

UTT/19/1166/OP – LITTLE CANFIELD

(Major and Council application)

- PROPOSAL:** **1. Detailed proposal for Construction of a new Council Depot comprising vehicle workshop, office building, external storage, grounds maintenance storage, parking, landscaping, vehicular access and all supporting infrastructure**
2. Outline proposal for up to 4.6ha of employment land comprising Business, General Industrial and Storage and Distribution uses (Use Class B1, B2 and/or B8) (with all matters reserved except for access)
- LOCATION:** **Land To The South Of Stortford Road (B1256) Little Canfield**
- APPLICANT:** **Uttlesford District Council Facilities Management Service and Hales Farm (Joint Applicants)**
- AGENT:** **JB Planning Associates Ltd**
- EXPIRY DATE:** **21 October 2019 (Extension of Time)**
- CASE OFFICER:** **Mrs K Denmark**
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1. NOTATION

- 1.1 Outside Development Limits
 Adjacent Listed Buildings
 Adjacent to County Wildlife Site (also a bridleway and cycle path)
 Within 250m of Ancient Woodland and SSSI (High Woods)
 Height restriction zone – Stansted Airport
 Flood Zone 1
 Adjacent to A120 – poor air quality zone

2. DESCRIPTION OF SITE

- 2.1 The site is located to the south of Stortford Road (the B1256) and to the north of the Flitch Way. The site consists of Grade 2 agricultural land. To the west is the Blue Gates Farm site, which has the benefit of planning permission for commercial development. To the south east of the site is the established commercial use of the banana factory site. To the south of the Flitch Way and to the west of the banana factory site are agricultural fields. There is an area of agricultural land between the application site and High Cross Lane to the east. Land to the north of the site is agricultural land or landscaped areas associated with the A120.
- 2.2 The A120 is located approximately 200m away from the junction with Stortford Road. There are fields which are located between the site and the A120 which forms a forecourt. The site itself is relatively flat; there is a gradual slope downwards from east to west. However, there is a greater difference of ground levels between the section of the Stortford Road junction and the B1256.
- 2.3 There is landscaping separating the site from the Flitch Way located to the south. There is some landscaping along Stortford Road/B1256 and along the shared boundary to the west.

The Stood Hall residential complex and 1 Stortford Road are located adjacent and opposite the proposed site access. Stood Hall is a listed building and the surrounding complex are curtilage listed buildings. 1 and 2 Live and Let Live Cottages are located adjacent to the proposed potential emergency access, and these too are listed buildings. Eastern Lodge and Greencroft, both located on High Cross Lane East are both listed buildings.

3. PROPOSAL

- 3.1 The planning application is a hybrid application relating to two phases of development.

Area A seeks detailed planning permission for a new Council Depot comprising vehicle workshop, office building, external storage, ground maintenance storage, parking, landscaping and supporting infrastructure. Access is proposed to be taken from Area B leading onto the B1252, unlike the previous scheme which had a separate access to serve Area A. This area has also been reduced in size from 2h to 1.6ha

The works to site A are proposed in 2 phases – the relocation of the porta cabins from the New Street Depot in Great Dunmow and the installation of services until phase 2 works are undertaken, which is the development of the proposed main buildings.

The detailed planning application in respect of Area A relates to the centralisation of the Council's Depot sites (Saffron Walden, Newport and Great Dunmow). The scheme proposes a floor area of 550sqm for B1 offices and canteen building and 670sqm for B2 vehicle workshop building. The B1/canteen building is proposed to be 6.6m in height and would be linked to the proposed vehicle workshop building which is proposed to be 9.9m in height.

The proposed depot would provide offices, canteen, meeting rooms, changing rooms, store rooms and plant rooms. 4 bays are proposed within the workshop for maintaining and repairing vehicles. No processing of waste is proposed on site. It is proposed that there would be 91 employees on site and the hours of operation are 6am to 7pm Monday to Friday. Access would only be gained on Saturdays and Sundays by staff to collect vehicles for garden waste collections from Parish Council venues, but neither the workshop nor the offices would be open during this time. However, the construction hours do not appear to be specified, however, these can be controlled through conditions should planning permission be granted and it is considered to be necessary.

This would be served by 112 vehicle parking spaces, plus overnight parking for 6/12+ vehicles and 6 cycle spaces. A landscaping buffer is proposed around the perimeter of the application site. A wildflower meadow, followed by a 4m high variable gradient bund with tree and hedgerow planting is proposed between the existing dwellings on Stortford Road and Area A. Detailed landscaping plans have been submitted which indicate a 10m wide structural landscape planting buffer to the eastern boundary and adjacent to the Flich Way.

The proposed depot site would be gated providing a secure compound from the remainder of the proposed development (Area B). A further gated access is proposed in the north eastern corner of the site but this will only be used by vehicles in case of an emergency.

Area B covers an area of 4.6ha and seeks outline planning permission for employment land comprising business, general industrial and storage and distribution uses (use Class B1, B2 and/or B8) with all matters reserved except for access.

The proposed scheme indicates the sole vehicular access would be taken from Stortford Road, the B1256 for both sites. This forms part of the reserved matters to be considered now. A pedestrian cycle gate is proposed onto the Flitch Way from Site B.

In terms of the speculative outline application scheme, an indicative plan has been submitted which indicates the potential layout, scale, parking, internal roads, parking and landscaping. The indicative information shows the proposed buildings ranging from 8m in height on the higher part of the site adjacent to existing residential properties and would be restricted to Class B1 use only. On the western section of the site development is proposed to be up to 9m in height and falling within use classes B1 and B2 adjacent to the B1256. This is reflective of the development approved on the Blue Gates Farm site which is up to 9.2m in height. Adjacent to the Flitch Way, on the lowest part of the site, development is proposed to be a maximum of 10m in height and a mix of B1, B2 and B8 uses. Scale and final layout are matters to be considered at reserved matters stage.

A 20-30m landscaped buffer zone is proposed adjacent to 1-3 Stortford Road, incorporating a 4m high noise bund, as a continuation of the proposed bund in Area A. The Concept Masterplan also indicates a landscape edge to the B1256 frontage and the western boundary for Area B. A 15-20m deep landscaping buffer adjacent to the Flitch Way is proposed.

4. ENVIRONMENTAL IMPACT ASSESSMENT

4.1 Town and Country Planning (Environmental Assessment):

The proposal constitutes a 'Schedule 2' development that is one which falls within Schedule 2 of the above Regulations. (Class 10(a) industrial estate development project where the development exceeds 0.5 hectare) thereby the proposed development would be required to be screened. The application has been screened whereby it has been concluded that an EIA is not required.

5. APPLICANT'S CASE

5.1 The application includes the following documents;

- Planning Statement;
- Design & Access Statement;
- Noise Impact Assessment;
- Landscape And Visual Appraisal;
- Landscape And Visual Appraisal – Plans;
- Heritage Assessment;
- Flood Risk Assessment And Drainage Strategy;
- SUDS Checklist for Outline and Detailed;
- Ecology Report;
- Biodiversity Checklist;
- Statement of Community Involvement;

- Interim Transport Assessment;
- Transport Assessment (rec.21.11.2017)
- Stage 1 Road Safety Audit (rec. 8.12.2017)
- Location Plan;
- Fencing Layout;
- Fencing Details;
- Fencing Buffer Zones;
- Illustrative Master Plan Concept;
- Indicative Major Access Junction Arrangement;
- Site Parameters Plan (Area B);
- Indicative Minor Junction Arrangement;
- Topographical Survey;
- Soft Landscaping Design;
- Proposed Office/Workshop Floor Plans And Sections;
- Outline Block Plan;
- Proposed Office And Workshop - Elevations And Sections

5.2 **Conclusions of the Planning Statement.**

- i. This application is a re-submission following the refusal of an earlier hybrid planning application (UTT/17/2607/OP) in June 2018. Following this refusal, the landowner and Uttlesford District Council (the Applicants) have been collaborating over a revised proposal which addresses the Planning Committee's concerns and thus ensuring that the new Council Depot can be delivered promptly. This Supporting Planning Statement has detailed the changes that have been made to improve the proposed development.
- ii. Of further note, since the previous application was determined, the site has been included as an allocation in the Uttlesford Regulation 19 Pre-Submission Local Plan for a new Council Depot and employment uses. This Plan has now been submitted for Examination and attracts increased weight in the determination of planning applications.
- iii. Paragraph 11 of the NPPF sets out that there is a presumption in favour of sustainable development and it should be considered whether the development would accord with this requirement. There are three overarching objectives in achieving sustainable development and these should not be taken in isolation because they are mutually exclusive.
- iv. This statement has demonstrated that substantial weight should be attached to the social and economic dimensions of the sustainable development. The proposed development represents an opportunity to create a new Council Depot with modern facilities and sufficient space to expand. Its location next to a strategic transport corridor serving the southern half of the District will ensure that vital Council services can function in an efficient and effective manner to support expanding communities within the District over the Plan period.
- v. The proposed development will also make a significant contribution towards supporting growth within an area that is undergoing substantial change. The town of Great Dunmow is anticipated to expand significantly over the new Plan period as existing commitments and proposed allocations come forward. In addition, a new settlement of 10,000 new dwellings is proposed to the north of the application site. Given the scale of growth, additional employment opportunities in the area will inevitably be required, and in this respect the proposed development would help to boost the local economy and employ many residents from neighbouring

settlements. This potential labour force, combined with the sites excellent accessibility to the A120, will make the site very attractive to businesses and demonstrates the suitability of the site's location for the proposed use.

- vi. Moving to the environmental dimension, the application has demonstrated through the extensive technical supporting work that a suitably designed and landscaped development can be accommodated on the site without significant adverse visual or landscape effects. A significant amount of landscaping and planting is proposed to strengthen the existing perimeter hedgerows and tree margins, and integrate the development into its surroundings. The provision of c.6,000 new trees and c.2,000m of native hedgerow will provide a substantial and demonstrable net gain in landscape fabric and biodiversity.
- vii. These planting proposals include a landscape buffer, incorporating earth bund, between the operational area and the existing properties on Stortford Road. Noise and Heritage Assessments provided demonstrate that this will also provide suitable noise mitigation and avoid harm to the setting of the listed building.
- viii. The Transport Assessment has demonstrated that the proposed development will have a minimum impact on traffic flows on the local highway network, and that measures will be introduced to encourage use of sustainable modes of transport. Furthermore, the site is not constrained by ecology or risk of flooding, and surface and foul water flows arising from the development can be sustainably managed.
- ix. We therefore conclude that the development proposals meet the environmental role, and with it achieves the three objectives to sustainable development. There are therefore sufficient material considerations which indicate that this would be an entirely suitable form of development, and it should therefore be granted planning permission without delay.

6. RELEVANT SITE HISTORY

- 6.1 UTT/17/2707/OP: 1. Detailed application for Construction of a new Council Depot comprising vehicle workshop, office building, external storage, grounds maintenance storage, parking, landscaping, vehicular access and all supporting infrastructure
2. Outline proposals for up to 4.2ha of employment land comprising Business, General Industrial and Storage and Distribution uses (Use Class B1, B2 and/or B8) (with all matters reserved except for access).

This was refused on 11 June 2018 for the following reasons:

- 1. The proposed development by reason of its nature and siting within the Countryside is unacceptable to the detriment of its rural natural, the amenity of the surrounding locality, contrary to Policy S7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.
- 2. The proposed development by reason of relationship with adjacent neighbouring Listed Buildings would have an unacceptable impact upon their setting which is not outweighed by public benefit contrary to Policy ENV2 of the Uttlesford Local Plan (adopted 2005) and the NPPF.
- 3. The proposed development by reason of its insufficient buffer to the Flitch Way would result in unacceptable impact upon wildlife and users of the Flitch Way contrary to Policies GEN2, GEN4 and GEN7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

4. The development hereby permitted would increase the pressure on the local infrastructure within the district, as listed within the schedule of Heads of Terms of the report presented to the 6th June 2018 Planning Committee (page 60). In the absence of any legal agreement to address this, the application fails to fully mitigate the impacts of the development contrary to Policy GEN6 of the Uttlesford Local Plan 2005.

