

## UTT/19/0476/OP - STEBBING

(MAJOR)

**PROPOSAL:** Outline application with all matters reserved except access for the erection of 17 no. dwellings with associated works.

**LOCATION:** Land east of Warehouse Villas, Stebbing Road, Stebbing.

**APPLICANT:** Mr & Mrs Moore.

**AGENT:** Lindsay Trevillian c/o Phase 2 Planning.

**EXPIRY DATE:** 13 June 2019 (extension of time agreed).

**CASE OFFICER:** Clive Theobald.

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### **1. NOTATION**

1.1 Outside Development Limits.

### **2. DESCRIPTION OF SITE**

2.1 The site lies on the north side of Stebbing Road to the east of Warehouse Villas and comprises for the purposes of the land edged in red arable agricultural land consisting of 1 ha which fronts onto the road behind a ditch line and partial hedge and tree line which run parallel with the road. A ribbon of post-war former local authority dwellings with long rear gardens front onto the north side of Stebbing Road extending from Collops Lane to the west to Warehouse Villas, whilst a similar ribbon of former local authority dwellings with long rear gardens fronts onto the south side of Stebbing Road extending out from Collops Lane to Collops Villas, with the last dwelling in the line (No.18 Collops Villas) standing opposite and being flush with the eastern boundary of the site. The site is substantially level and is currently ploughed. Stebbing Road is a Class 3 highway.

### **3. PROPOSAL**

3.1 This outline application relates to the change of use of the land from agricultural to residential use for the erection of 17 no. dwellings with parking with all matters reserved except for Access. The submitted scheme would include 40% affordable housing provision.

3.2 The indicative submitted site layout drawing shows a line of 7 no. pairs of two storey semi-detached dwellings and conjoining two storey dwelling/two flats (ground/first floor) extending out from No 16 Warehouse Villas with side hardstanding parking provision. The indicative elevational drawing shows the dwellings in similar building form and architectural style to those of the existing dwellings at Warehouse Villas, Collops Villas and beyond.

3.3 An accommodation schedule has been prepared for the application proposal which sets out indicatively the bedroom sizes for the dwellings, the intended category split between market and affordable housing dwellings, the size of the dwellings, rear garden amenity sizes and level of parking provision per dwelling, which is shown below:

Plot	Beds	Area	Amenity	Parking	Category
1A	1 bed flat	51 m <sup>2</sup>	77 m <sup>2</sup>	1no.	Affordable Housing
1B	1 bed flat	51 m <sup>2</sup>	77 m <sup>2</sup>	1no.	Affordable Housing
2	2	100 m <sup>2</sup>	360 m <sup>2</sup>	2no.	Affordable Housing
3	2	81 m <sup>2</sup>	370 m <sup>2</sup>	2no. + 1no. VP	Affordable Housing
4	2	81 m <sup>2</sup>	350 m <sup>2</sup>	2no. + 1no. VP	Affordable Housing
5	4	106 m <sup>2</sup>	395 m <sup>2</sup>	3no.	Affordable Housing
6	3	97 m <sup>2</sup>	413 m <sup>2</sup>	2no. + 1no. VP	Affordable Housing
7	3	97 m <sup>2</sup>	402 m <sup>2</sup>	2no. + 1no. VP	Market Housing
8	4	106 m <sup>2</sup>	432 m <sup>2</sup>	3no.	Market Housing
9	4	106 m <sup>2</sup>	448 m <sup>2</sup>	3no.	Market Housing
10	3	97 m <sup>2</sup>	419 m <sup>2</sup>	2no. + 1no. VP	Market Housing
11	3	97 m <sup>2</sup>	416 m <sup>2</sup>	2no. + 1no. VP	Market Housing
12	4	106 m <sup>2</sup>	437 m <sup>2</sup>	3no.	Market Housing
13	4	106 m <sup>2</sup>	431 m <sup>2</sup>	3no.	Market Housing
14	4	106 m <sup>2</sup>	398 m <sup>2</sup>	3no.	Market Housing
15	4	106 m <sup>2</sup>	397 m <sup>2</sup>	3no.	Market Housing
16	4	106 m <sup>2</sup>	399 m <sup>2</sup>	3no.	Market Housing

#### 4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The application falls to be considered under Schedule 2, 10 (b) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (Urban Development Projects). However, the proposal is not EIA development as (i) the development does not include more than 1 hectare of urban development which is not dwellinghouse development, (ii) the development does not include more than 150 dwellings and (iii) the overall site area of the development does not exceed 5 hectares.

#### 5. APPLICANT'S CASE

- 5.1 The application is accompanied by a supporting planning statement which informs the submitted scheme. The statement sets out the planning justification for the proposed development based upon the National Planning Policy Framework, relevant local adopted plan policies and other material planning considerations. The statement summarises the proposal as follows:

- The application site is located outside of any town boundary or village envelope defined with the Local Plan and therefore is classed as being within open countryside. However, importantly the site is located directly adjacent to established built form and would extend the existing form of residential ribbon development. The proposal, therefore, provides a strong and logical relationship with the existing settlement boundary.
- The development proposal would have a limited visual influence on the surroundings and that the appearance of the settlement in its rural landscape context would not be notably altered or harmed. It would nestle into a largely contained and framed site set within a linear formation next to existing adjoining dwellings to the west and opposite the site thereby resulting in a limited influence beyond the site itself and its immediate setting. Thereby it is submitted that the proposed development would not be harmful to the character and appearance of the landscape or local countryside.

