

UTT/19/0573/OP (LITTLE CHESTERFORD)

(Major)

This application has been deferred from the 18th December 2019 Planning Committee to await the Planning Inspectorates letter regarding the Draft Local Plan

PROPOSAL: Outline planning application with all matters reserved expect for access for the development of up to 76 dwellings, including provision of vehicular and pedestrian access, public open space and hard and soft landscaping

LOCATION: Land to the south west of London Road Little Chesterford

APPLICANT: Axis Land Partnerships

AGENT: LDA Design

EXPIRY DATE: 11 June 2016

CASE OFFICER: Maria Shoemsmith

1. NOTATION

1.1 Outside but adjacent to development limits, Backing onto Railway, TPO tree belt on northern boundary, adjacent to areas of archaeological significance, oil pipelines to the northern boundary, Nearest Listed Building Stanley House Station Approach, London Road

2. DESCRIPTION OF SITE

2.1 Great Chesterford is a large village located within the local authority area of Uttlesford District Council (UDC). Great Chesterford is located approximately 17km to the south of Cambridge, and approximately 5km north of Saffron Walden.

2.2 Great Chesterford has a good range of services and facilities. There are two doctors' surgeries, a primary school, local shop, community centre and playing fields, and pubs in the village.

2.3 The village benefits from having a mainline train station, served by the West Anglia line, with a regular train service. Trains from Great Chesterford station serve Cambridge to the north and London Liverpool Street to the south and it has good access to the M11.

2.4 The character of the area surrounding the application site changes from one which is of a rural village nature, to open countryside. The site lies outside but adjacent to the development limits of Great Chesterford.

2.5 There would be a distance of 472m from the southern edge of the application site to Little Chesterford.

2.6 The application site is on a gradually upward slope with a strong defined boundary to the northwest with the early development of Ash Green and Grants Close to the north

opposite. The site gently falls from 45m AOD in the south-east corner to 40m AOD in the north-west towards the valley floor of the River Cam. The land opposite the site to the north is open countryside with ground levels dropping steeply towards the River Cam/Granta and but then raises upwards in the distance.

2.7 As the site levels raises to the south west the landscape is dominated by the railway infrastructure and the M11 in the distance. The railway lines themselves are sunk at a lower ground level and are not visible.

2.8 The land to the southeast of the site gently raised upwards again. The views are interrupted by Highfield House which has recently extended. There is Bordeaux and Little Bordeaux Farm complex both sides of the road in the distance on the approach into Little Chesterford.

3. PROPOSAL

3.1 Outline planning application with all matters reserved except access for residential development on 3.2ha of land to the south west of London Road, Great Chesterford. The Proposed Development is for up to 76 dwellings, including provision of vehicular and pedestrian access, public open space and hard and soft landscaping.

3.2 The access is the only detailed part of the application. An illustrative masterplan has been provided as part of the application to provide an example of how the site could be laid out.

3.3 The Proposed Development comprises the following key elements:

- Provision of up to 76 dwellings, including provision of 40% of dwellings as affordable housing.

- Provision of a range of house size and types, with over 50% of the total number of dwellings provided as two and three bedroom houses.

- Provision of public open space.

- Landscaping on the southern edge of development which allows the scheme to transition from the village settlement to the countryside, help filter views from the south and maintain the green edge character to Great Chesterford.

- Proposed scale, layout and massing that responds to the local landscape character and the existing built character.

- Vehicular and pedestrian access into the development from London Road.

- Provision of a 3m shared footway and cycle path along London Road, which could be incorporated into the proposed Great Chesterford Cycle Route Scheme in the future.

- A scheme that accommodates parking provision in line with the Council's parking standards.

- Implementation of sustainable urban drainage systems (SuDs).

3.4 The average density across the site would be 23.8 dwellings per hectare.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 Town and Country Planning (Environmental Assessment): The proposal is not a Schedule 1 development, exceeds the threshold criteria of Schedule 2, however the application has been screened and an Environmental Assessment is not required.
- 4.2 A Screening Opinion to that effect was provided under reference UTT/18/3297/SCO. Nothing has significantly altered since the issuing of the opinion.
- 4.3 Human Rights Act considerations: There may be implications under Article 1 and Article 8 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

5. APPLICANT'S CASE

- 5.1 The following documents have been submitted in support of the application;

The application comprises the following documents and plans:

Technical Reports:

- Planning Statement
- Design and Access Statement (DAS)
- Statement of Community Involvement (SCI)
- Transport Assessment (TA)
- Landscape and Visual Impact Assessment (LVIA)
- Preliminary Ecological Appraisal
- Biodiversity Checklist
- Heritage Desk Based Assessment
- Noise and Vibration Assessment
- Flood Risk Assessment (FRA) including an Outline Conceptual Drainage Plan
- SUDs Checklist
- Phase 1 Environmental Site Assessment (ESA)
- Minerals Resource Assessment
- Arboricultural Report