7. POLICIES

Uttlesford Local Plan (2005)

Policy S7 - Countryside
Policy GEN1 - Access
Policy GEN2 – Design
Policy GEN3 – Flood Protection
Policy GEN4 – Good Neighbourliness
Policy GEN5 – Light Pollution
Policy GEN6 – Infrastructure Provision to Support Development
Policy GEN7 – Nature Conservation
Policy GEN8 – Vehicle Parking Standards
Policy E1 – Distribution of Employment Land
Policy ENV2 – Development Affecting Listed Buildings
Policy ENV3 – Open Spaces and Trees
Policy ENV4 – Ancient Monuments and Sites of Archaeological Importance
Policy ENV5 - Protection of Agricultural Land
Policy ENV7 – The Protection of the Natural Environment – Designated Sites
Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation
Policy ENV11 – Noise Generators
Policy ENV13 – Exposure to Poor Air Quality
Policy ENV14 – Contamination

ECC Mineral and Waste Plan
MLP Policy S8 - Mineral Safeguarding

Supplementary Planning Documents/Guidance

ECC Parking Standards (2009)
UDC Parking Standards

National Policies

National Planning Policy Framework 2019
Planning Practice Guidance

8. PARISH/TOWN COUNCIL COMMENTS

8.1 Little Canfield Parish Council

Little Canfield Parish Council wish to register objections to this planning application. We would also request the planning officers to take specific note of the comprehensive information and comments provided from residents directly affected (such as the soon to be submitted submission by Cllr David Adams, of 1 Stortford Road, CM6 1SN, which is fully supported by the Parish Council) whilst assessing the application and the true validity of the developer's submissions.

The Parish Council's objections are based primarily on the substantial change in the nature of the remaining undeveloped part Little Canfield, should this development take place, and the effect that the development will have on the residents of Little Canfield.

The Parish Council is also very disappointed and does not understand the process whereby a planning submission that was unanimously refused by the planning committee is now being resubmitted with little real change. This seems highly irregular especially when under the planning rules you need to consider other more suitable sites. One such site has been submitted to the council for approval, adjacent to the Sewage works to the East of Dunmow, which will almost no effect on any local residents and appears to have complete local support. This is: UTT/19/1219/FUL

With regards to the refusal reasons

1. *The proposed development by reason of its nature and siting within the Countryside is unacceptable to the detriment of its rural natural, and the amenity of the surrounding locality, contrary to Policy S7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.*

The Uttlesford Local Plan (adopted 2005) is still in force and as such you still contravene the Policy S7 especially as the Inspectors of the newly proposed Local Plan had written to the new Uttlesford Council asking them to consider if they want to pause or withdraw the proposal as it is at odds with the Manifest Policies of the new UDC controlling party.

2. *The proposed development by reason of relationship with adjacent neighbouring Listed Buildings would have an unacceptable impact upon their setting which is not outweighed by public benefit and contrary to Policy ENV2 of the Uttlesford Local Plan (adopted 2005) and the NPPF.*

The bunding and proximity to the Listed buildings has not changed so it would have as great an impact on them as when this was refused the first time, this despite the readjustment of the layout of the site and entrance/exits and the reduction in height of the buildings. The Revised Heritage statement appears to simply rehash the original statement but is fundamentally missing the point of the policy - the changing of a rural setting of open fields to one of an industrial estate, which doesn't simply erode the setting, it obliterates it.

The original assessment from Barbara Bosworth does not seem to have been resubmitted in full (and has been portrayed in the Heritage statement as supporting the proposal) where in reality it just had the standard disclaimer at the bottom. The site subject of this application is in the open countryside some miles from the urban character of the historic town of Great Dunmow and similar distance from the recently intensified development of the village of Takeley. It is extensively farmed agricultural land framed by the local distributor road, Stortford Road, and the Flich Way, an attractive public amenity trail following disused C19 railway track. It could be said that this site together with other areas of agricultural land in the vicinity forms an agrarian buffer between the two more urbanised zones mentioned above.

The postal address places the site within the historic community of Little Canfield which is relatively rich in designated heritage asset. Four of the fifteen listed buildings within the settlement would be visually affected by the proposed

industrial site namely: Live and Let Live Cottages, Greencrofts, Crossing Cottage and Strood Hall.

At present the wider setting of these heritage assets is mostly defined by open, bucolic countryside. The application site would be intensively developed with most of the land being draped in concrete infrastructure with high density industrial building, generally not known for architectural quality, rising from the land to excessive height. Clearly the setting of the listed building would be seriously diminished to the detriment of their significance despite the proposed 'mitigation' measures.

The National Planning Policy Framework provides policies for the protections of the historic environment and that of designated heritage assets. The Framework requires that great weight to be attributed to the conservation of designated heritage assets, and that any harm should be justified (NPPF, 132). Should proposed work entail harm to the significance of such assets then local planning authorities should weigh that harm against such public benefits as would arise. From the historic environment point of view we can recognize clear public benefit in removing the council's depot from the heart of the outstanding Conservation Area of Great Dunmow, where such a depot affects a much greater number of residents and listed buildings. However, the 'alternative site' UTT/19/1219/FUL, appears to be the best of all worlds.

3. The proposed development by reason of its insufficient buffer to the Flitch Way would result in unacceptable impact upon wildlife and users of the Flitch Way contrary to Policies GEN2, GEN4 and GEN7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

The changes of site layout in the new proposal where by the buildings have been relocated and the office block reduced in height will actually cause greater disruption to the wildlife as they will be bordering a row of vehicles that will be coming and going and causing more disruption than a static building.

4. The development, if permitted, would increase the pressure on the local infrastructure within the district, as listed within the schedule of Heads of Terms of the report presented to the 6th June 2018 Planning Committee (page 60). In the absence of any legal agreement to address this, the application fails to fully mitigate the impact.

The traffic impact for this site is still being taken in isolation (with surveys that fail to address the peak traffic times) and does not take in consideration the potential 25,000 cars or the industrial loading by the 2 other industrial sites proposed as part of the Easton Park development. We believe this will result in a catastrophic overloading of an already heavily impacted junction, given all of the recent and potential developments along the B1256 which are negatively affecting the rest of Little Canfield, Takeley and Takeley Street. The road surfaces across the A120 Junction bridge are regularly breaking up despite being repaired time and time again. The addition of another potentially 25,000 cars and 3 industrial estates with refuse trucks seems not to be realistically viable, and will likely result in backing up the feeder roads on and off of the A120, particularly at rush hour.

Environment

The B1256 from Start Hill to Little Canfield has been heavily developed, and is now a ribbon development for nearly all its length, except from Priors Green to

Strood Hall area. We believe that in itself this is contrary to your general planning principles. This proposed development will further destroy the remaining rural outlook for residents of the parish and add to the likelihood of a continuous built up area from Bishop's Stortford to Dunmow.

The Flitchway linear park is a delightful resource for local residents and others from outside the parish, allowing access to scenic beauty and wildlife. It is particularly good for people with limited mobility, due to its level nature and ease of access. Such an industrial development as this proposal will destroy the sense of wellbeing gained from using the park.

The area is well known for supporting a host of various wildlife including badgers, bats, and wild deer. We are surprised that there is little mention of these issues in the developers' submissions.

A big concern for local residents and Flitchway users is the likelihood of the rat population increasing dramatically due to the residue from waste wagon washings and other build-up of junk that occurs in such industrial locations. This issue is not something that can be ignored.

The Bund design in the developer's submission appears the worst of all worlds, despite the LCPC Chairman's informal discussions with the Developers and Adrian Webb of UDC. To have any real effect on noise, smells and visually, a bund would have to be at least 10 meter's high plus many rows of trees/bushes on top — existing developments at Crumps Farm waste centre use such a height. However, that would have a negative impact on the adjoining cottages, and likely further encourage the wrong sort of wildlife to settle in. A smaller bund, as proposed, would achieve nothing in respect to 'seeing it, hearing it and smelling it'. Additionally, the use of a chain link fence for security, rather than one of natural materials, will be a negative eyesore.

Despite the Government's concerns about vehicle emissions and excess road use, this development appears to be in a location at the extreme SW corner of Uttlesford District that will increase considerably the travelling needs of all the personnel working on the site and that of the waste wagons in carrying out their duties. Unfortunately, we are not in a position to authoritatively offer alternative business models as UDC has taken upon itself to refuse to present this site's business case for reasonable discussion. We can only assume that the reason for this confidentiality implies that the business case is unsound, or subject to some other intrinsic weakness. However, now that there is an alternative proposed site (UTT/19/1219/FUL) the business case should become more publicly available.

In addition, it is noted that the development is proposed to be constructed on a Green Field site which consists of top quality farm land at a time when government ministers are making it clear that, in the light of Brexit, food production in the UK will need to be increased. The alternative site (UTT/19/1219/FUL) appears to be a part Brown Field site and would clearly not have the same environmental impact.

The PC is aware that local residents have made freedom of information requests to UDC seeking information as to what other sites have considered. UDC has inappropriately declined such requests, prejudicing the ability of such residents and ourselves to fully respond to the Planning Application in full knowledge of all the relevant facts. We consider that any further consideration of this application until this has occurred would amount to a material irregularity, and in any case

should not be considered in isolation from the alternative site proposal (UTT/19/1219/FUL).

Health and Safety concerns

The noise surveys and estimates do not appear to have taken into account positions of bedrooms in the cottages nearby and the reversing sirens on the trucks. Little Canfield residents in Priors Green have had their lives disturbed for the past few years by constant developments on the B1256, from such reversing sirens which permeate houses from over 300 metres away, despite trees and other properties supposedly 'shielding' the noise.

As with the apparent 'selectivity' of the noise data, the traffic data seems at the least misleading but possibly manipulated to minimize the perceived problems. Initial surveys were carried out during school holidays, with a much reduced B1256 traffic flow. We believe the substantial increase in vehicle egress from the development site will increase the likelihood of serious accidents due to the added frustration of waiting/queueing. Equally, we believe that many cars and some wagons will switch to using the narrow lanes (such as High Cross Lane) towards the Rodings, and create safety issues to other road users (particularly pedestrians and horse riders).

Very little thought appears to have been given to the cumulative noise pollution and emissions effects of large wagons queueing up outside the local residences, some of which are listed buildings (without double glazing and modern foundations). At present, vehicles often need to wait for over 5 minutes to exit Stortford Road onto the B1256. Add another 200 vehicles trying to exit the proposed development (worker's cars and wagons) and the emissions issue will become quite toxic.

Lack of Economic Benefits

We cannot see any likely benefits to Little Canfield from this development, as the main employment will be for existing personnel brought in from other areas. There are no shops or eateries in the immediate vicinity. Vehicle journeys and the noise and emissions will be increased if workers need to obtain supplies during the working day — all of this to the detriment of the local community.

As there will be no residential precept, the Parish council will receive no added funds to help support and maintain what local amenities may remain.