- The new vehicular access arrangements comply with the Highway Authority's normal requirements in respect of surfacing, visibility, turning, distances and sight lines.
- The Applicant has provided detailed documentation in support of the application, including a Preliminary Ecological Assessment, Transport Assessment and Speed Survey which all support the approval of such a development.
- The proposal has demonstrated compliance with the Council's housing standards, amenity standards, highway standards, sustainable standards, air quality standards, and ecology. The Applicant has concluded that the proposal is acceptable in all regards and complies with the relevant policies of the development or has demonstrated appropriate mitigation to address any shortfall and bring the proposal back into line with standards.
- The scheme would help to fulfil the three principles of sustainable development; economic, social and environment. As such the proposal would comply with the positive stance towards sustainable development in this respect as set out in the NPPF and the presumption in favour of approval.
- The Applicant has undertaken the "Planning Balance" as set out in the NPPF and has concluded that no significant harm has been identified whereas the benefits of the proposal are considerable. Therefore, any harm is certainly not of a degree of significance so as to 'significantly and demonstrably' outweigh the clear benefits in relation to sustainable development, which the proposal would provide. It, therefore, follows that in accordance with paragraph 11 of the NPPF, the decision maker should grant planning permission.
- For the reasons set out above, the application proposal does not conflict with the statutory development plan and is also acceptable taking into account all other material considerations, most notably the NPPF. The Council is respectfully requested to allow this application and grant planning permission for the development as currently proposed.

## 6. RELEVANT SITE HISTORY

- 6.1 There is no relevant planning history recorded for the site. However, the current planning application was subject to a preliminary enquiry submitted by the applicant's agent at the end of 2018. The summary and conclusions of the Council's response to that enquiry was as follows:

*"The proposal site lies outside development limits within the countryside. However, the location of the site within close distance of Stebbing village, which is regarded as being a reasonably sustainable settlement, and also its inclusion on a bus route (including school bus route) with available bus stops nearby, the potential for the development to maintain and enhance the vibrancy and vitality of the village and the limited environmental impact which I consider your client's proposal would have on the character of the countryside at this village fringe location would I believe mean that the proposal can be regarded as representing a presumption in favour of sustainable development, recognising at the same time that the Council does not have a current 5 year housing supply, which has material weight in the planning balance.*

*As such, I consider that the principle of housing development at this site could be supported by the Council were a planning application to be submitted. However, any application should show that the applicant has approached the Parish Council with regard to the subject of affordable housing and has obtained their local support in principle, although I consider the scale of the proposal is such that it*

*would not be necessary in this instance for a community event to take place, unless of course your clients felt that there would be some mileage in this”.*

## **7. POLICIES**

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

ULP Policy S7 – The Countryside  
ULP Policy H1 – Housing Development  
ULP Policy H9 – Affordable Housing  
ULP Policy H10 – Housing Mix  
ULP Policy ENV5 – Protection of Agricultural Land  
ULP Policy GEN1 – Access  
ULP Policy GEN2 – Design  
ULP Policy GEN3 – Flood Risk  
ULP Policy GEN6 – Infrastructure Provision to Support Development  
ULP Policy GEN7 – Nature Conservation  
ULP Policy GEN8 – Vehicle Parking Standards

### **7.2 Uttlesford Emerging Local Plan**

Policy SP1 – The Presumption in Favour of Sustainable Development  
Policy SP3 – The Scale and Distribution of Housing Development  
Policy SP10 – Protection of the Countryside  
Policy SP12 – Sustainable Development Principles  
Policy H1 – Housing Density  
Policy H2 – Housing Mix  
Policy H9 – Affordable Housing  
Policy H10 – Accessible and Adaptable Homes  
Policy TA1 – Accessible Development  
Policy TA2 – Sustainable Transport  
Policy TA3 – Vehicle Parking Standards  
Policy TA4 – New Transport Infrastructure or Measures  
Policy D1- High Quality Design  
Policy D2 – Car Parking Design  
Policy EN5 1 – Scheduled Monuments and Sites of Archaeological Importance  
Policy EN7 – Protecting and Enhancing the Natural Environment  
EN10 – Minimising Flood Risk  
EN11 – Surface Water Flooding

### **7.3 Supplementary Planning Documents/Guidance**

SPD “Accessible Homes and Playspace”

### **7.4 National Planning Policies**

National Planning Policy Framework (February 2019)

### **7.5 Other Material Considerations**

Essex Design Guide  
Essex County Council Parking Standards: Design and Good Practice (Sept 2009)  
Uttlesford District Council Parking Standards (February 2013)

## 8. PARISH COUNCIL COMMENTS

- 8.1
- Stebbing Parish Council wishes to state that the references made by Mr Theobald in his letter to L Trevillian (December 2018) that SPC has been approached by/discussed with the applicants are inaccurate. Please note neither of the applicants or Mr Trevillian have approached or discussed with the Parish Council about this application before its submission. Therefore any statements made re; the Parish Council's "support in principle" connected to this should be taken as completely erroneous.

SPC objects to this application for the following reasons:

- This site was already rejected in the SLAA 'Call for Sites' (Ref.10Ste16) stating *"The site is beyond expected walking distance to the school and village facilities. Development of the site would extend ribbon development within a small hamlet in the countryside with limited access to services and facilities. The site is considered unsuitable as development on the site would not contribute to sustainable patterns of development."*
- Therefore we are surprised that the Planning Officer in his reply to the preliminary enquiry from the applicant's agent appears more than encouraging in their comments (despite the final paragraph statement) plus contradictory to the above comments from the SLAA 'Call for Sites' rejection. In fact, it would appear that the applicant's agent, Mr Trevillian, has had a great deal of direction for the Planning Statement drawn up for the applicants.
- It is both disappointing and curious to SPC that both the Planning Officer, the Agent and the Transport Survey Consultants consider that this site on Warehouse Road as for example in section 2.10 of Planning Statement ".... site is situated within an accessible and sustainable Location....."
- SPC disagrees with this statement for the following reasons:
  - This site is outside of the Development limits of the village
  - Bus routes and times not fit for purpose
  - No bus service to Great Dunmow or Braintree (so no access to local services by this method)
  - Cycling (sec2.15 transport statement) would not be substitute for short trips of 5km or less for the majority of people (especially older people and those with children)
  - Unrealistic dangerous roads B1256 for cyclists especially if ill trying to access doctors. Really only for keen cyclists.
  - There are not very good levels of accessibility and integration opportunities as stated in Section 2.17 Transport Statement
  - SPC wishes to state that Sections 2.19 – 2.22 inc. are virtually completely inaccurate. The Primary school and the Community run Village Shop [not shops] are the only two facilities from the list of six that are within walking distance. Please note there are not pavements along all of this route
  - There is not a Doctor's surgery or Chemist shop in walking distance of the proposed site
  - SPC considers section 2.22 wrong. The site does not have good levels of accessibility and integration opportunities as stated in the Transport Statement.