Drawings:

- Location Plan (drawing number: 6533_PL_100)
- Site Plan (drawing number: 6533_PL_101)

5.2 Statement of Community Involvement

- 5.2.1 Axis Land Partnerships, has taken to engaging with the local community and relevant stakeholders in relation to the emerging proposals for an outline planning application for residential development.
- 5.2.2 As part of the Sir Robert McAlpine Group of companies, Axis has decades of experience in delivering planning consents. As a family business, Axis cares about leaving a positive legacy and aims to create sustainable places we can be proud of, ones that future generations will want to live in. Axis is committed to working with the local community to ensure this development is informed by local opinions and aspirations.
- 5.2.3 Prior to holding formal public consultation, desk-based research was undertaken in order to identify key local stakeholders relevant to the project. The location of the

Site, being within Little Chesterford parish boundary, but adjacent to the Great Chesterford parish boundary was taken into account. Key stakeholders identified included:

- Ward Councillors for Littlebury, Chesterford & Wenden Lofts
- Great Chesterford Parish Council
- Little Chesterford Parish Council
- Chesterfords Neighbourhood Plan Group.

- 5.2.4 Axis wrote to representatives of both Little Chesterford Parish Council and Great Chesterford Parish Council on 8th October 2018, in order to introduce themselves and the Site. The initial correspondence outlined Axis' intention to engage with the community at the earliest stage possible in order for this to inform proposals and to get a better understanding of potential opportunities for community benefit. Axis extended an offer to meet with the Parish Council and discuss initial proposals for the Site.
- 5.2.5 Axis subsequently met with members of Great Chesterford Parish Council on 30th November 2018. Representatives of Little Chesterford Parish Council chose not to meet prior to the public exhibition. At the meeting the Parish Council raised a range of matters, encompassing the following:
- Site location is outside the settlement boundary;
 - Concern about the potential for further growth and infill between Great Chesterford and Little Chesterford;
 - Poor access between the Site and the village centre;
 - The distance to the recreation facilities on the other side of the village;
 - Unsafe pavements around the proposed development;
 - Cars speeding up as they exit the village and cars entering the village too fast;
 - Pressure on primary school capacity;
 - Potential benefits to be considered as part of the proposal could include a play/recreational area within the Site; and new pedestrian bridge crossing to improve access into the village.
- 5.2.6 Axis advised the Parish Council at this meeting of their intention to hold public consultation events in the new year in order to engage with the local community. The Parish Council suggested the use of a leaflet drop as a means to publicise the events.
- 5.2.7 The aim of consultation activity was to raise awareness of proposals amongst the local community, with the aim to reach both local residents and people employed in the local area.
- 5.2.8 Consultation events were publicised in a number of ways, as follows:
- Leaflet drop to residents of Great Chesterford and Little Chesterford (Appendix A)
 - Posters displayed in local area (A3 version of the leaflets in Appendix A)
 - Article in the Walden Local newspaper (Appendix B)
 - Email correspondence with both Little Chesterford and Great Chesterford Parish Council.
- 5.2.9 Leaflet were posted to households in Great Chesterford and Little Chesterford on 9th January, 10 days in advance of the first exhibition
- 5.2.10 A poster was displayed in Crown and Thistle pub. Further posters were sent to representatives of the Parish Councils with the request that they be placed on public noticeboards where they could be clearly seen by members of the public.