8.2 **Great Canfield Parish Council**

Great Canfield Parish Council objects (as previously) to UTT/19/1166/OP as it remains extremely concerned with the potential impact on the local highway network in particular the increase in traffic using single track lanes which lead from the site to the east along High Cross Lane, through Great Canfield and beyond. Whilst the proposal includes a Framework Workplace Travel Plan which the applicant suggests will incentivise the use of sustainable transport to the site and reduce the impact on the local road network, the Parish Council is not convinced that this action alone will prevent users of the site (including deliveries) from using the single track lanes through Great Canfield. For Great Canfield the issue is compounded as the hamlet of Bacon End (directly accessible from the site) is a 60mph zone and sat navs direct drivers via this hamlet as the fastest route, rather than the supposedly slower A and B road network via Great Dunmow; despite repeated requests the hamlet does not meet the Essex Highway criteria for reducing the speed limit. The Parish Council is fully supportive of the alternative

site UTT/19/1219/FUL which is located away from the local villages thereby avoiding the issues outlined above, it has no adjoining heritage assets and its location gives easy access to the A120 and the B roads which lead to all parts of the district.

8.3 **Great Dunmow Town Council**

Gt Dunmow Town Council strongly objects to the refuse depot application in Lt Canfield, UTT/19/1166/OP and associated light industrial development, for the same reasons given when the application was considered previously. The site would cause coalescence with Gt Dunmow, made worse by sites already consented or in the emerging Local Plan allocations which would completely fill the gap between the two parishes. The site is unsuitable due to impacts on the character and setting of Gt Dunmow and conflicts with the vision and values of the Neighbourhood Plan. The harm to the countryside, heritage assets and the local road network is unacceptable. There is no need for it to be in Lt Canfield now that a suitable alternative site has been found in Gt Dunmow South of B1256 Braintree Road UTT/19/1219/FUL, which we support. We have been assured by officers that, in the interests of transparency, both applications will be considered at the same planning committee meeting.

8.4 **Takeley Parish Council**

Takeley Parish Council object to this application due to the impact on the local highway network. This site will result in increased traffic movements of HGV on B roads. HGV should be directed to more suitable A roads. We would like a condition that vehicles do not use the B1256. We recommend approval of application UTT/19/1219/FUL, a more suitable location.

9. **CONSULTATIONS**

Conservation Officer

- 9.1 Previous conservation comments are detailed below. As per the comments given in the summary section the proposed revisions are not considered to address the concerns of comments given below to remove the visual harm the development will have on the identified 4 listed buildings.

The site subject of this application is in the open countryside some miles from the urban character of the historic town of Great Dunmow and similar distance from the recently intensified development of the village of Takeley. It is extensively farmed agricultural land framed by the local distributor, Stortford Road and Flich Way, attractive public trail following disused C19 railway track. It could be said that this site together with other areas of agricultural land in the vicinity forms agrarian buffer between the two more urban zones mentioned above.

The postal address places the site within the historic community of Little Canfield which is relatively rich in designated heritage asset. 4 of the 15 listed buildings within the settlement would be visually affected by the proposed industrial site namely: Live and Let Live Cottages, Greencrofts, Crossing Cottage and Strood Hall.

At present the wider setting of these heritage assets is mostly defined by open, bucolic countryside. The application site would be intensively developed with most of the land being draped in concrete infrastructure with high density industrial

building, generally not known for architectural quality, rising from the land to excessive height. Clearly the setting of the listed building would be seriously diminished to the detriment of their significance despite possible mitigating measures.

The National Planning Policy Framework provides policies for the protections of the historic environment and that of designated heritage assets. The Framework requires that great weight to be attributed to the conservation of designated heritage assets, and that any harm should be justified (NPPF, 132). Should proposed work entail harm to the significance of such assets than local planning authorities should weigh that harm against such public benefits as would arise. From the historic environment point of view I can recognise clear public benefit in removing council's depot from the heart of the outstanding Conservation Area of Great Dunmow where unsightly collection of structures affects much greater number of listed buildings and the character of the locality in general

In conclusion, should the perceived public benefits outweigh the harm to the significance of the heritage assets, detailed and appropriate scheme of mitigating measure should be approved and implemented prior to the development taking place.

ECC Highway Authority

- 9.2 Essex County Council in its capacity as Highway Authority has assessed the highways and transportation information submitted in support of the above planning application, a number of site visits were undertaken as was consultation with Highways England. The assessment of the application and transport assessment was undertaken with reference to the National Planning Policy Framework 2019 and in particular paragraphs 108 – 109, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

In terms of capacity on the network, the cumulative impact of development has been tested. This showed that the impact on the key junctions on the local network were not severe. Highways England has commented on the impact on the strategic network and required mitigation to the junction B1256/A120 to the north of the site.

This application differs from the first application (UTT/17/2607) in that the current application has a single access from the B1256 and no access from Stortford Road. The access is a ghosted right hand turn which has been subject to a stage one Road Safety Audit. The adjacent Bluegates Farm has a planning permission for an office development with associated access. The applicant has demonstrated their access can be delivered taking into account the Bluegates Farm application and its proposed access on to the B1256, however elements of the Bluegates Farm proposal, namely the pedestrian island and location of bus stops will have to change and a condition is therefore required to ensure that a continuous footway is delivered along the frontage of both application sites to ensure all employees can access the bus stops safely.

To improve the accessibility of site bus stops, a pedestrian island crossing and pedestrian cycle link into the site have also been required. The impact on the Flich way which is a Public Right of Way in the form of bridleway has been looked at in transport terms and a contribution to drainage and surfacing work is required to mitigate the potential extra use from two pedestrian/cycle accesses on to it at

this location. All details of access on to the Flitch way are to be agreed with the planning authority in consultation with the highway authority and no additional vehicular accesses on to it are proposed.

From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to conditions.

Highways England

- 9.3 Extensive negotiations have taken place and we are now satisfied that provided the slip road is widened as shown on the applicants drawing 70032151-WSP-00-ZZ-DR-CE-008 Rev P04, the potential for a 'severe impact' that would otherwise arise from traffic tailing back from the A120/ B1256 Dunmow West junction on to the main line of the A120, can be mitigated. Recommend that conditions be attached to any planning permission that may be granted.

Environment Agency

- 9.4 No objection.

ECC Ecology

- 9.5 We have reviewed the Preliminary Ecological Appraisal (The Ecology Partnership, March 2019) relating to the likely impacts of development on designated sites, protected species and priority species / habitats.

We are 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/habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

The Preliminary Ecological Appraisal (The Ecology Partnership, March 2019) identified the field to be developed as an area that 'could support one or more skylark territories'. As a result, a Skylark Mitigation Strategy must be submitted to and approved by the local planning authority to compensate the loss of any Skylark territories. This should be secured as a condition of any consent.

Additionally, as mentioned in the Preliminary Ecological Appraisal (The Ecology Partnership, March 2019) a wildlife friendly lighting scheme should be implemented by the development to reduce the impacts of the development on nocturnal animals that may use the existing habitat along the site boundaries. Thus a Wildlife Sensitive Lighting Design Scheme should be required as a condition of any consent.

The mitigation measures identified in the Preliminary Ecological Appraisal (The Ecology Partnership, March 2019), including a 10-20m buffer around the edge of the site and sensitive working practises, should be secured and implemented in full. This is necessary to conserve and enhance Protected and Priority Species.

We also support the proposed reasonable biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured as a condition of any consent.

Environmental Health

- 9.6 This proposal comprises a hybrid outline application for a Council Depot (including vehicle workshop, office building, external storage, grounds maintenance storage, parking and associated infrastructure and 4.6Ha of employment land for use classes B1, B2 and B8. The site, which is currently agricultural fields, is to the south of the B1256 junction of the A120 and is in an existing mixed use area with the Winfresh Distribution Centre to the south east and the Hales Farm industrial area further to the south. Directly to the north are residential properties and also to the east on High Cross Lane. To the west are more residential premises and a commercial unit.

There is a concern that noise from this proposed developments may give rise to unacceptable levels of noise to the existing residents both from construction activities, from on site operational activities and from vehicles on the local road network. However, on balance, given the noise levels in the vicinity from the local road network (the A120 carriageway and vehicles serving the existing industrial/commercial uses to the south) it is considered that with appropriate mitigation and careful design and layout of the proposed land uses residential amenity can be preserved. This, however, may only be with restrictions in the hours of use available to both the Council depot site to the east and the mixed employment site to the west and with conditions attached to ensure that this is the case. As the sites appear to be separate and distinct, and, as these two areas may be developed in stages or at different times it may be prudent to offer conditions specific to each site.

With these points in mind, based on the submitted information, I raise no objection to the proposals subject to the imposition of conditions.

Thames Water

- 9.7 Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water have contacted the developer in an attempt to agree a position for foul water networks but have been unable to do so in the time available and as such Thames Water request that a condition be added to any planning permission.

ECC Education

- 9.8 A development of this size can be expected to generate the need for up to 3.64 Early Years and Childcare (EY&C) places. The proposed development is located within the Takeley Ward. According to Essex County Council's childcare sufficiency data, published in July 2018, there are sufficient places to meet the demand from this proposal.

MAG London Stansted Airport

- 9.9 We have no aerodrome safeguarding objections to the proposal at Outline stage however we should be consulted further if the detailed design includes green roofs for the buildings in which case we are likely to request a Bird Hazard Management Plan for the site.

ECC Archaeology

- 9.10 Recommend an archaeological programme of trial trenching followed by open area excavation.

Essex Police

- 9.11 It appears that this development relies heavily on natural boundaries, it should be noted to do so would expose the site to potential crime especially from the Flich Way direction. To comment further we would require the finer detail such as the proposed lighting, 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.

Natural England

- 9.12 Based on the plans submitted, Natural England considers that the proposed development will not have likely significant effects on statutorily protected sites and has no objection to the proposed development.

Lead Local Flood Authority

- 9.13 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission subject to conditions.

Economic Development Officer (taken from previous scheme)

- 9.14 The development of the site to provide light industrial capacity is welcomed as supportive of the Council's strategic objective of supporting sustainable business growth. The current and forecast supply of commercial workspace in the Great Dunmow area is likely to restrict business growth. I've highlighted below key extracts from the April 2015 "Commercial Workspace Study" which concludes that in regard to the Great Dunmow market that "There is an imperative to ensure that further stock is brought to the market at the earliest possible juncture to relieve the tightness in the market and to minimise any leakage of businesses out of the District to available space elsewhere, such as Harlow, Braintree, Bishop's Stortford, Haverhill or Cambridge."

Great Dunmow

"6.56 Great Dunmow is attractive to industry because of a combination of generally thriving industrial estates combined with ready access to the now dualled A120 and hence the M11 and Stansted Airport (see map 4). It would be expected that both airport-related and non-airport-related businesses would be attracted to this location. The rents commanded locally reflect the quality of both the premises and the environment which, whilst variable, is generally of a high standard. Rents are slightly less expensive than those further west nearer to Junction 8 of the M11 and there is a greater availability of choice.

6.57 The Flich Industrial Estate features a number of B1 uses which is reflected, in part, in an enhanced environment in terms of both the design of the buildings and the associated landscaping. The recent high level of vacancies on the Station Road Estate was as a consequence of a combination of leases terminating concurrently and the recession. Most units are now occupied despite the buildings being now somewhat dated.

6.58 Rents range from £7/sq. ft. for B1/B2/B8 floorspace in high quality premises on the newer, more prestigious estates down to £2 – 3/sq. ft. for more basic accommodation on older, poorer quality estates. The relatively high levels of accessibility, combined with the quality of the commercial estates, results in a much greater degree of churn than in other areas where local circumstances are different.

6.59 The local plan includes an allocation of 9.6 ha. for a proposed Business Park which remains unimplemented despite the dualling of the A120, from Stansted to Braintree, in 2004.”

7.12 There is an imperative to ensure that further stock is brought to the market at the earliest possible juncture to relieve the tightness in the market and to minimise any leakage of businesses out of the District to available space elsewhere, such as Harlow, Braintree, Bishop’s Stortford, Haverhill or Cambridge.