It should be noted that the Stebbing draft Neighbourhood Plan states that the site is outside the limit for a comfortable walking distance to the village centre given that the roads are only partly paved.

SPC disagrees totally with the Planning Officer and the Planning Consultant that this proposed development will meet NPPF paragraphs 78 & 79 requirements. Stebbing is not '...a settlement going into decline.....' and we have a vital and vibrant community. Therefore we disagree with the assessment of sustainability, and that this proposed site does not meet the 'three strands of economic; social and environmental sustainability as stated in Para 6.6 Of of the Planning Statement.

In relation to Paragraph 77& 78 of the NPPF, this proposed development will not support local services, it will in fact stretch the already oversubscribed Primary School and overstretched Doctors' Surgeries.

This Proposed site does not meet paragraph 84 of the NPPF as it will have an unacceptable impact on local roads and as has been stated above.

SPC Disagree with paragraph 6.20 in that we would expect that the majority of all travel will be by car from this development and not as stated.

Paragraph 6.24 - Making Effective use of Land quotes from the NPPF para. 118 "d] Promote and support the development of underutilised land and buildings, especially if this would meet identified needs ....."

There is no stipulation that these affordable homes are to meet the needs of Stebbing residents or those with a close association with the village. Therefore SPC refutes this assertion from the applicant.

SPC would welcome an Exception site and to that end has for some years been working to bring forward an 'Exception Site' to supply affordable homes for Stebbing residents and those with close associations to the village and the community. Therefore we would welcome the idea of 7 affordable homes. However this application is only for outline planning and is not on an "Exception Site".

We have seen the letter from English Rural Housing supporting the application and despite our great respect and admiration for the work that ERH do we feel that as with a previous development in the village an agreement may not be met between the applicant and or the ultimate developer of the site. Therefore, there is no guarantee that 'local people' as is quoted and not from Stebbing or associated with, would happen.

SPC questions what other discussions have gone on with UDC as this is not an "exception Site' and SPC pose the question - how can UDC planning change the rules?

SPC believe that this application is premature, the community of Stebbing is threatened with a total of 10,000 to possibly 13500 homes on its village boundary. Should this happen, it should be properly planned. Even in UDC's Conservation appraisal it said it was the gaps and occasional open views that made Stebbing such an attractive village. Allowing the proposed development would start to alter that.

SPC believe this site to be of archaeological interest and strongly request that before an application is granted or at worst if granted that a condition and not just an advisory condition that an Archaeological survey is carried out by a

professional accredited company 'organisation. We have seen the comments re this from Place Services.

In conclusion we object to this application.

## 9. CONSULTATIONS

### Environment Agency

- 9.1 We have inspected the application as submitted and have no objections to the proposal. We offer guidance comments on foul drainage detailed in the letter below.

#### Foul Drainage:

We note that the current Application Form states 'unknown' under method of disposal for foul sewerage. Whilst this application is seeking outline permission with all matters reserved except Access and such details would be expected to be detailed in any future reserved matters application stage, we take this opportunity to highlight the hierarchy for foul water disposal.

Government guidance contained within the National Planning Practice Guidance Water supply, wastewater and water quality - considerations for planning applications, paragraph 020) sets out a hierarchy of drainage options that must be considered and discounted in the following order:

1. Connection to the public sewer
2. Package sewage treatment plant (adopted in due course by the sewerage company or owned and operated under a new appointment or variation)
3. Septic Tank.

The first presumption should be to provide a system of foul drainage discharging into a public sewer to be treated at a public sewage treatment works. A private means of foul effluent disposal is only acceptable when foul mains drainage is not feasible (in terms of cost and/or practicality).

The site adjoins existing houses that are connected to the main sewer. This sewer takes wastewater to Felstead Water Recycling Centre (WRC).

The proposal needs to show that there is or can be volumetric capacity in the sewerage network for the additional wastewater to be transported. Two of the comments from local residents mention 'an issue' with sewerage.

Felsted WRC previously has been non-compliant for flows. This was because it was receiving flows from Great Dunmow WRC whilst building work occurred. Building work is now complete (early 2018) and Felsted does not receive any additional flows. Updated figures shows that Felsted WRC is now compliant and it has capacity for this proposed development.

### Anglian Water

- 9.2 No objections in respect of Assets Affected, Wastewater Treatment, Used Water Network and Surface Water Disposal subject to appropriate mitigation and Anglian Water informatives.

## **UK Power Networks**

- 9.3 Thank you for contacting us regarding UK Power Networks equipment at the above site. I have enclosed a copy of our records which show the electrical lines and/or electrical plant. I hope you find the information useful. I have also enclosed a fact sheet which contains important information regarding the use of our plans and working around our equipment. Safety around our equipment is our number one priority so please advise the applicant to ensure that all workplace risk assessments have been completed before permitted works are begun. Should any excavation affect our Extra High Voltage equipment (6.6 KV, 22 KV, 33 KV or 132 KV), then please contact us to obtain a copy of the primary route drawings and associated cross sections.

## **ECC Highways**

- 9.4 The impact of the proposal is acceptable to the Highway Authority from a highway and transportation perspective subject to highway mitigation measures being agreed and subsequently implemented (footpath extension to improve pedestrian connectivity and existing bus stops along Stebbing Road being upgraded in the interests of sustainable transport) and highway conditions.

## **ECC SuDS**

- 9.5 (Revised comments received 17 October 2019):

Having reviewed the documents which accompanied the planning application, we do not object subject to appropriate drainage conditions being imposed on any planning permission being granted.

## **ECC Ecology**

- 9.6 No objections subject to securing biodiversity mitigation and enhancement measures.

Summary:

I have reviewed the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Jan 2019) supplied by the applicant relating to the likely impacts of development on Protected and Priority habitats and species. I am satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on protected and Priority species and, with appropriate mitigation measures secured, the development can be made acceptable. I support the reasonable biodiversity enhancements that should also be secured by a condition on any consent. This is needed to enable the LPA to demonstrate its compliance with its statutory duties, including its biodiversity duty under s40 NERC Act 2006.