- 5.2.11 Axis wrote to representatives of both Great Chesterford and Little Chesterford Parish Councils on 8th January 2019 to inform them of the arrangements for consultation events and to send a copy of the publicity leaflet. The Parish Councils were encouraged to disseminate the information via their own methods. The Parish Councils were invited to preview the exhibition to enable them to view information and ask questions prior to the event opening to the general public.
- 5.2.12 An article was published in the Walden Local on Wednesday 16th January 2019 which gave details of the time and location of the consultation events. While the publication of this article was not as a direct result of action from the Applicant, it nevertheless served to publicise the event. The Walden Local has a circulation of over 13,000 and is delivered to homes and businesses in Saffron Walden and 23 local villages including Great Chesterford and Little Chesterford.
- 5.2.13 Two separate public consultation events were held, with one in Great Chesterford and the other in Little Chesterford. This approach was taken in recognition of the Site's location on the boundary of the two parishes. Axis sought to ensure there was an opportunity for the communities of both Great and Little Chesterford to visit a consultation event in their village.
- 5.2.14 The time, date and locations of these consultation events were as follows:
- Saturday 19th January 2019 (11am - 4pm): Chesterford Community Centre, Great Chesterford.
 - Wednesday 23rd January 2019 (3pm - 8pm): Little Chesterford Village Hall, Little Chesterford.
- 5.2.15 The locations of the exhibitions were carefully chosen to be close to the site and the community, accessible and at times that all sections of the community can attend.
- 5.2.16 Axis wanted to capture the views of people employed in the local area, but who may not currently live locally. A manned pop-up stand was erected in the foyer of Chesterford Research Park, for two hours over lunchtime on two separate days:
- Monday 21st January 2019
 - Wednesday 23rd January 2019
- 5.2.17 Feedback forms were provided at the events and attendees were encouraged to fill them in.
- 5.2.18 In addition, a dedicated consultation webpage was set up on the Axis Land Partnerships website, which went live from 19th January (www.axislp.com/consultations). The webpage contained the same information that was on the consultation boards, and offered the opportunity for people to leave their feedback through a digitised version of the feedback form. The website address was publicised on the consultation leaflets, the consultation boards and the feedback form.
- 5.2.19 It was estimated that over 100 people attended the public consultation events in total. From a tally of footfall it is estimated that 34 people attended the public exhibition in Great Chesterford, 31 people attended the exhibition in Little Chesterford and 40 people engaged with the pop-up stand at Chesterford Research Park. A total of 55 feedback forms were returned at the events. No feedback forms were received via email or through the website. This represents a 50% response rate.

- 5.2.20 A summary of the comments received has been enclosed within the SCI. The SCI demonstrates the measures that have been taken to address the key concerns and queries of the community, or else provide clarity on the approach. The majority of issues raised have been addressed through scheme design, or will be addressed through the provision of developer contributions.

6. RELEVANT SITE HISTORY

- 6.1 The application site has a long planning history; the most relevant planning applications are listed below;

There is not relevant planning history relating to the site.

- 6.2 In terms of other relevant history there has been a number of infilling over the years of small developments within Great Chesterford. However the most relevant development of significance has been listed below;

- (i) UTT/14/0174/FUL - New World Timber Frame And Graveldene Nurseries, London Road - Demolition of commercial buildings and erection of 42 No. dwellings – Approved 8.12.2014

UTT/18/0313/FUL - Variation of condition 2 on planning permission UTT/14/0174/FUL (Demolition of commercial buildings and erection of 42 no. dwellings) in order to incorporate general minor amendments to site plan – Approved 16.04.2018

- (ii) UTT/14/0425/OP - Land North Of Bartholomew Close, Bartholomew Close - Outline Planning with all matters reserved for residential development of up to 14 dwellings – Approved 16.10.2014

UTT/17/2745/DFO - The reserved matters application for the construction of 11 new dwellings covering access, layout, scale, landscaping and appearance following outline approval UTT/14/0425/OP – Approved 21.12.2017

UTT/19/2288/FUL - Proposed residential development of up to 13 dwellings including associated external works and parking. Under consideration – Alternative scheme to above

- (iii) UTT/15/2310/OP - Land At Thorpe Lea, Walden Road - Outline application, with all matters reserved except for access, demolition of existing dwellings and residential development of up to 31 dwellings – Approved 13.06.2019

UTT/17/0712/DFO - Details following outline application UTT/15/2310/OP for 31 dwellings. Details of the layout, scale, landscaping and appearance. – Approved 7.07.2017

7. POLICIES

7.1 National Policies

- National Planning Policy Framework

7.2 Uttlesford Local Plan (2005)

- S3 Other Development Limits
- S7 Countryside
- GEN1 Access
- GEN2 Design
- GEN3 Flood Risk
- GEN4 Good Neighbourliness
- GEN5 Light Pollution
- GEN6 Infrastructure Provision to Support Development
- GEN7 Nature Conservation
- GEN8 Vehicle Parking Standards
- ENV4 Ancient Monuments and Sites of Archaeological Importance
- ENV5 Protection of Agricultural Land
- ENV12 Protection of Water Resources
- ENV14 Contaminated Land
- ENV15 Renewable Energy
- H9 Affordable Housing
- H10 Housing Mix

7.3 Emerging Draft Local Plan – Regulation 19 (Pre-Submission Stage)

- Policy SP 1 - Presumption in Favour of Sustainable Development
- Policy SP 2 - The Spatial Strategy 2011-2033
- Policy H 1 - Housing Density
- Policy H 2 - Housing Mix
- Policy H 6 - Affordable Housing
- Policy H 10 - Accessible and Adaptable Homes
- Policy D 1 - High Quality Design
- Policy D 8 - Sustainable Design and Construction
- Policy D 9 - Minimising Carbon Dioxide Emissions
- Policy INF 1 - Infrastructure Delivery
- Policy TA 1 - Accessible Development
- Policy TA2 - Sustainable Transport
- Policy TA 3 - Vehicle Parking Standards
- Policy TA 4 - New Transport Infrastructure or Measures
- Policy EN5 - Scheduled Monuments and Sites of Archaeological Importance
- Policy EN 7 - Protecting and Enhancing the Natural Environment
- Policy EN 10 - Minimising Flood Risk
- Policy EN 11 - Surface Water Flooding
- Policy EN 12 - Protection of Water Resources
- Policy EN 14 – Pollutants
- Policy EN 16 - Contaminated Land
- Policy EN 18 - Light Pollution
- Policy C 1 - Protection of Landscape Character