Great Dunmow

7.27 The tightness in the market in Great Dunmow is most apparent in the industrial market. Great Dunmow is an attractive industrial area due to its location on the A120 corridor. Its office function is mostly limited to very small town centre operators.

7.28 The Mantle Estates development to the west of Chelmsford Road would provide the key additional stock for Great Dunmow, with a planning approval that could yield some 9,300 sqm additional commercial floorspace. The approval is for B1, B2 and B8 uses and the final mix of such stock would depend on demand upon development.

7.29 Of the 63 businesses that responded from Great Dunmow, only three stated an intention to relocate premises (5 percent), including two industrial businesses and one office base business.

7.30 Similarly to the analysis for Saffron Walden, the data has been extrapolated to the full business population of Great Dunmow. From ONS business count data, it is estimated that there are approximately 590 businesses in Great Dunmow, of which about 220 are in the sectors which are typically office based and 100 in the industrial/warehousing sectors. Therefore the business survey received responses from approximately 11 percent of office or industrial/warehouse based businesses.

7.31 It is estimated that potentially some 20-25 office based businesses and 5-7 industrial/warehouse based business in Great Dunmow may have the intention to find alternative premises. Using median floorspaces from the enquiries data, the total floorspace stock of businesses seeking alternative premises is potentially 2,800-3,500 sqm for offices and 1,600-2,300 sqm for industrial/warehouses. Once again, however, this is considered to be an overestimation of the likely number of businesses and total floorspace that would locate in newly built premises, particularly for offices. A more realistic estimate of new stock required in Great Dunmow in the near term to satisfy those with intentions to find alternative premises is likely to be approximately 1,200-1,500 sqm for offices and 1,000-2,000 sqm for industrial/ warehouses.

7.32 The approval at the Mantle Estates site is sufficient to supply such additional stock, if developed in the near term. The approval would also provide

capacity for businesses from outside the area to relocate to Great Dunmow, which is a necessary level of supply given Great Dunmow's position on the A120. Significantly though, additional stock would be in the control of one developer, leaving the community vulnerable to changes to their development priorities and potentially leaving too much market power in the control of one developer.

7.33 Further stock is likely to be required in the 5-7 year timeframe and additional site(s) would need to be found to satisfy this demand. The reasons businesses are in Great Dunmow are to service the local demand and to have ready access to the A120. Identification of a further site would need to consider these factors and thus should have ready access to the local market and the arterial road network. A continuation of the existing industrial node to the south of the town is preferable if practicable and of sufficient scale to provide some 4,000-5,000 sqm of industrial floor space (up to 1.5 hectares).

Landscape Officer

- 9.15 The site is some 6.2ha (15.3 acres) of arable farmland. The proposed development would have a significant detrimental impact on the rural landscape character of the site.

The Environmental Dimension Partnership's (EDP) Landscape Visual Appraisal (LVA) accompanying this application concludes that "the proposal would yield limited harm on the landscape character of the site itself"; and "The scale, form, and appearance of the development would reflect and enhance the positive characteristics of the surrounding area"; and "the development would appear as a logical addition to the existing commercial complex to the immediate south and transport corridor to the north. For these reasons, it is considered that the proposed development is entirely consistent with the existing landscape character."

It is not accepted that the proposed development is "is entirely consistent with the existing landscape character." The proposal site is visually separated from the Winfresh depot and Hales Farm trading estate to the south by the Flich Way which provides a clear delineation between the character of the trading estate and the arable land to the north.

The proposal site has no special landscape designation, however, it is of some visual quality and affords long distance views to be taken from High Cross Lane to the countryside beyond. These views allow for an appreciation of the line of the Flich Way over some 2.6km which is considered to be of landscape interest.

In order to seek to migrate the impact of the proposed development on residential properties immediately to the north of the site a buffer zone is proposed. This includes the construction of a earth bund with tree planting. Generally, the construction of screening bunds is considered not to be desirable within a landscape, unless it is to seek to separate an otherwise incompatible development from the surrounding area.

The adopted Local Plan states that "In the countryside, which will be protected for its own sake, planning permission will only be given for development that needs to take place there, or is appropriate to a rural area", and that "Development will only be permitted if its appearance protects and enhances the particular character of the part of the countryside within it is set or there are special reasons why the development in the form proposed needs to be there." It is considered that the

proposed development does not protect or enhance the character of this part of the countryside, and that no special reasons why the development should take place on this site have been satisfactorily demonstrated. Consequently, it is considered that the proposed development would be contrary to Policy S7.

The proposal site is not identified in the existing Local Plan 2005 for the proposed use; although it is identified in the emerging Local Plan currently under inspection.

Friends of Flitch Way

9.16 The Friends of the Flitch Way object to this application.

We are disappointed to see the development proposal as this stretch of the Flitch Way has a particularly strong rural feel which will be lost. For many people this provides the first sense of being "out in the countryside" when heading west from Great Dunmow. Instead of looking through the hedge out on to fields, the view will be of a 3m high palisade fence with rota spikes.

The Flitch Way is under increasing pressure from development and proposals like this will change the landscape in which it sits forever. Over the last 18 months there have been applications to build over 5,700 homes directly next to the Flitch Way. If only a fraction of these are approved it will have a direct impact on wildlife and the environment and diminish the attractiveness and enjoyment of the Flitch Way.

Buffer zone alongside the Flitch Way

The preferred buffer zone between the Flitch Way and proposed development should be at least 20 metres wide and ideally be 100 metres wide. The buffer zone should be landscaped sensitively and be attuned to the specific habitat of that part of the Flitch Way. Having a wide buffer zone next to the Flitch Way boundary along with the installation of secure boundary fencing would help to mitigate habitat damage. It is essential to maintain good light access to maintain as diverse a range of wildlife as possible. One way of achieving this would be to install open metal rail fencing or similar between the Flitch Way and the buffer zone. The plans show 10m buffer zones with a build height of up to 10m in stark contrast to the wider buffer zone alongside the Banana Ripening facility which lies to the south of the Flitch Way.

Access point on to the Flitch Way

We are concerned that the new access point being proposed as this could lead to habitat damage from increased usage around the access point. This part of the Flitch Way already has very good access from High Cross Lane West and High Cross Lane East and we do not believe extra access is required. If one access point was permitted and agreed with the Flitch Way Country Park Rangers it would need to be done sensitively to reduce habitat damage when in use. It should also have a barrier able to restrict vehicle traffic whilst allowing pedestrian, wheelchair and cycle access.

S106 funding to improve Flitch Way path surface

There is an opportunity to use S106 funding to improve and maintain the surface of the Flitch Way path to help mitigate the expected increase in usage. Another recommendation would be to allow the general public to park their cars when visiting the Flitch Way particularly at weekends as there are only a few car parking spaces on the section between Great Dunmow and Start Hill.

In summary, we are concerned about the current configuration of the site, narrowness of the buffer zone, increased access and restriction of light. If planning is approved we ask that the site be reconfigured to address the concerns especially the buffer zone width, location of the employment buildings and benefits provided to the local community by way of surfacing and access to parking facilities. We hope these concerns can be addressed and the suggestions included if planning is agreed.

Essex Bridleways Association

- 9.17 This development so close to the Flitch Way which is frequently used by horse riders will seriously impair riders enjoyment of the Public Right of Way. The view, noise, smell and movement of traffic from within the site will all detract from riders enjoyment and may alarm horses.

Although the access point to the site has been moved to be on the B1256 large lorries will still follow sat/navs and end up coming down the narrow single track lanes of High Cross Lane. These lanes already suffer from heavy traffic from the Banana Factory, Hales Farm and Newlands Farm. The roads are already collapsing and cannot take any more heavy loads.

Also we believe that when EBA reviewed the Local Plan this potential development was not on the plan. We would like to know how this has now been included and whether such an inclusion at a late stage after public consultation is in fact legal.

Bridleway Association and Flitch Way Action Group

- 9.18 Appreciate that the waste depot in Dunmow is no longer fit for purpose. However Little Canfield is not the right place for a larger waste depot and industrial units. Planning permission for this site was recently refused for good reason and the changes contained in this application are wholly inadequate to redress the detrimental effect of these industrial units and waste depot on a rural setting.

Why has Uttlesford District Council resubmitted this misconceived application which has generated so much local opposition when there is the option of another site for the waste depot south of Dunmow on land east of Braintree Road (Application no: UTT/19/1219/FUL? That proposal is widely supported. It will enhance local amenity by adding to the open spaces available for Dunmow residents and visitors to enjoy and by providing connecting links to the existing public rights of way network. Quite a contrast to the Little Canfield application which will destroy the charm and amenity of the Flitch Way, blight the lives of people living in nearby houses and doesn't even offer token gestures to compensate for the damage and reduced quality of life it will cause.

As with the previous application, once again insufficient regard and understanding has been given to the fact that the Flitch Way is a linear country park and a designated bridleway. It is not just a cycle track. It is a haven for wildlife and a safe place for local people and visitors to get out into the countryside and enjoy rural Essex.

The revised screening and buffer proposals will not conceal the fact that the site will be surrounded by oppressive industrial style fencing nor will it do much to contain the inevitable noise, smells, dust and pollution. The noise in particular is likely to alarm horses and heighten the risk of riding related accidents.

The additional traffic on local roads and in particular on High Cross Lane East and West which is in part a single track road will also increase the risk to vulnerable road users (horse riders, cyclists and walkers).

If the planning authority are minded to grant permission, I ask that they preserve the safety of users of the Flitch Way by stipulating that there be no crossings from this site to Hales Farm or elsewhere across the Flitch Way. I also ask that the planning authority require the applicant to make a substantial s106 or equivalent contribution to the project to reconnect the severed sections of the Flitch Way through Dunmow. This route is currently under construction. It is supported by county, district and local authorities but it needs substantial funds for construction of sections of the track, safe road crossings etc. The applicant should also be required to contribute to funds for the maintenance of the existing Flitch Way.

10. REPRESENTATIONS

10.1 This application has been advertised and representations have been received raising the following points:

- Little Canfield in danger of becoming overdeveloped
- Eyesore
- Must be more suitable sites in Dunmow
- Green belt and an area of natural beauty
- Adjacent to Flitch Way used for peaceful leisure purposes
- Adverse impacts on Flitch Way
- Unwanted noise and air pollution
- Highway dangers
- Increase in lorries
- Impacts on listed buildings
- Impacts on wildlife
- Loss of agricultural land
- Why is site next to sewage works in Dunmow not being followed up
- Increase in crime
- Will reduce a carbon sink and contribute to global warming
- Scale of buildings inappropriate
- Changes are not sufficient
- Direct contravention of Essex County Council's new "Green Strategy"
- Concerns about access opposite Strood Court
- What have officers done to find an alternative site?
- Loss of residential amenity
- Impacts on water pressure
- No amenities for staff – increased traffic at lunchtimes
- Other site has benefits to the community unlike this proposal
- Inadequate parking and turning areas
- No evidence that public benefits outweigh the harm to listed buildings
- Impacts on rural area, contrary to Policy S7
- Will promote coalescence
- Light pollution
- Impacts on water table and local septic tanks
- Needs to be assessed alongside the Easton Park proposals
- Would give rise to statutory nuisances under various legislation
- Noise survey is inadequate

- Impacts on residents and loss of sleep
- Noise bund will not protect bedrooms from increased noise
- Impacts arising from smell
- Loss of light and outlook from bund
- Fencing will be like living to a borstal or council estate
- Questionable decision adding site to emerging Local Plan
- Should look to have a site in the centre of the district
- Increased traffic impacts in Bacon End
- Already been refused once and should be refused again
- Fears over future expansion of site
- Unsustainable location

11. APPRAISAL

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

- A Principle (S7, E1, ENV5; NPPF)
- B Impacts on heritage assets (ENV2, ENV4; NPPF)
- C Design (GEN2, GEN4, GEN5; NPPF)
- D Ecology (GEN7, ENV7, ENV8; NPPF)
- E Access and parking (GEN1, GEN8; NPPF)
- F Flood risk and water resource protection (GEN3; NPPF)
- G Amenity issues (ENV11, ENV13, ENV14; NPPF)
- H Infrastructure (GEN6; NPPF)

11.1 S70(2) of The Town and Country Planning Act 1990 requires the local planning authority, in dealing with a planning application, to have regard to:

- (a) the provisions of the development plan, so far as material to the application,
- (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

S38(6) of the Planning and Compulsory Purchase Act 2004 requires that, if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise.

