (ULP Policy ENV14)**

- 10.22 The submitted Phase 1 scoping environmental report prepared for the applicant by SLR found that pollution traces were evident at the site given its long history of



previous commercial uses where some of this pollution would appear to stem from former fuel storage tanks on the site as well as evidence of potential soil gases. As a result of this past contamination, the report concludes that a further report should be prepared to ascertain precise contaminant levels and risks to human health.

- 10.23 UDC Environmental Health have been consulted on the application and have not raised any environmental objections under ULP Policy ENV14 subject to appropriate remediation conditions being imposed on any planning permission granted to ensure that human and other receptors are not harmed by any resulting development.

## **H Surface water arrangements (ULP Policy GEN3)**

- 10.24 The scheme proposal is accompanied by a surface water management plan for the site prepared by SLR which shows how surface water from the proposed development would be safely disposed of. ECC SuDS have been consulted on the management plan who initially raised a SuDS holding objection to the proposal, but who have subsequently removed their objection following the receipt of further drainage details from SLR and who have stated that the management plan is now acceptable subject to appropriate conditions being imposed. No objections are therefore raised under ULP Policy GEN3.

## **11. CONCLUSION**

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

- A The proposed mixed use development of the site comprising 10 no. dwellings, ground floor retail unit with independent 1<sup>st</sup> floor office and 1.5 storey commercial building, including associated garages, car parking and landscaping remains acceptable in principle as brought forward from previously determined scheme UTT/15/1666/FUL.
- B The housing mix for the site remains acceptable.
- C Access arrangements for the site remain acceptable.
- D Parking arrangements for the site are now acceptable following an improvement in the level and nature of commercial parking provision, including the removal of tandem parking.
- E The scale and design of the dwellings remain acceptable. The scale of the commercial units is now acceptable following the reduction in height of Unit 2.
- F The impact of Unit 2 on the residential amenities of the adjacent dwelling for Plot 1 is now acceptable following the reduction in height of Unit 2.
- G Identified contaminants on the site can be addressed through a Phase 2 contamination report to be approved by the Council by way of conditions.
- H Surface water arrangements for the site are acceptable subject to conditions.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS**

### **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 the erection of the development hereby approved samples of the 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. Thereafter the development shall be carried out in accordance with the approved details.

REASON: In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

3. No development shall take place until full details of both hard and soft landscape works have been 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, including those relating to the pedestrian footpath

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 Policies GEN2, GEN3, GEN4, GEN7 and GEN 8 of the Uttlesford Local Plan (adopted 2005).

4. 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 Policies GEN2 and GEN7 of the Uttlesford Local Plan (adopted 2005).

5. No development shall take place until proposed levels including cross-sections of

the site and adjoining land, including details of existing levels around the building(s) hereby permitted and any changes in level proposed, together with the proposed floor levels within the building(s), have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To protect the amenities of neighbours and in order to minimise the visual impact of the development in the street scene, in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

6. The building(s) hereby approved shall not be occupied until the roads and footpaths associated with the building(s), including those for the proposed pedestrian footpath between Crafton Green car park and the site, have been constructed to base course and surfaced in accordance with details which have been submitted to and agreed in writing by the local planning authority prior to the commencement of the development.

REASON: In order to ensure that adequate vehicular and pedestrian access is provided in the interests of highway safety in accordance with Policies GEN1, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

7. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that appropriate parking is provided and discouraging on street parking of vehicles in the adjoining streets in the interests of highway safety in accordance with Policies GEN1, GEN2 and GEN8 of the Uttlesford Local Plan (adopted 2005).

8. Prior to first occupation of the dwellings and commercial buildings for the development hereby approved, a pedestrian access of a minimum width of 2m shall be provided from the development to the Crafton Green car park as shown on drawing BRD/15/006/002-D and shall be maintained in perpetuity thereafter.

REASON: To ensure the permeability of the site and in the interests of promoting sustainable development and transport in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

9. The cycle/powered two wheeler parking shall be provided in accordance with the Essex Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times. The cycle parking for the commercial provision should be separate from any bin storage provided and the residential cycle parking should not rely on storage within the dwellings, but rather in secure covered accommodation within the curtilage of the dwelling such as a shed.