In terms of biodiversity net gain for the proposed development, the biodiversity enhancements proposed should be undertaken and the locations stated in a biodiversity layout as a planning condition of any permission granted.



## **ECC Archaeology**

- 9.7 The Historic Environment Advisor of Essex County Council has identified the above application from the weekly list as having archaeological implications.

The following recommendation is in line with the new National Planning Policy Framework:

**RECOMMENDATION:** An Archaeological Programme of Trial Trenching followed by Open Area Excavation

## **Essex Police**

- 9.8 Whilst there are no apparent concerns with the indicated house layout, to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures.

We would welcome the opportunity to consult on this development to assist the developer with their obligation under this policy and to assist with compliance of Approved Document "Q" at the same time as achieving a Secured by Design award.

## **UDC Housing Enabling Officer**

- 9.9 The delivery of affordable housing is one of the Council's corporate priorities and will be negotiated on all sites for housing. The Council's policy requires 40% on all schemes over 0.5 ha or 15 or more units.

The affordable housing provision on this site will attract the 40% UDC policy requirement as the site is for 17 (net) units. This amounts to 7 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred Registered Providers.

Homes should meet the following standards: 1 bed property to house 2 persons, 2 bed properties to house 4 persons, 3 bed properties to house 5 persons and 4 bed properties to house 6 persons.

The mix and tenure split of the properties are given below: this mix should be indistinguishable from the market housing, with good integration within the scheme and be predominately houses with parking spaces.

The proposed mix is as follows:

Number proposed	Number suggested	Bedroom size	Property Type
2	2	1 bed	Flat
3	4	2 bed	Houses
1	1	3 bed	House
1	0	4 bed	House

I would suggest that the 4 bed house is changed to a 2 bed house as this will best meet the housing needs of local residents. The affordable housing will be split between affordable rent and shared ownership products. My suggestion would be for 2x2 and 1x3 bed houses for shared ownership.

## 10. REPRESENTATIONS

10.1 29 representations received (Object). Neighbour notification period expires 9 April 2019, Advertisement expires 18 April 2019. Site notice expires 25 April 2019.

10.2 Summary of representations received as follows:

- Site is outside development limits
- Development would be built on greenfield land (agricultural)
- Erosion of countryside at this edge of village location
- No demonstrated housing need put forward
- No low-cost housing shown
- Planning permission has already been given for new housing in the village
- Stebbing lacks local service infrastructure to support the housing scheme
- Stebbing Primary School has a full pupil roll
- Development will lead to further parking congestion outside the school
- Few employment opportunities exist within the village to support proposal
- Most of the occupiers of the dwellings would work elsewhere
- Development would put strain on already overstretched utilities
- Sewerage infrastructure is old and not capable of additional capacity
- Area has poor and unstable internet connection
- Narrow, winding carriageway. No pavements exist at the front of the site
- Pavements do not extend fully from Warehouse Road into Stebbing village
- Little public transport provision through the village
- Bus service along Warehouse Road is only five times a day. First bus is at 0720 and then 0940. Not an appropriate service for commuters
- Most occupants would use their cars to get to the village and to work
- Proposal would lead to on-street parking as already occurs along the road
- Impact on wildlife. Deer and brown hares are seen on the field
- Site is not identified for housing in the emerging Stebbing Village Plan
- The impact of the development needs to be read in conjunction with the proposed garden community on the Braintree/Uttlesford border
- Brownfield sites need to be considered first
- The development will block established views across the countryside
- Proposal will reduce property values

## 11. APPRAISAL

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

- A Principle of residential development – sustainability principles, loss of agricultural land / alternative use of farmland, countryside protection, flood risk, provision of new housing, infrastructure provision (NPPF, ULP Policies ENV5, E4, S7, H1, GEN3 and GEN6);
- B Whether proposed access arrangements would be acceptable (ULP Policy GEN1);
- C Design (ULP Policies GEN2 and GEN8);
- D Housing Mix (ULP Policy H10);
- E Affordable Housing provision (ULP Policy H9);
- F Impact on wildlife / biodiversity (ULP Policy GEN7).

**A Principle of residential development – sustainability principles, loss of agricultural land / alternative use of farmland, countryside protection, flood risk, provision of new housing, infrastructure provision (NPPF, ULP Policies ENV5, E4, S7, H1, GEN3 and GEN6)**

- 11.1 The National Planning Policy Framework (NPPF) (February 2019) has a presumption in favour of sustainable development. Paragraph 8 of the NPPF sets out three overarching objectives of the planning system; economic, social and environmental to contribute to the achievement of sustainable development where paragraph 8 states that these objectives *“are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”*.
- 11.2 Paragraph 8 further states by way of amplification that all planning proposals should *“help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time...”*, *“support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations, and by fostering a well-designed and safe built environment with accessible services...”*, and *“to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land...”*.
- 11.3 As a material consideration carrying significant weight, the NPPF advises at paragraph 213 that due weight should be given to relevant Development Plan policies according to their degree of consistency with the NPPF, so the closer the policies are to the NPPF, the more weight they may be given to a planning proposal. In this context, ULP Policy S7, which seeks to protect the countryside for its own sake and which states that planning permission will only be given for development that needs to take place there or is appropriate to a rural area, is a saved local plan policy which has been found by independent policy review (Ann Skippers policy compatibility report) to be partly consistent with the NPPF and to carry moderate weight in decision taking through various recent appeal decisions.
- 11.4 The site lies at the eastern end of a linear post-war housing settlement originally constructed as local authority housing stock which extends out eastwards from Collops Lane along both sides of Stebbing Road to include Oakfield, Warehouse Villas and Collops Villas. This existing linear housing form also extends northwards along Warehouse Road on its eastern side towards Church End, Stebbing. The site (as does the remainder of this existing linear development), lies outside the defined settlement boundary for Stebbing village as shown in the adopted Local Plan.
- 11.5 The site currently comprises arable farmland in active crop production which is shown as Grade 2 agricultural land on the Agricultural Land Classification Map. Grade 2 agricultural land represents good quality farmland in terms of food production whereby a significant amount of farmland within Uttlesford District is of this grade. The submitted proposal would remove approximately 1 hectare of the existing field within the applicant’s ownership from arable food production which would not be significant for the existing agricultural unit taken as a whole and therefore would not have significant consequences for food security and would represent an appropriate alternative use of farmland in light of this subject to due consideration of other relevant matters for this application. As such, no policy objections are raised under ULP Policies E4 and ENV5.
- 11.6 The site is located approximately 1km from Stebbing village which is regarded as being a medium sized sustainable settlement, having as it does a village shop, a primary school, pub, church, village hall and bowls club. Additionally, a children’s nursery is located close by at Stebbing Green and the village football club ground