11.2 The National Planning Policy Framework is a material consideration and paragraph 11 sets out a presumption in favour of sustainable development. For decision making this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i) The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

- ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole.

11.3 It is therefore necessary to establish if the 'tilted balance' is engaged in the decision making in this instance. 11d)i) refers to various designations, the most important for the decision making in this instance being SSSI and designated heritage assets (adjacent listed buildings). As will be discussed below, the impacts of the proposals on SSSI's and heritage assets are not sufficient to provide a clear reason for refusing the development. Therefore, the 'tilted balance' of paragraph 11d)ii) is engaged.

A Principle (S7, E1, ENV5; NPPF)

11.4 The application site is located outside the development limits and within the countryside as designated by Policy S7. This policy is partially compliant with the NPPF being compatible with the principles of paragraph 170(b) of the NPPF which requires decisions to be made whilst recognising the intrinsic character and beauty of the countryside. However, given the restrictive nature of the policy it has moderate weight.

11.5 Policy E1 of the adopted Uttlesford Local Plan identified a 9.60ha site for employment land in Great Dunmow. This policy is generally consistent with the NPPF, but the 2012 NPPF required allocations to be reviewed to ensure there was the prospect of them coming forward for their intended purpose. In respect of the site in Great Dunmow, planning permission was granted for Mantle Estates for an element of this site for commercial development. This was identified by the Economic Development Officer, when responding to the previous application, as meeting the needs of Great Dunmow in the near term. However, this scheme was part of a hybrid application and only outline planning permission was granted for this development. Due to issues outside of the planning system, no reserved matters application has been made within the required time frame and this consent has now lapsed (although the residential elements of the proposals are extant). In addition, other land identified in Policy E1 has either not come forward for commercial development, or has now been granted planning permission for residential development or retail uses. On this basis, I give limited weight to Policy E1.

11.6 The proposed development would introduce a significant amount of built form within the countryside. The hybrid application demonstrates that the proposed depot building would be 9.9m tall for the proposed workshop building and 6.6m for the office/canteen building. The scale of development for the B1/B2/B8 development, which is outline with all matters reserved except for access, indicates that the development would be a range of heights depending on the sensitivity of the site. These would range from 8m to 10m as shown on the parameters plan.

11.7 The Council's Landscape Officer disagrees with the findings of the Landscape Visual Appraisal submitted with the application. This states that the "proposal would yield limited harm on the landscape character of the site itself." It also states, "The scale, form, and appearance of the development would reflect and enhance the positive characteristics of the surrounding area"; and "the development would appear as a logical addition to the existing commercial complex to the immediate south and transport corridor to the north. For these

reasons, it is considered that the proposed development is entirely consistent with the existing landscape character.”

- 11.8 Whilst the site has not special landscape designation, it is of some visual quality and affords long distance views to be taken from High Cross Lane to the countryside beyond. These views allow for an appreciation of the line of the Flitch Way over some 2.6km which is considered to be of landscape interest. The introduction of the buffer zone would not be sufficient to retain those views. In addition, it is proposed to construct a bund to mitigate the impact of the proposed development. Generally, the construction of screening bunds is considered not to be desirable within a landscape, unless it is to seek to separate an otherwise incompatible development from the surrounding area.
- 11.9 As such, the scale and form of development proposed would be contrary to Policy S7 as this would result in harm to the character of the rural area. In addition, this would not recognise the intrinsic character and beauty of the countryside. The proposals do not protect or enhance the character of this part of the countryside, and no special reasons have been put forward as to why the development in the form proposed needs to take place in this location.
- 11.10 However, as set out above, the NPPF requires the decision making process to demonstrate that the adverse impacts of development proposals would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole. This will be discussed in greater detail in the Planning Balance.
- 11.11 There is a requirement to meet an existing identified need, as well as the need to meet the longer term requirements for the district for employment land. This proposal would deliver those benefits. Whilst the site has been allocated in the emerging Local Plan in Policy LtCan1 as being appropriate for a Council depot and employment purposes within Use Class B1, little weight can be given to this policy.
- 11.12 The NPPF states, at paragraph 80, that ‘*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*’ Paragraph 83 states that planning decisions should enable ‘*the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.*’
- 11.13 Part of the proposal relates to the provision of a new Council depot, and this element of the scheme is submitted with the design established. The remainder of the proposal is outline with appearance, scale and layout being reserved matters. Notwithstanding this, a significant amount of detail has been submitted setting out the scale and indicative layout of the proposed development.
- 11.14 In terms of the proposed Council depot, this has been significantly amended since the previously refused scheme. Previously it was proposed to erect two substantial linked buildings being 12.4m in height. This revised proposal proposes two interlinked building, one workshop building of 9.9m in height, and an ancillary canteen/office building of 6.6m in height. The proposed design of the buildings is considered appropriate for this countryside location, although it is acknowledged that there would be an element of harm to the countryside arising from the proposals.

- 11.15 In respect of this element of the proposals, it must be acknowledged that this would not relate to the creation of new employment opportunities. Instead it would relate to the reorganisation of the Council's existing depot facilities across the district. Therefore, this element of the scheme would bring limited benefits and is given little weight. However, the remainder of the proposal would meet an identified need for additional employment land. As such, this would deliver significant benefits and should be awarded significant weight, as set out in the NPPF.
- 11.16 The proposal would result in the loss of 6.2ha of grade 2 agricultural land, the type of land that Policy ENV5 seeks to protect. This policy is consistent with the NPPF and I give the policy full weight. However, it must be acknowledged that there are limited brownfield sites within the district and the majority of the district's agricultural land is grade 2. As discussed above, the Council depot would not bring employment benefits and this makes up 1.6ha of the proposals. However, the remaining 4.6ha would deliver benefits affording significant weight, which would outweigh the loss of agricultural land.

B Impacts on heritage assets (ENV2, ENV4; NPPF)

- 11.17 Policy ENV2 seeks to protect the setting of listed buildings, in line with the statutory duty set out in s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Policy ENV2 does not require the level of harm to be identified and this is an additional exercise but one that does not fundamentally alter the basic requirements of the policy. Once the level of harm under paragraph 193 of the Framework is identified, then the balancing exercise required by the Framework (here paragraph 196) must be carried out. Paragraph 213 of the Framework requires a nuanced approach. In light of this, while I consider that Policy ENV2 is broadly consistent with the Framework, I consider that moderate weight should be given to policy ENV2.
- 11.18 The proposal is located in close proximity to a number of listed buildings, including Strood Hall and its curtilage listed buildings located to the north of Stortford Road. Live and Let Live Cottages are located to the front of the site and part of their character is the agrarian setting provided by the site. The impacts on Crossing Cottage, Greencrofts and Strood Hall are likely to be less significant given the relationship between the site and these properties. Crossing Cottage is located to the south of the Flitch Way and Greencrofts is located on the eastern side of High Cross Lane East.
- 11.19 The proposals incorporate a significant amount of landscaping in order to mitigate the impact of the proposals. Live and Let Live Cottages, being the most affected properties, would have a landscaped buffer ranging between 17m and 27m in depth from their rear boundary. This would incorporate a bund approximately 4m in height located approximately 11m from the rear boundary. It is proposed that this buffer would be landscaped, including the planting of new trees to provide additional screening.
- 11.20 The boundary to Live and Let Live Cottages would be provided with 2m high weldmesh fencing in Forest Green, minimising the impact on the listed buildings. Approximately 5-7m from this fence would be a further weldmesh fence, 3m in height and again in Forest Green. Behind this second fence would be the proposed bund with trees planted on it. The bund would range between 7m and 18.5m in depth, averaging approximately 15m in depth along the rear boundary of the properties. Planting would consist of specimen trees made up of a mix of Field

Maple, Common Alder, Beech, Hornbeam, English Oak and Scots Pine. The bottom of the bund, adjacent to the development would be screened with a hedgerow comprising hazel, beech, goat willow, field maple, and common alder. The buffer zone and bund would also be sown as a wildflower meadow.

- 11.21 Adjacent to the eastern boundary of Live and Let Live Cottages, fronting onto the Stortford Road, it is proposed to erect railings to the front of the depot site. This is proposed to be 2m in height for approximately 5m and then increasing to 3m in height for the remainder of the site width (approximately 57m). Again, this would be in Forest Green in order to minimise the visual impacts and to protect the setting of the adjacent listed buildings.
- 11.22 Along the eastern and southern boundaries of the site, set within a new hedgerow of native species, it is proposed to erect a 3m high palisade fence with rota spike top. This is not indicated as being in Forest Green and pictures within the application appear to indicate this being galvanised steel. However, if planning permission were to be granted it is considered appropriate to condition this fencing to be Forest Green in order to minimise its visual impact on the character of the rural area.
- 11.23 The Conservation Officer identified that the proposals would result in harm to the setting of the adjacent listed buildings due to the loss of the bucolic landscape surrounding the buildings. Whilst the Conservation Officer has not identified the level of harm in their response based on officer's experience the harm is assessed as being the low end of less than substantial harm. This harm needs to be weighed against the benefits of the proposals by way of providing additional employment and meeting an identified need for employment land.
- 11.24 In addition, the harm to the setting of listed buildings needs to be balanced against the current harms arising from the Council's operations, in particular in Great Dunmow. The current Council depot is located adjacent to the town's Conservation Area and in close proximity to a large number of listed buildings. Vehicular movements pass in close proximity to listed buildings in New Street, as well as the town centre, both falling within the conservation area. Whilst this is an historic use its removal would be beneficial to the character and setting of these designated heritage assets.
- 11.25 The Newport depot is also located adjacent to the conservation area, with vehicles having to access the site via a narrow access road, with access in close proximity to listed buildings. Again, the removal of this historic use would be beneficial to the character and setting of the designated heritage assets.
- 11.26 As discussed above, there are limited or no employment benefits arising from the Council depot element of the proposed development and therefore limited weight can be given to the employment element of the scheme. However, there are public benefits by the relocation of existing uses affecting listed buildings and conservation areas. These benefits are considered to be sufficient to outweigh the less than substantial harm to the setting of the listed buildings adjacent to the site.
- 11.27 However, the development of the proposed employment site would deliver significant benefits meeting an identified need for additional employment land in the district. These public benefits would significantly and demonstrably outweigh the harm to the setting of the listed buildings.