REASON: To encourage the use of sustainable means of transport by ensuring appropriate cycle parking is provided in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

10. Before development commences details of a proposed external lighting scheme, CCTV, fencing and security measures, including those for the proposed pedestrian footpath between the development site and Crafton Green car park, to reduce the potential for crime have been submitted to and approved by the Local Planning Authority.

REASON: To protect the amenities of the locality by avoiding light pollution and reducing the potential for crime related activity in accordance with Policies GEN2 and GEN5 of the Uttlesford Local plan (adopted 2005).

11. No development other than that required to be carried out as part of an approved scheme of remediation shall take place until an assessment of the nature and extent of contamination has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not it originates on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to human health
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

REASON: To ensure that the development hereby approved is not hazardous to human health and other receptors in accordance with Policy ENV14 of the Uttlesford Local plan (adopted 2005).

12. No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To ensure that the development hereby approved is not hazardous to human health and other receptors in accordance with Policy ENV14 of the Uttlesford Local plan (adopted 2005).

13. The remediation scheme shall be implemented in accordance with the approved timetable of works prior to the commencement of development (other than that required to carry out the remediation) unless otherwise agreed by the local planning authority. Within 2 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

REASON: To ensure that the development hereby approved is not hazardous to human health and other receptors in accordance with Policy ENV14 of the Uttlesford Local plan (adopted 2005).

14. In the event that contamination is found at any time when carrying out the

approved development that was not previously identified it must be reported immediately to the Local Planning Authority and work halted on the part of the site affected by the unexpected contamination.

An assessment must be undertaken in accordance with the requirements of condition 11 above, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of condition 12 above.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with condition 13 above.

REASON: To ensure that the development hereby approved is not hazardous to human health and other receptors in accordance with Policy ENV14 of the Uttlesford Local plan (adopted 2005).

15. No works shall take place until a detailed surface water drainage scheme for the site, based upon sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include, but not be limited to:

- Detailed design of the infiltration SuDS features, i.e. soakaways, pervious tarmac with sub-base storage, materials, size and volumes
- Design of the SuDS features to be based on controlling all run-off from the new impermeable areas of the development for all events up to and including the 1 in 100 plus 40% climate change using infiltration techniques.
- Provide detailed modelling of the different SuDS features, i.e., source control features dimensions and storage volumes (including design drawings).
- Provide run-off treatment from all parts of the development in accordance with the CIRIA SuDS Manual C753.
- Provide details of any mitigation measures being implemented to avoid mobilisation of contaminants and causing pollution to underground water resources.
- Provide a drainage layout plan showing the development masterplan and SuDS features, including connection of the SuDS features.
- Provide a drainage layout showing the exceedance flow routes and management thereof.

Note: It is noted that the north-western part of the site is reported to have some “localised hydrocarbon contamination”; any infiltration features located in this location should be sealed to avoid mobilisation of contaminants.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure the effective operation of SuDS features over the lifetime of the development and to provide mitigation of any resulting environmental harm which may be caused to the local water environment in accordance with Policy GEN3 of the Uttlesford Local plan (adopted 2005).

16. No works shall take place until a scheme to minimise the risk of off-site flooding caused by surface water run-off and groundwater during construction works has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: The National Planning Policy Framework, paragraph 103 states that local planning authorities should ensure flood risk is not increased elsewhere by development in accordance with Policy GEN3 of the Uttlesford Local Plan (adopted 2005).

17. No works shall take place until a Maintenance Plan detailing the maintenance arrangements, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, have been submitted to and agreed in writing by the Local Planning Authority.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk as failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site in accordance with Policy GEN3 of the Uttlesford Local Plan (adopted 2005).

18. The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk in accordance with Policy GEN3 of the Uttlesford Local Plan (adopted 2005).

19. Notwithstanding the provisions of the Town and Country Planning (General Use Class) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), the hereby permitted retail unit and office unit shall remain in use Classes A1/A2 and B1 (a) purposes only and shall not change use class without the prior written permission of the local planning authority.