lies opposite the site. The Council has recently approved housing developments either within or immediately outside the settlement boundary for the village to reflect this position, including rear of Garden Fields. A footpath exists along Warehouse Road connecting to Watchhouse Road, albeit that there is a section of Watchhouse Road to Church End which does not contain a pavement meaning that there is not a continuous footpath link from Stebbing Road through to Stebbing village. That said, the site is situated on a daily bus route (No.16 Wethersfield-Chelmsford) and daily school bus route (No.417 Rayne-Newport). A bus stop exists within close proximity of the site along Stebbing Road in both directions.

- 11.7 As such, it is considered that the site is situated within a reasonably sustainable location adjacent to existing housing relative to local services and amenities where access to public transport is available to the site and where the occupiers of the proposed dwellings would not be completely dependent upon the car for travel, although it is accepted that this mode of travel would be primarily used for this location. It follows from this that the site cannot be described as being isolated for the purposes of definition and relevant case law and that the development would have moderate social connectivity as a result of this in terms of meeting the social objective of the NPPF.
- 11.8 It should be noted in this respect that the applicant has agreed to meet with ECC Highways' highway mitigation request to fund and provide for the extension of the existing footpath which currently extends from Stebbing Road to the end of Warehouse Villas so that it continues to run in front of the proposal site to improve pedestrian connectivity from the development to the existing adjacent housing and bus stops along the road *"in the interests of providing safe and suitable access for all users of the development in the interests of highway safety"* where at present soft highway verge exists along the road carriageway in front of a ditch line. The applicant has also agreed to meet ECC Highways' additional highway mitigation request to fund and provide for the upgrade of the two existing bus stops located to the west of the development site along Stebbing Road known as "ATCO Warehouse Villas" to include a flagpole, timetable casing and raised kerb *"in the interests of increasing the accessibility of the site and to promote sustainable transport"*. It is considered that these agreed enhanced pedestrian connectivity and promotion of sustainable transport measures should be considered within the planning balance when considering the overall sustainability of this housing proposal.
- 11.9 Economic benefits would accrue, although would be fairly limited and likely to be restricted primarily to the build process of the dwellings rather than any tangible economic effects on the village, although it is possible that the development would be able to support the village shop and local pub etc.
- 11.10 The submitted application proposes 17 no. dwellings in linear fashion which would reflect and continue the established linear building grain further east along Stebbing Road from the last dwelling at Warehouse Villas (No.16) whereby the eastern flank boundary of the proposed development would correspond exactly in physical terms with the eastern flank boundary of the last dwelling at Collops Villas (No.18) situated opposite on the south side of Stebbing Road. Whilst the proposal would represent a continuation of this existing linear built form along Stebbing Road, the development would, nonetheless, have the effect of being "bookended" with the eastern end of the existing housing development along the south side of the road and would be physically framed because of this rather than being read as a protruding linear feature beyond existing built form into the wider open countryside beyond. As a consequence of this, long distance views currently

afforded across the flat agricultural landscape from Whitehouse Lane situated to the north of the site looking south would not be significantly impacted as the proposed line of dwellings would be read against the existing line of dwellings which extend along the south side of Stebbing Road (Collops Villas) whereby this prevailing situation would have a neutralising effect on rural amenity. This would also be the case on the approach to the proposed development along Stebbing Road as approached from the east from Stebbing Green. As such, the impact of the development on the countryside at this location would be limited and not significant for the purposes of ULP Policy S7.

- 11.11 The site lies within Flood Zone 1 (Low Risk) meaning that the site is not susceptible to fluvial flooding, with the nearest river situated further to the south-east (head of the River Ter). A drainage strategy has been submitted with the application (G H Bullard & Associates - revised October 2019) which sets out how the drainage aspects of the proposed development would be addressed. ECC SuDS had initially placed a holding objection to the scheme based upon the original drainage strategy submitted, although they have since removed their objection following the receipt of updated storage and calculation data in relation to greenfield run-off/discharge rates and the discounting of various means of drainage treatment in terms of surface water run-off from buildings included within the revised drainage strategy. As such, ECC SuDS are now satisfied that the revised drainage information submitted overcomes their initially expressed concerns and have now recommended approval in principle to the drainage scheme subject to drainage conditions requiring a detailed surface water drainage scheme for the site based upon SuDS principles and an assessment of the hydrological and hydrogeological context of the development, a construction management scheme and an ongoing maintenance scheme being agreed and implemented prior to works commencing/occupation and yearly logs being maintained in accordance with an approved Maintenance Plan. No drainage objections are therefore raised to the proposal under ULP Policy GEN3 subject to these conditions being imposed on any planning permission granted and the maintenance plan being subject to a S106 agreement.
- 11.12 It is considered from the above assessment that any adverse effects arising from the proposal, in this case the site's edge of settlement location and the limited environmental harm arising, would not significantly and demonstrably outweigh the benefits of the proposal when assessed against the policies of the Framework taken as a whole, including the delivery of new housing, where, as previously mentioned, the applicant has agreed to pay infrastructure commuted sums in the interests of improving pedestrian connectivity for the site and providing enhanced bus stop measures in the interests of enhancing sustainable transport.
- 11.13 The Council has very recently published its 2019 Housing delivery Test and 5-Year Land Supply Statement (October 2019) whereby the purpose of the statement is to set out the Council's 5-year housing supply and an indicative trajectory of housing delivery during the plan period for the purposes of decision-taking. This latest housing trajectory and 5-year housing land supply (5YHLS) statement for Uttlesford District Council as of 1 April 2019 indicates that the Council's 5YHLS is 2.68 years, which is down from 3.29 years as calculated for 2018. This further 5YHLS deficit figure compares with the Council's 5YHLS figure for the new draft Local Plan of 5.65 years. This indicated reduced 5YHLS figure for 2019 down from 2018 is a material consideration for the current application proposal whereby Paragraph 11 of the NPPF is engaged in view of the Council's local housing policies now having little weight because of the 5 year housing deficit and where weight should be given to the benefits of new housing delivery

for the district. It is therefore considered that the principle of housing at this site is acceptable in the tilted planning balance.