- 11.28 Policy ENV4 seeks to protect archaeological heritage assets. Like Policy ENV2 this policy does not require the level of harm to be identified and this is an additional exercise but one that does not fundamentally alter the basic requirements of the policy. Once the level of harm under paragraph 193 of the Framework is identified, then the balancing exercise required by the Framework (here paragraph 196) must be carried out. Paragraph 213 of the Framework requires a nuanced approach. In light of this, while I consider that Policy ENV4 is broadly consistent with the Framework, I consider that moderate weight should be given to policy ENV4.
- 11.29 The County Archaeologist has identified that the site lies within a potentially sensitive area of heritage assets. The proposed development area contains a number of linear cropmarks which indicate field boundaries and a potential trackway. Excavations east of the area unearthed prehistoric settlement activity including a late Iron Age farmstead. A survey to the north of the site identified the site of a Romano-British farmstead. The proposed development lies adjacent to the Roman Road of Stane Street which had earlier Iron Age origins. The site therefore has the potential of multi period archaeological deposits.
- 11.30 The County Archaeologist has recommended an archaeological programme of trial trenching followed by open area excavation. This can be secured by condition if planning permission is granted. This would be sufficient mitigation to off-set the harm to the heritage assets and as such the proposals would comply with Policy ENV4 and the NPPF.

C Design and amenity (GEN2, GEN4, GEN5, ENV11; NPPF)

- 11.31 Policy GEN2 seeks to ensure development is appropriate to its area and does not result in adverse impacts on residential amenity. This policy is generally consistent with the NPPF and has moderate weight. Policy GEN4 seeks to protect existing properties from disturbance and nuisance. This policy is consistent with the NPPF and has significant weight. Policy GEN5 seeks to prevent light pollution and this policy is also consistent with the NPPF and has significant weight. Policy ENV11 seeks to protect existing development from noise generators arising from development proposal. This policy is consistent with the NPPF, although the latter enables areas to be identified and protected as tranquil areas prized for their recreational and amenity value. This policy has moderate weight.
- 11.32 The concerns raised in the representations relate to the impacts on the residential amenity of the adjacent neighbours. In addition, the proposed development would result in impacts on the users of the Flitch Way, as identified in representations. In particular concerns are raised in respect of the bulk of buildings and noise generated by the use of the site.
- 11.33 Turning to design, this is a hybrid application with only the design of the proposed depot being fixed at this point. The design of the proposed depot buildings has been amended from the previously refused scheme. That proposal related to two conjoined buildings with the office building being 12.45m in height and the workshop building 12m in height. Both buildings were proposed to be constructed with vertical Siberian larch cladding over a brick plinth with metal roof covering.
- 11.34 The proposed buildings are now 9.9m for the workshop building, reducing to 6.6m for the ancillary office/canteen building. The buildings are considered to be of an appropriate scale, although it is acknowledged that they would have more of a visual impact in the countryside compared to the previous scheme due to the

reorientation of the buildings. Notwithstanding this, the design is considered appropriate to the rural area being black weatherboarded buildings with a brick plinth. The roofs would be clad with metal composite coverings. As such the buildings would have an appearance similar to converted farm buildings.

- 11.35 The remaining development is outline only and therefore design cannot be considered fully here. Notwithstanding this, Policy GEN2b) does fall to be considered now. As stated above, the proposals would result in harm to the character of the rural area by the introduction of significant elements of built form in what is currently open countryside. The scale of the proposed development has been amended with a range of heights now proposed ranging from 8m to 10m across the site. This better respects the proximity of listed buildings and sets the larger buildings to the rear of the site.
- 11.36 The layout of the depot element of the proposals has been revised and the building has been moved away from the boundary with the Flitch Way and therefore the impacts from the bulk of the building in this regard is reduced. The layout of the commercial element of the proposals is a reserved matter, although the parameters plan indicates a 15-20m buffer to the Flitch Way. In addition, the scale of the proposed buildings has been reduced from 14m to 10m adjacent to the southern boundary of the site. These measures would assist in mitigating the impacts of the proposed development on the users of the Flitch Way, although it is acknowledged that there would still be harm due to the change in the character of the area. The harm to the character of the area would need to be balanced against the benefits of the proposals.
- 11.37 The proposed development would, by its very nature, introduce elements of nuisance in the form of noise, dust and light pollution. The proposals have been considered by the Environmental Health Officer who raises no objections subject to conditions. It should be noted that nuisances were not a reason for refusal in respect of the previous application. Notwithstanding this, the proposal has been amended to remove the access from adjacent to Live and Let Live Cottages thereby reducing the potential for disturbance associated with vehicular movements.
- 11.38 The Environmental Health Officer has recommended conditions restricting the hours of operation and the movement of HGVs from the site in respect of the Council Depot site. In addition, a scheme for protecting the neighbouring properties from noise pollution is also required for both elements of the proposal. This is considered to be sufficient mitigation in respect of the potential nuisance. Subject to conditions, the proposals comply with Policies GEN4 and ENV11.
- 11.39 Light pollution is also a potential nuisance in respect of the proposed development, particularly given the fact that this is a rural location and inherently dark by its very nature. Lighting can impact on residential amenity, but also given the proximity of the site to the Flitch Way, it could also impact on protected species, notably bats. The Council's Environmental Health Officer and the County Ecologist have both recommended conditions requiring lighting schemes to be submitted and approved. Therefore, subject to the implementation of conditions the proposals comply with Policy GEN5.

D Ecology (GEN7, ENV7, ENV8; NPPF)

- 11.40 Policy GEN7 relates to nature conservation and seeks to protect habitats and protected species. This policy is partially consistent with the NPPF but the NPPF

strengthens the requirements, including the requirement for biodiversity enhancements. As such the policy has limited weight.

- 11.41 Policy ENV7 seeks to protect designated areas of nature conservation, such as SSSIs, National Nature Reserves and Local Wildlife Sites. Policy ENV8 seeks to protect other features important for nature, such as hedgerows. These policies are partially consistent with the NPPF with the NPPF setting out a hierarchy which is different to the policy approach. As such these policies have limited weight.
- 11.42 The proposed site is located adjacent to the Flitch Way, a Local Wildlife Site which is also used as a linear country park. This links to Hatfield Forest, a SSSI and NNR and provides a wildlife corridor. The site is also in close proximity to High Woods SSSI, located to the east of the site on the opposite side of the A120.
- 11.43 Noise, light and air pollution can all potentially impact on ecology. In addition, the layout of the site would need to have careful regard to the environmental sensitivities of the Flitch Way. Impacts on the Flitch Way were one of the reasons for refusal in respect of the previous scheme.
- 11.44 The current scheme has been revised to provide a reinforced landscape edge of 15-20m deep adjacent to the Flitch Way, although this proposed to be reduced to 10m on the depot site. In addition, the Council depot building has been moved away from the boundary with the Flitch Way and relocated adjacent to the eastern boundary of the site. Vehicle parking is now proposed adjacent to the landscape buffer. Details of layout of the commercial development will be a reserved matter but will require the landscape buffer to be maintained. The Friends of Flitch Way have raised concerns that the proposed landscape buffer is not sufficient and should be increased to 100m. However, there is no statutory requirement for such a buffer zone. National planning guidance in respect of Ancient Woodlands and veteran trees only requires a 15m buffer. There is no such standard in respect of Local Wildlife sites. Therefore, it is considered that the proposed buffer is sufficient to mitigate potential harm to the Flitch Way.
- 11.45 The plans indicate a proposed link to the Flitch Way and this has been the subject of representations from the Friends of Flitch Way and the Flitch Way Action Group. The proposals have been the subject of consultation with the Highway Authority, and this includes the department responsible for the maintenance of the Flitch Way. Subject to the submission of full details of the proposed access, and a financial contribution to mitigate the increased impact on the Flitch Way, the proposals are considered acceptable.
- 11.46 In terms of ecological impacts, the proposed development is accompanied by a Preliminary Ecological Appraisal that has been assessed by the County Ecologist. Mitigation measures are identified within the appraisal including the use of buffer zones and sensitive working practices.
- 11.47 The proposed development would introduce additional landscaping and as such increase the biodiversity of the site. Biodiversity net gains can be secured by way of a condition if planning permission is granted. This would ensure the development proposals are compliant with paragraph 170d) of the NPPF. As such, the proposals comply with the relevant Local Plan policies.
- 11.48 In terms of impacts on SSSIs, the proposals have been assessed by Natural England who consider that the proposed development will not have likely

significant effects on statutorily protected sites. As such they have no objection to the proposed development and it complies with the Policy ENV7 and the NPPF.

E Access and parking (GEN1, GEN8; NPPF)

- 11.49 Policy GEN1 seeks to ensure development proposals would not adversely affect the local highway network and encourage sustainable transport options. This is generally consistent with the NPPF and has moderate weight. Policy GEN8 seeks to ensure development proposals comply with adopted parking standards. The current standards relevant to the proposals are the Essex Parking Standards, adopted in 2009. These relate to maximum parking standards for commercial development. The policy is generally consistent with the NPPF and has moderate weight.
- 11.50 The proposals have been revised to only have one point of access onto the B1256 by way of a priority controlled junction. The proposals have been assessed by the Highway Authority and Highways England who are responsible for the strategic highway network (A120 and M11). The proposals are accompanied by a Transport Assessment including mitigation measures, in particular in relation to the A120/B1256 junction as set out in Appendix J.
- 11.51 The Transport Assessment has been carried out on the assumption that 87% of workers would travel by car, 6.3% by bus, 2.3% on foot and 1.4% by bike. Using these assumptions it is predicted that the junction capacity on the northern roundabout of the A120/B1256 junction will operate above capacity in the 2024 baseline scenario. Mitigation measures to this junction are likely to be required with or without the proposed development coming forward.
- 11.52 Highways England has assessed the proposals and the identified potential for a 'severe impact' with traffic tailing back from the B1256/A120 junction without adequate mitigation being proposed. The mitigation measures included in the application propose the widening of the A120 (off-slip, west off-slip) to a two-lane approach. These mitigation measures can be secured within highway controlled land. On this basis, subject to a condition securing the mitigation works the proposals are considered to comply with Policy GEN1.
- 11.53 In respect of the potential impacts on the local highway network, all other junctions are demonstrated to only have a minimal impact arising from the proposals in the Transport Assessment. The Highway Authority has considered the proposals and notes that the access can be accommodated safely, taking into account the proposed access to the adjacent extant consent for Bluegates Farm.
- 11.54 As part of the sustainable transport options, it is necessary to improve the accessibility of the bus stops and provide a pedestrian island crossing and pedestrian cycle link. Some of these proposed mitigation works were required in respect of the adjacent Bluegates Farm development and this current proposal would require some adjustments to the bus stop and pedestrian island crossing. These can be secured by way of condition.
- 11.55 Increased accessibility via the Flich Way has also been considered. As discussed above, this could result in increased impacts on the habitats and biodiversity of the route. Mitigation measures are proposed to be secured by way of a s106 Legal Obligation should planning permission be granted. As such, the proposals comply with Policy GEN1.

- 11.56 The parking provision for the depot site is set out in the "Outline Block Plan" (drawing no 23396-KWS-00-ZZ-DR-A-2000 P4). This indicates 21 freighter parking spaces, 87 car parking spaces, including 4 disabled, plus 5 spaces for overnight parking of vehicles in front of the workshop building. The parking spaces meet the minimum bay size of 5m x 2.5m as set out in the Essex Parking Standards (2009). The parking requirement for the proposed use is 33 car parking spaces. However, given the nature of the use of the site, additional parking provision would need to be made for refuse workers.
- 11.57 The Council currently has 14 refuse vehicles and a number of other vehicles that would be required to be parked overnight on the premises. The size of the spaces provided are sufficient to serve the Council's fleet of vehicles. The number of spaces provided is sufficient to enable the fleet to grow taking into account the housing requirements for the district.
- 11.58 The proposals have been considered by the Highway Authority who have no objections to the proposals in respect of parking provision, including the fact that the spaces are the minimum size standard. They have requested a condition requiring 4 motorcycle spaces, as shown on the "outline block plan" and 18 cycle parking spaces. Only 6 spaces are shown on the plans and there is sufficient room within the site to increase the provision. On this basis, the proposals comply with Policy GEN8.