REASON: To prevent the loss of employment and in order to safeguard the retail frontage in accordance with Policies GEN2, GEN4, E1, E2 and SM1 of the Uttlesford Local Plan (adopted 2005)

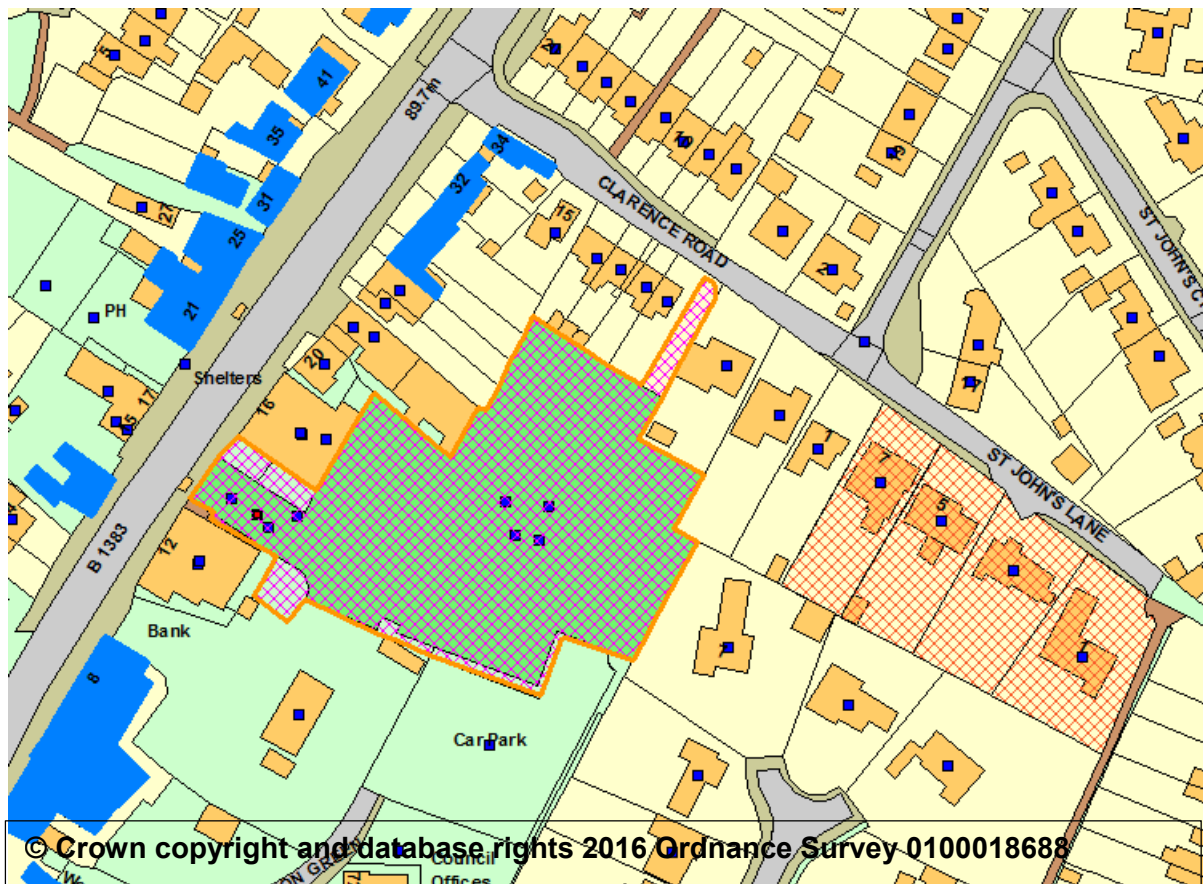
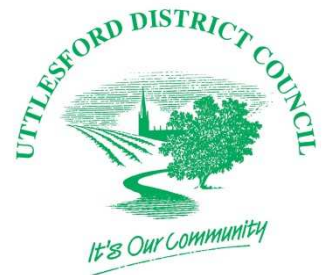
20. All of the dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4(2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

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

21. No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme of trial trenching and archaeological excavation in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the planning authority.

REASON: To enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

Application number: UTT/16/2632/FUL  
Address: 14 Cambridge Road Stansted



Organisation:	Uttlesford District Council
Department:	Planning
Date:	26 January 2017