**B Whether indicated access arrangements would be acceptable (ULP Policy GEN1)**

11.14 Access falls to be considered for this outline application. The revised site layout drawing 1158 02D shows that six pairs of shared access points would serve Plots 1-15 and a single access point would serve Plot 16 from Stebbing Road with shared driveways and frontage turning heads. The application is accompanied by a revised Transport Statement (Journey Transport Planning, July 2019) which has assessed the highway suitability of the site for housing purposes, including a highways safety assessment, the type of access arrangements proposed, vehicle parking, residential trip rates and possible local infrastructure improvements. The transport statement is accompanied by public transport data, speed survey data, TRICS data and proposed access visibility.

The transport statement summarises and concludes as follows:

- Access to the development is proposed by way of 7 private access drives which can all achieve the required visibility in accordance with the requirements set out in the Design Manual for Roads and Bridges within land in either client or Highway Authority control.
- The TRICS trip generation assessment demonstrates that the proposal would not have a detrimental impact on highway safety or capacity in the vicinity.
- The assessment demonstrates that the vehicular trips can be accommodated on the local highway network without having a detrimental or significant impact in terms of either highway safety or capacity.
- The site is considered to be in accessible location for the purposes of access via means other than the private car.
- As a part of the proposal, a footway will be provided along the site frontage along with a commitment to upgrading the nearby bus stops on Warehouse Road.
- The proposed change of use will incorporate car parking in accordance with Uttlesford District Council requirements.
- The servicing and delivery requirements for the proposal can be undertaken in accordance with Essex County Council requirements and adequate space is available within the site to allow for cars to enter and exit the site safely in forward gear.
- This Transport Statement demonstrates that the proposal has been developed in accordance with the aims and objectives of current national and local policy as it relates to transport and will not have a significant or severe impact on the efficiency or safety of the local transport network.
- In view of the foregoing, it is considered that there are no substantive highway or transportation reasons why the proposals as submitted should not be permitted.

11.15 ECC Highways have been consulted on the application, including the revised Transport Statement who informally advised the Council that the vehicle crossover access points as shown should be widened from 3m to 5m to conform to highway standards. Revised Site Layout drawing 1158 02D now shows the access points widened to 5m and also shows an extended 2m width footpath running along the

frontage of the site as requested by ECC Highways as part of an agreed highways mitigation package request for this proposal as previously discussed in this report.

- 11.16 ECC Highways have subsequently recommended highways approval for the proposed scheme on the basis of the revised drawing and in view of the applicant's agreement to the highways mitigation package subject to highway conditions (to include the provision of the extended footpath and the upgrade of the existing bus stops) whereby these off-site highway infrastructure works can reasonably be dealt with by way of conditions and s278 highway works rather than as part of a S106 agreement for the proposal.

### **C Design (ULP Policies GEN2 and GEN8)**

- 11.17 Layout, Scale, Appearance and Landscaping (Design) are reserved matters for this outline housing proposal. However, the indicative site layout drawing demonstrates that 17 no. dwellings could be accommodated in linear form on the site as an extension to Warehouse Villas with hardstanding parking to the side of each dwelling and with deep rear gardens consistent with those rear gardens of adjacent dwellings. Detailed consideration of layout, including parking arrangements, would be a matter for reserved matters stage.

- 11.18 A streetscene elevation drawing has been submitted for illustrative purposes showing two storey semi-detached dwellings designed in similar built form to adjacent dwellings in Warehouse Villas, Collops Villas and Oakfield with similar ridge heights. As such, the development could be similar in character to the adjacent built form where the appearance of the dwellings as shown has been informed and modified by the preliminary enquiry process, although, again, detailed consideration of appearance, and also landscaping, including frontage boundary treatment would be matters reserved for a DFO application. Similarly, it is not possible at this outline stage to assess the impact of the proposal on residential amenity, although the indicated linear nature of the development would suggest that such impacts would be very limited. No objections are therefore raised in consideration of design at this outline stage insofar as this can be reasonably assessed under ULP Policy GEN2.

### **D Housing Mix (ULP Policy H10)**

- 11.19 The submitted accommodation schedule as shown at paragraph 3.3 above shows a mix of bedroom units for the development ranging from 1 bed affordable units through to 4 bed market dwellings, which is based upon the latest Strategic Housing Market Assessment (SHMA) for the district and which reflects a more accurate local housing demand than ULP Policy H10 which requires that developments of 3 or more dwellings should provide a significant proportion of smaller 2 and 3 bedroomed market dwellings. It is contended by the applicant and agreed by Officers that the housing mix as shown in the accommodation schedule is balanced and would be acceptable for this location whereby the mix seeks to reflect the needs and aspirations of the local community and would also compliment the housing character of the immediate area. No objections are therefore raised under ULP Policy H10 where it should be emphasised that further consideration of the housing mix would be able to be negotiated at detailed stage.

### **E Affordable Housing provision (ULP Policy H9)**

- 11.20 ULP Policy H9 seeks the provision of affordable housing on a site for site basis and stipulates that 40% affordable housing will be sought on those development

sites within the rural areas of 0.5 ha or more or of 15 dwellings or more. Thus, a 40% affordable housing requirement would apply to the proposed 17 no. dwelling scheme the subject of the current application, which would equate to 7 no. affordable units rounded up where the applicant has stated that it intends to deliver the maximum number of affordable units for the scheme.