F Flood risk and water resource protection (GEN3; NPPF)

- 11.59 Policy GEN3 seeks to protect sites from flooding and to ensure that development proposals do not lead to flooding elsewhere. This policy is partly consistent with the NPPF, although the current national policy and guidance are the appropriate basis for determining applications. As such, this policy has limited weight.
- 11.60 The site is located within Flood Zone 1 and therefore the area least likely to flood. However, the proposals would introduce a significant area of impermeable surfacing which could increase the flood risk elsewhere without appropriate mitigation. The Flood Risk Assessment submitted with the application identifies the appropriate mitigation measures required. This includes a system of permeable paving, retention systems, dry swales and traditional drainage networks directing surface water to attenuation tanks. The proposals have been assessed by the Lead Local Flood Authority who raise no objections to the proposals subject to conditions securing the mitigation measures. As such, the proposals comply with Policy GEN3 and the policy set out in the NPPF.

G Infrastructure (GEN6; NPPF)

- 11.61 Policy GEN6 seeks to ensure development proposals meet the infrastructure requirements arising from the impacts of the proposals. This policy is generally consistent with the NPPF and is given full weight.
- 11.62 In terms of the mitigation required as a result of the proposed development, these mainly relate to highway issues. The Highway Authority has identified the requirement for a financial contribution towards improvements to the Flich Way, plus a monitoring fee for a Staff Travel Plan. In addition, works are required to bus stops, the provision of a pedestrian crossing island and annual traffic surveys, plus the related traffic regulation order should it be required.

11.63 In respect of ecology, off-site skylark mitigation is required to be provided, maintained and monitored. Subject to the applicant completing a satisfactory s106 Legal Obligation the proposals comply with Policy GEN6.

H Other material considerations

11.64 The emerging Local Plan has undergone the first round of examination and the Inspector's letter, which was due towards the end of last year and been delayed by the calling of the General Election, is potentially imminent at the time of preparing this report. If this is received prior to the Planning Committee meeting on 15 January 2020 then this may affect the weight to be given to emerging policies. However, they currently have limited weight.

12. PLANNING BALANCE

Policy	Proposals in accordance with policy?	Policy compliance with NPPF	Weight
S7	Proposals do not comply with Policy S7	Partially compliant	Moderate
E1	Site not designated in adopted Local Plan	Consistent but required allocations to be reviewed	Limited
ENV5	Proposals do not comply with Policy ENV5	Consistent	Significant
ENV2	Proposals would result in harm to the setting of listed buildings	Broadly compliant but NPPF requires a balancing exercise	Moderate
ENV4	Proposals could result in harm to archaeological deposits without mitigation	Broadly compliant but NPPF requires a balancing exercise	Moderate
GEN2	Proposals do not comply with Policy GEN2	Generally consistent	Moderate
GEN4	Proposals would comply with Policy GEN4 with appropriate mitigation	Consistent	Significant
GEN5	Proposals would comply with Policy GEN5 with appropriate mitigation	Consistent	Significant
ENV11	Proposals would comply with Policy ENV11 with appropriate mitigation	Consistent although the NPPF allows designation of tranquil areas	Moderate
GEN7	Proposals would comply with Policy GEN7 with appropriate mitigation	Partially consistent	Moderate
ENV7	Proposals would comply with Policy ENV7 with appropriate mitigation	Partially consistent	Limited
ENV8	Proposals would comply with Policy ENV8 with appropriate mitigation	Partially consistent	Limited
GEN1	Proposals would comply with Policy GEN1 with appropriate mitigation	Generally consistent	Moderate

GEN8	Proposals comply with Policy GEN8	Generally consistent	Moderate
GEN3	Proposals comply with Policy GEN3 with appropriate mitigation	Partly consistent	Limited
GEN6	Proposals comply with Policy GEN6 subject to the completion of a satisfactory s106 Legal Obligation	Generally consistent	Full

- 12.2 The proposals do not comply with the requirements of Policies S7, ENV2 and GEN2 which seek, inter alia, to protect the character of the area and the setting of listed buildings. However, the NPPF requires planning applications for sustainable development to be favourably considered and the benefits of the proposals need to be weighed against the harm identified.
- 12.3 The proposals would result in harm to the character and appearance of the countryside with the introduction of significant areas of built form, out of scale and keeping with the character of the rural area. Mitigation measures are proposed, such as a buffer zone and a landscape bund. However, these measures are not sufficient in their own right to make the proposals acceptable and in accordance with Policies S7, GEN2 and ENV2.
- 12.4 Notwithstanding this, the proposals would result in the creation of additional employment opportunities, meeting an identified need. This need is exacerbated by the loss of the planning permission for employment land on a site in Great Dunmow following the lapse of the outline planning permission. Therefore, the benefits of the proposals need to be weighed against the harm.
- 12.5 The proposed development would result in less than substantial harm to the setting of listed buildings, namely 1 and 2 Live and Let Live Cottages. This harm would be at the lower end of the scale. The benefits of the proposal need to be weighed against the harm. Other benefits of the proposal include the removal of an historic non-conforming use from a site impacting on the setting of listed buildings and the conservation area of Great Dunmow. Similar benefits also arise in respect of the relocation of the Newport depot. Whilst these benefits are not given further weight due to the creation of employment, they are considered to outweigh the less than substantial harm to the setting of 1 and 2 Live and Let Live Cottages.
- 12.6 When taking the Framework as a whole, the benefits of the proposal are considered, on balance, to outweigh the harm to the character of the rural area and the setting of the listed building. Therefore, it is recommended that the application be approved.

RECOMMENDATION – APPROVAL WITH CONDITIONS AND S106 LEGAL OBLIGATION

- (I) The applicant be informed that the committee would be minded to refuse planning permission for the reasons set out in paragraph (III) unless the freehold owner enters into a binding obligation 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 such an obligation to secure the following:

- (i) **Submission of travel plan**
- (ii) **Payment of monies relating to travel plan monitoring**
- (iii) **Highway Works (parking survey, bus stop and informal crossing and related traffic orders)**
- (iv) **Contribution of £36,644 mitigation works to Fritch Way**
- (v) **Provision, maintenance and monitoring of Skylark mitigation strategy**
- (v) **Pay Councils reasonable costs**
- (iv) **Pay monitoring costs**

(II) In the event of such an obligation being made, the Assistant Director Planning shall be authorised to grant permission subject to the conditions set out below:

(III) If the freehold owner shall fail to enter into such an obligation by 28 February 2020, the Assistant Director Planning shall be authorised to refuse permission in his discretion at any time thereafter for the following reason:

- (i) **Non-submission of travel plan**
- (ii) **Lack of payment of monies relating to travel plan monitoring**
- (iii) **Lack of provision of highway works**
- (iv) **Lack of financial contribution of £36,644 mitigation works to Fritch Way**
- (v) **Lack of provision of Skylark mitigation strategy**

Conditions

SITE A:

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. No development of the Council Depot shall commence until a Noise Management Plan has been submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the hereby permitted facility. Any identified measures shall be implemented in accordance with the approved plan at all times.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

3. No development shall take place until a scheme for protecting existing nearby dwellings from noise from the Council Depot site has been submitted to and approved in writing by the local planning authority. The scheme shall be based on the recommendations identified in the Cass Allen report (Ref: RP01-17299) dated 26th April 2019. No use of the facility hereby permitted shall commence until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

4. Prior to the commencement of the development hereby permitted samples of the materials to be used in the construction of the external surfaces of the development shall be submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out strictly in accordance with the approved materials.

REASON: In the interests of the appearance of the development in accordance with Uttlesford Local Plan Policies GEN2 and ENV2 (adopted 2005) and the NPPF.

5. Prior to the erection of the development hereby permitted full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority and thereafter these works shall be carried out as approved. These details shall include [for example]:-

- i. proposed finished levels or contours;
- ii. means of enclosure;
- iii. car parking layouts;
- iv. other vehicle and pedestrian access and circulation areas;
- v. hard surfacing materials;
- vi. maintenance details of landscaping

Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme].

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, GEN8, GEN7 and ENV8 of the Uttlesford Local Plan (adopted 2005).

6. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before any part of the development is occupied or in accordance with the programme agreed with the local planning authority.

REASON: In the interests of the appearance of the site and area in accordance with Policies GEN2, GEN7 and ENV8 of the Uttlesford Local Plan (adopted 2005).

7. The premises shall not be used except between 0600 hours and 1900 hours Monday – Friday, and 0800 hours and 1500 hours on Saturday, and at no time on Sundays, Bank or Public Holidays, without the prior agreement in writing of the Local Planning Authority, unless in accordance with the Noise Management Plan pursuant to condition 2.
8. The movement of heavy goods vehicles leaving or entering the site shall not occur except between 0700 hours and 1800 hours Monday – Friday, 0800 and 1500 hours on Saturday, and at no time on Sundays, Bank or Public Holidays, without

the prior agreement in writing of the Local Planning Authority, unless in accordance with the Noise Management Plan pursuant to condition 2.

9. Prior to first occupation of Site A (the depot) the car parking spaces as shown in principle on the submitted plan 23396-KWS-00-ZZ-DR-A-2000-P04 of a minimum size of 5m by 2.5m, shall be provided, hard surfaced, sealed in addition 18 cycle parking places to be provided and 4 motorcycle spaces. All cycle parking spaces shall be covered secure and located in convenient positions close to the building it is serving. Motor cycle parking to be provided in accordance with the Essex Parking Standards.

REASON: To provide appropriate parking in accordance with policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, and in accordance with Uttlesford Local Plan Policy GEN8 (adopted 2005).

SITE B:

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

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

11. Application for approval of the Reserved Matters must be made to the Local Planning Authority not later than the expiration of three years from the date of this permission.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

12. The development hereby permitted must be begun no later than the expiration of two years from the date of approval of the last of the Reserved Matters to be approved.

REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

13. No development shall commence until an additional noise assessment has been submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the hereby permitted facility. Any identified measures shall be implemented in accordance with the approved plan and retained thereafter.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

14. No development shall take place until a scheme for protecting existing nearby dwellings from noise from the mixed employment site has been submitted to and

approved in writing by the local planning authority. The scheme shall be based on the recommendations identified in the Cass Allen report (Ref: RP01-17299) dated 26th April 2019. No use of the facility hereby permitted shall commence until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

15. The vehicle and cycle parking provision on Site B shall be in accordance with those standards set down within Essex County Council's Parking Standards Design and Good Practice, September 2009.

REASON: To ensure that appropriate parking is provided in the interests of highway safety and efficiency in accordance with policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, and in accordance with Uttlesford Local Plan Policy GEN8 (adopted 2005).

SITE A & B:

16. Prior to the commencement of development of Site A and/or B the developer shall submit to the local planning authority the following design details relating to the required improvements to the A120 junction. The scheme shall generally conform to the arrangements shown in outline on WSP drawing number 70032151-WSP-00-ZZ-DR-CE-008 rev P 04 dated February 2018. The design details shall be approved in writing by the local planning authority in consultation with Highways England.

Scheme details shall include drawings and documents showing:

- i. The layout of the proposed scheme, (including the forward visibility splays illustrated on the drawing), shown in three dimensions, to allow the vertical elements of the scheme to be fully understood and approved;
- ii. how the improvement interfaces with the existing highway alignment and carriageway markings including lane destinations,
- iii. full construction details relating to the highway improvement. This should include any modification to existing structures or proposed structures, with supporting analysis,
- iv. full signing and lighting details where applicable,
- v. confirmation of full compliance with Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards),
- vi. Evidence that the scheme (including the forward visibility splays illustrated on the drawing) is fully deliverable within land in the control of either the Highway Authority or the Applicant;
- vii. an independent stage 2 Road Safety Audit (taking account of any stage 1 Road Safety Audit recommendations) carried out in accordance with Departmental Standards (DMRB) and Advice Notes.

The above scheme, once it is approved by the Local Planning Authority, shall be implemented and completed to the satisfaction of the Local Planning Authority, in consultation with the Highways Authorities. No beneficial occupation shall take place unless and until the junction improvements shown in outline on WSP drawing number 70032151-WSP-00-ZZ-DR-CE-008 rev P 04 dated February 2018 have been delivered and are fully operational.

REASON: To ensure that the A120/ B1256 Dunmow West Junction, will continue to fulfil its purpose as part of the Strategic Road Network in accordance with the Highways Act 1980, Circular 02/13 'Planning and the Strategic Road Network', to satisfy the reasonable requirements for road safety, in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005) and the NPPF.

17. No development shall take place on Site A and/or B, including any ground works or demolition, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. wheel and underbody washing facilities
 - v. vehicle routing

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM 1 of the Highway Authority's Development Management Policies February 2011, and in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005) and the NPPF.

18. Prior to commencement the of the development of Site A and/or B, details of the proposed pedestrian/cycle accesses on to the Flitch Way (as shown in principle on drawing 1376.4.20 v3 including any necessary gates/ barriers, associated work, and precise location, shall be agreed in writing with the planning authority in consultation with the highway authority and provided as agreed before first occupation.

REASON: To increase the accessibility of the site for pedestrian and cyclists. in accordance with policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, and in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005) and the NPPF.

19. Prior to occupation of Site A and/or B employment site, a separate Staff Travel Plan, for each site, shall be submitted to and approved in writing by the Local Planning Authority in consultation with ECC Highways Authority. Thereafter the Travel Plan shall be implemented covering for a minimum of 5 years from first occupation of that site.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

20. Prior to commencement of the site (Site A and/or B) an on street parking survey shall be undertaken of the following stretches of road:

1. The B1256 between the southern roundabout junction with the A120 and the point 350m west of the junction with Stortford Road;
2. Stortford Road between the junction with the B1256 and the junction with High Cross Lane, and

3. High Cross Lane between the junction with Stortford Road and the junction with the Flitch Way.

The survey shall to be repeated on the third anniversary of the first occupation of Site A and B. If the outcome of the surveys demonstrates that on street parking is occurring as a consequence of the development then the developer to pay for a Traffic Regulation Order (TRO) to prohibit on street parking and to implement the associated signs and lines necessary in conjunction with the TRO. Details of the surveys to be agreed with the planning authority in consultation with the highway authority prior to commencement

REASON: In the interests of highway safety in accordance with policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, and in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005).

21. No works shall take place on Site A and/or B until a detailed surface water drainage scheme for the site, based on 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:

- 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.
- Demonstrate that features can half drain within 24 hours following a 1 in 100 year plus 40% climate change event
- The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753, including a catchment plan showing how all the water is treated before leaving the site.
- 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.

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.
- To provide mitigation of any environmental harm which may be caused to the local water environment, in accordance with Uttlesford Local Plan Policy GEN3 (adopted 2005) and the NPPF.

Justification: 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.

22. The applicant or any successor in title for Site A and/or B 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 Uttlesford Local Plan Policy GEN3 (adopted 2005) and the NPPF.

23. No development or preliminary groundworks can commence on Site A and/or B until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority prior to reserved matters applications being submitted.

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

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

REASON: The Historic Environment Record and the Historic Environment Characterisation study indicate that the proposed development lies within a potentially sensitive area of heritage assets. No information has been submitted with the application with regards to the potential impacts of the proposed scheme on below ground archaeological remains despite the inclusion of a Heritage Statement. The protection and/or recording of archaeological deposits is required in accordance with Uttlesford Local Plan Policy ENV4 (adopted 2005) and the NPPF.

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

REASON: The Historic Environment Record and the Historic Environment Characterisation study indicate that the proposed development lies within a potentially sensitive area of heritage assets. No information has been submitted with the application with regards to the potential impacts of the proposed scheme on below ground archaeological remains despite the inclusion of a Heritage Statement. The protection and/or recording of archaeological deposits is required in accordance with Uttlesford Local Plan Policy ENV4 (adopted 2005) and the NPPF.

25. Prior to the commencement of the development on Site A and/or B, a detailed construction management plan shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing
- b) Hours of operation, delivery and storage of materials
- c) Parking and loading arrangements
- d) Details of hoarding

- e) Management of traffic to reduce congestion
- f) Control of dust and dirt on the public highway
- g) Details of consultation and complaint management with local businesses and neighbours
- h) Waste management proposals
- i) Mechanisms to deal with environmental impacts such as noise, air quality, light and odour.

The Construction Management Plan shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety and the control of environmental impacts, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

26. Prior to the commencement of development on Site A and/or B, a suitable lighting design scheme and impact assessment for the site devised to eliminate any detrimental effect caused by obtrusive light from the development on neighbouring land uses shall be submitted to and approved in writing by the local planning authority. The scheme shall be prepared by a suitably qualified lighting engineer in accordance with relevant publications and standards. Only the details thereby approved shall be implemented.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and GEN5 (adopted 2005) and the NPPF.

27. Prior to the commencement of development on Site A and/or B, a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans, Isolux drawings and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the local planning authority to discharge its duties under the UK Habitats Regulations 2017, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and the NPPF.

28. Prior to the commencement of development on Site A and/or B, a Skylark Mitigation Strategy shall be submitted to and approved in writing by the local planning authority to compensate the loss of any Skylark territories. This shall include provision of 4 Skylark nest plots, to be secured by legal agreement.

The content of the Skylark Mitigation Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed Skylark nest plots;
- b) detailed methodology for the Skylark nest plots following Agri-Environment Scheme option: 'AB4 Skylark Plots';
- c) locations of the Skylark plots by appropriate maps and/or plans;

d) persons responsible for implementing the compensation measure.

The Skylark Mitigation Strategy shall be implemented in accordance with the approved details and all features shall be retained for a minimum period of 10 years.

Reason: To enhance Protected and Priority Species/habitats and allow the local planning authority to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and the NPPF.

29. Prior to the commencement of development of Site A and/or B, a Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) detailed designs to achieve stated objectives;
- c) locations of proposed enhancement measures by appropriate maps and plans;
- d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
- e) persons responsible for implementing the enhancement measures;
- f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To enhance Protected and Priority Species/habitats and allow the local planning authority to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and the NPPF.

30. Prior to first occupation of Site A and/or B, the access on to the B1256 and associated visibility splays (4.5m by 215m in both directions) and 2m width island crossing as shown in principle in drawing number 2151-WSP-LR-XX-DR-C-1000 P06 along with a 3m wide shared cycleway/footway to the east of the access into the site shall be provided and maintained in perpetuity thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and cyclists and pedestrians have access to the site from the existing shared footway/cycleway to the north of the B1256 in accordance with Policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, and in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005) and the NPPF.

31. Prior to first occupation of Site A and/or B, a footway (minimum width 2m) shall be provided to the west of the site access along the site frontage and extending further to the west to the point where the proposed footway serving the Bluegates farm development ends (planning application UTT/18/2478). For the avoidance of doubt a continuous footway to be provided along the front of both developments.

REASON: To provide safe and convenient pedestrian access and access to bus services in accordance with DM7 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011, in

accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005) and the NPPF.

32. Noise resulting from the use of the plant, machinery or equipment serving the Site A and/or B shall not exceed the existing background level when measured or calculated according to BS4142:2014.

REASON: To protect the amenity of neighbouring residents, in accordance with Uttlesford Local Plan Policies GEN4 and ENV11 (adopted 2005) and the NPPF.

33. All mitigation and enhancement measures and/or works in respect of Site A and/or B shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (The Ecology Partnership, March 2019) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This should include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction in particular sensitive clearance of the access track. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species), in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and the NPPF.

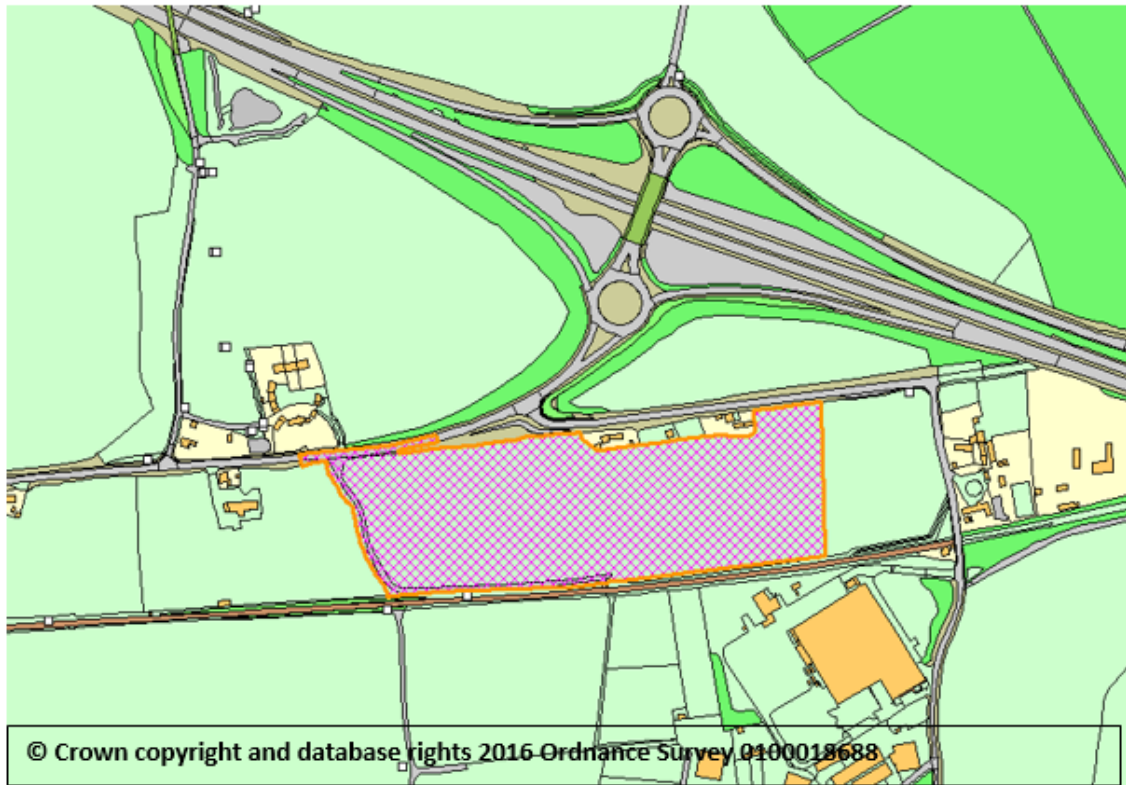
34. No outdoor storage of any materials, goods, equipment, plant or machinery of any description shall take place on any part of Site A and/or B except in accordance with a scheme which has been submitted to and approved in writing by the local planning authority for an individual building or individual phase hereby approved.

REASON: To prevent harm to the character and amenity of the area, in accordance with Uttlesford Local Plan Policies S7, GEN2 and GEN4 (adopted 2005) and the NPPF.

35. No processes shall be carried out or power tools, equipment, machinery or plant of any kind shall be used on Site A and/or B at any time except in accordance with a scheme which has been submitted to and approved in writing by the local planning authority for any individual building or individual phase hereby approved.

REASON: To protect the amenities of the occupiers of adjoining properties, in accordance with Uttlesford Local Plan Policies GEN2, GEN4 and ENV11 (adopted 2005) and the NPPF.

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Organisation: Uttlesford District Council

Department: Planning

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