- 11.21 The Council's Housing Enabling officer has set out her preferences in her consultation response relating to the affordable housing tenure split for the 7 no. affordable units for this scheme (see paragraph 9.9 above) where it is recommended that the tenure be split between affordable rent and shared ownership. She has commented that the 4 bed affordable housing unit shown for the scheme (Plot 5) should be substituted with a 2 bed unit as this would best meet the housing needs of local residents.
- 11.22 Some local concern has been expressed that the affordable units to be provided may not be subject to local first let and that as a result the units may not be prioritised for local people. The Council has since confirmed that it would be able to agree to local connection on first let only if local affordable need in the village still exists from the last local housing needs survey conducted with subsequent lets being available for wider letting where this arrangement would require a cascade clause and a specific clause for re-lets in any S106 agreement to be agreed. English Rural Housing Association have advised the Council that they have expressed a desire on behalf of the applicant in owning and managing the affordable homes and would wish to be named in any S106 agreement (or would be willing to be a party to it) whereby the S106 would state in this regard that English Rural HA would own and manage the affordable homes as well as setting out the qualifying local connection criteria. The letter adds that *"As with all English Rural schemes, the affordable homes would remain in the community for local people in perpetuity; our tenants do not have a right to buy"*.
- 11.23 It should be emphasised that specific arrangements relating to whom would be the nominated affordable housing provider for this housing scheme and how the affordable units would be subsequently delivered is a matter for the Council in consideration of any S106 agreement for the scheme whereby the applicant has confirmed for the application that it is committed in delivering the full affordable housing provision under the requirements of ULP Policy H9. No policy objections are therefore raised on this basis.

#### **F Impact on wildlife / biodiversity (ULP Policy GEN7)**

- 11.24 The site currently comprises arable farmland subject to ploughing with a frontage ditch, hedge and partial tree line onto Stebbing Road. A Preliminary Ecological Appraisal Report (T4 Ecology, Jan 2019) accompanying the application identifies the likely impacts of the proposed development on protected and priority species. The field itself has limited habitat value for protected and priority species, although it is noted from representation responses received that deer and brown hares have been seen on the field. The report advises that no trees with roosting potential are situated on the site nor would be lost to the development proposal, whilst the trees are not considered to provide, nor form part of, a significant commuting and foraging network due to the broken tree line, although the report advises that it is possible that small numbers of bats may commute and forage in the area. The report further advises that the existing boundary tree line and hedgerows are to be retained and incorporated into the proposal where possible and that in addition significant new planting would be undertaken to enhance areas where there are currently no such features, including a new ditch and native



hedgerow planting along the northern and eastern boundaries of the site and the planting of new trees and hedgerows within the site interior, where no such features currently exist.

- 11.25 ECC Place Services (Ecology) have advised the Council that sufficient ecological information is available for determination and that this provides certainty for the Council of the likely impacts of the proposal on protected and priority species. As such, they confirm that the development can be made to be acceptable subject to the reasonable biodiversity enhancement measures recommended in the submitted ecology report being secured by condition on any planning permission granted and that any biodiversity net gains to be achieved through the enhancements proposed be undertaken and the locations stated in a Biodiversity Enhancement Layout to provide finalised details to be agreed with the LPA. No ecology objections are therefore raised to the proposal under ULP Policy GEN7 on this basis.

## **12. CONCLUSION**

- 12.1 The principle of residential development at this location, together with means of access would conform to the provisions of the NPPF and relevant adopted local plan policy and would be acceptable subject to a S106 agreement and appropriate conditions. The relevant plan policies contained within the Council's emerging Local Plan carry limited weight at this time as the plan has yet to be formally adopted by the Secretary of State.

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

- A The principle of additional housing at the edge of this small linear settlement which lies on a bus route within close distance of Stebbing village is considered acceptable whereupon the loss of Grade II agricultural land would not be significant in terms of the area affected, the impact of the development on the particular character of the countryside would also not be significant in view of the housing layout indicated, the site is within a low risk flood area, the proposal would include provision of 40% affordable housing, and would help through housing delivery to offset the Council's current lack of a 5 year housing land supply which currently stands at 2.68 years. As such, there would be a presumption in favour of sustainable development in the tilted planning balance where the adverse effects of the proposal would not outweigh the economic and housing benefits of the scheme and where highway mitigation works to improve access connectivity for the site and sustainable transport measures have been agreed by the applicant.
- B The proposed site access arrangements are considered acceptable.
- C The indicated design of the development insofar as this can be assessed at this outline stage is considered acceptable where detailed assessment of Scale, Layout, Appearance and Landscaping are reserved matters.
- D The housing mix as presented is considered acceptable.
- E The applicant has agreed to provide the full 40% affordable housing requirement for this housing scheme.
- F The proposal would not have a harmful effect on protected and priority species and would include a biodiversity enhancement layout to be agreed to produce net biodiversity gains.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS WITH s106**

- (1) The applicant be informed that the committee be minded to refuse planning permission for the reasons set out in paragraph (3) below unless by 18**

**February 2020 the freehold owner enters into a binding agreement to cover the matters set out below under Section 106 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991 in a form to be prepared by the Head of Legal Services, in which case he shall be authorised to conclude an agreement to secure the following:**

- (i) Provision of affordable housing**
- (ii) Maintenance of SUDS**
- (iii) Pay the Council's reasonable legal costs**
- (iv) Pay the monitoring fee**

**(2) In the event of such an agreement being made, the Assistant Director Planning shall be authorised to grant permission subject to the conditions set out below.**

**(3) If the freehold owner shall fail to enter into such an agreement, the Assistant Director Planning shall be authorised to refuse permission at his discretion at any time thereafter for the following reasons:**

- (i) Non-provision of affordable housing**
- (ii) Non-maintenance of SuDS**
- (iii) Non-payment of the Council's reasonable legal costs**
- (iv) Non-payment of the monitoring fee**

#### **Conditions**

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

REASON: To comply with the provisions of Article 5 of the Town and Country Planning (General Development Management Procedure) (England) Order 2015 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

REASON: To comply with the provisions of Article 5 of the Town and Country Planning (General Development Management Procedure) (England) Order 2015 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. The development hereby permitted shall be begun no later than the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.

REASON: To comply with the provisions of Article 5 of the Town and Country Planning (General Development Management Procedure) (England) Order 2015 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. Prior to occupation of the dwellings, the shared access (minimum width 5m), turning head and parking provision for those dwellings as shown on revised submitted drawing 11158 02D shall be provided, including clear to ground visibility splays with dimensions of 2.4 metres x 90 metres in both directions for each dwelling as measured from and along the nearside edge of the carriageway. The turning, parking and access points with associated vehicular visibility splays shall be retained free of any obstruction at all times thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access points and those in the existing public highway in the interest of highway safety in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

5. Prior to occupation of the development a 2m wide footway shall be provided along the frontage of the development to join up with the existing footway to the west.

REASON: To provide safe and suitable access for all users in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

6. Prior to occupation of the development the 2 no. bus stops located to the west of the development on Stebbing Road (known as Warehouse Villas ATCO numbers 150024001002 and 1500IM2121) shall be upgraded to include a pole and timetable casing and raised kerb.

REASON: To increase the accessibility of the site and promote sustainable development and transport in accordance with ULP Policies GEN1 and GEN6 of the Uttlesford Local Plan (adopted 2005).

7. Cycle 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.

REASON: To ensure appropriate cycle / powered two wheeler parking is provided in the interest of highway safety and amenity in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

8. Any gates provided at the vehicular access points shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the footway.

REASON To enable vehicles using the access points to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent footway in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

9. No works except demolition shall take place until a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological 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:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753. If infiltration is found to be viable it should be utilised as much as possible. If it is found to be partially viable it then a hybrid approach should be utilised as much as possible.
- Limiting discharge rates to 1l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

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 environmental harm which may be caused to the local water environment in accordance with ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005) Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Pre-commencement condition justification: To ensure that the resulting development does not cause surface water flooding to adjacent properties and land.

10. No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution 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 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution in accordance with ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005) Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water

being allowed to leave the site. Methods for preventing or mitigating this should be proposed.

Pre-commencement condition justification: To ensure that the resulting development does not cause surface water flooding to adjacent properties and land.

11. Prior to occupation 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, shall be submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

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 in accordance with ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005). 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.

12. 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 ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005).

13. Prior to commencement of development, a Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures contained within the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Jan 2019), shall be submitted to and approved in writing by the local planning authority. The enhancement measures shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

REASON: To enhance Protected and Priority Species and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species) in accordance with ULP Policy GEN7 of the Uttlesford Local Plan (adopted 2005).

Pre-commencement condition justification: To ensure that appropriate biodiversity enhancements can be incorporated into the scheme.

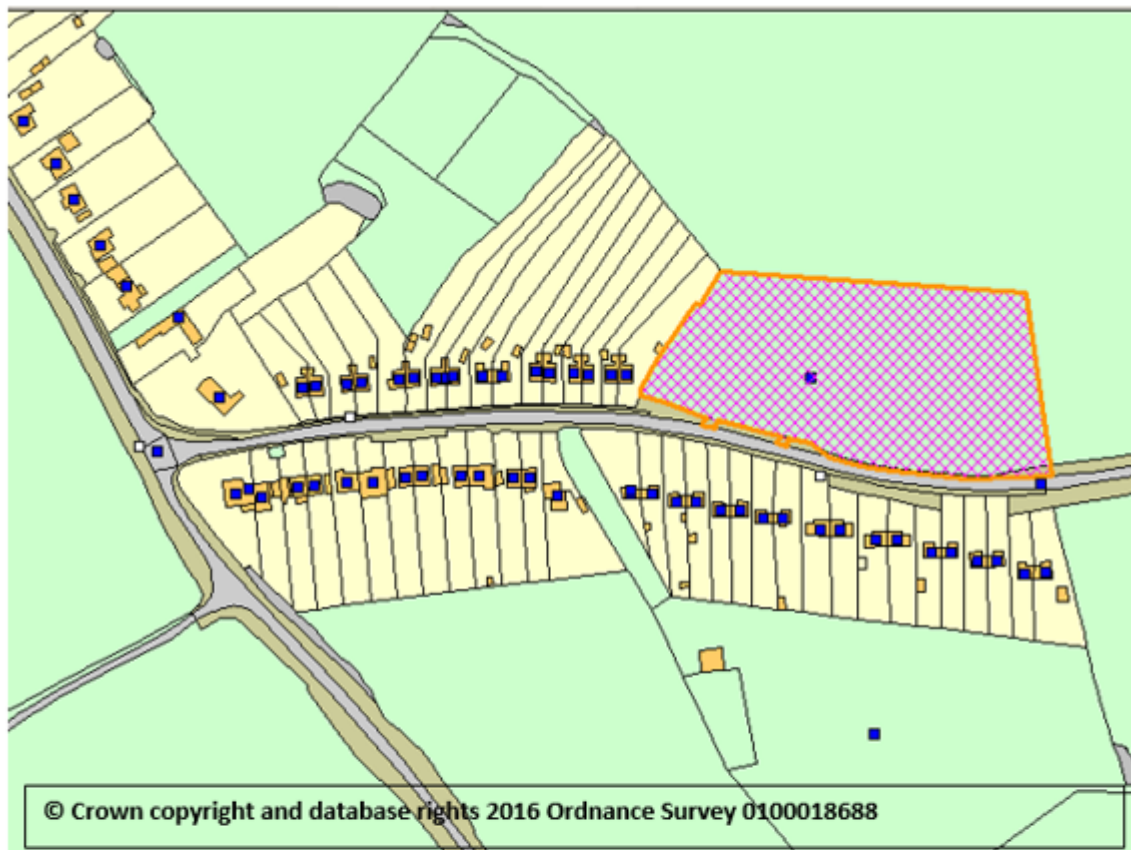
14. One dwelling approved by this permission shall be built to Category 3 (wheelchair user) housing M4 (3) (2)(a) wheelchair adaptable. The remaining dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4 (2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

REASON: To ensure compliance with ULP Policy GEN2 (c) of the Uttlesford Local Plan (adopted 2005) and the Council's adopted SPD "Accessible Homes and Playspace".

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

REASON: To identify and record any archaeological deposits which may exist at the site given that the Historic Environment Record shows that the proposed development site lies within an area of known archaeological deposits in accordance with ULP Policy ENV4 of the Uttlesford Local Plan (adopted 2005)

Pre-commencement condition justification: To ensure that the development does not compromise any underground heritage assets which may exist at the site.



Organisation: Uttlesford District Council

Department: Planning

Date: 27 November 2019