8. Parish Council

8.1 ICKLETON PARISH COUNCIL

Object:

On behalf of Ickleton Parish Council, as authorised at its meeting on Wednesday 17th April 2019, I am writing to OBJECT STRONGLY to the above Application. Ickleton Parish Council requests that this Application is REFUSED.

We have been able to see the responses of Little Chesterford and Great Chesterford Parish Councils, and lend their comments our full support. We trust we do not need to repeat them.

The proposed development is not sustainable. It aggressively breaches the village boundaries of both Great Chesterford and Little Chesterford, and threatens coalescence between the two, as well as being a potential precedent for development on the other side of London Road.

Great Chesterford has seen housing growth of around 27% in recent years without any infrastructure improvements. This proposal would be a very significant expansion, again with no infrastructure improvements and derisory mitigation elements.

The proposed development has all the hallmarks of a car-based commuter estate. Even the entrance/exit is located as far away from Great Chesterford village as it could be. The proximity of the train station is not likely to lead to a marked shift from car-based travel. For commuters to London, the stopping service on offer is likely to mean that they will choose to drive to Whittlesford Parkway or Audley End, adding to congestion on local roads.

To access employment sites and shopping (the shop in Great Chesterford is very limited in what it supplies) from the development, in the absence of reliable and frequent alternatives, car travel will be the first choice of residents. Rat running through Ickleton, Little Chesterford and Littlebury will clearly increase should this proposal be approved.

The proposal also entails the permanent loss of Best and Most Versatile agricultural land, and the impact development of the elevated site would have on open landscape is unacceptable

Additional Comments 21.11.2019

ECC Highways on TA stated that there would be additional traffic that will bring the Ickleton Road/London Road junction close to capacity which supports the contention that the development is a car based commuter estate using the villages as a rat run. The travel Information Pack would not change the use of transport away from car. The tree planting does not mitigate the development's negative impact upon the landscape.

8.2

LITTLE CHESTERFORD PC

Little Chesterford Parish Council strongly objects to this application on the following grounds;

- a. This site was dismissed as unsuitable from the original call for sites.
- b. The coalescence between Little and Great Chesterford is contrary to the NPPF, the two parishes are different and distinct and wish to remain so.
- c. The location of the vehicular access to the site, outside the village speed limit and village boundary, on a long, straight stretch of road in the countryside where speeding is commonplace is unacceptable, and unsafe and as such is contrary to NPPF policies S7 and H1.

d. The proposal is considered unsustainable due to the significant distance from the proposed development to facilities or services within either Little or Great Chesterford.

e. The proposal puts additional strain on services such as doctors and schools already under strain from significant local development of approximately 25% in the last 5 years, with no infrastructural support.

f. Only train commuters could walk to their departure point, there are no suitably located bus stops, resulting in a car dependent development.

g. Concerns were raised that all vehicles travelling south will drive through Little Chesterford, Littlebury or past Audley End, encouraging rat runs past historic buildings and through communities.

h. The noise and vibration survey carried out on behalf of AXIS shows that the site is unfit for human habitation due to noise and vibration from both the railway, M11 and London Road, B1383.

The consultants appear to circumnavigate this issue without addressing it, claiming that normal sound insulation would suffice for the houses facing the road, except better glazing etc would be necessary and gardens and amenity areas would need solid barrier screening and that the houses by the railway line would need special foundations isolating the houses from the ground.

8.3 **Great Chesterford Parish Council:**

Great Chesterford Parish Council met on Wednesday 10th April to consider the above application. It was resolved that the Parish Council **STRONGLY OBJECT** to this speculative application on the following grounds:

a. This site was dismissed as unsuitable from the original call for sites in 2015 due to the detrimental loss of agricultural land and diminished sense of place. The site was considered unsuitable as development on the site would not contribute to sustainable patterns of development. The Parish Council agrees with this assessment made by the Local Planning Authority at the time and does not feel anything has materially changed since that time.

b. This unsustainable site is in the parish of Little Chesterford, but the reality of the proposal would be that residents would overwhelm Great Chesterford facilities such as doctors and schools, already under strain from significant local development of approximately 27% in the last 5 years, with no infrastructural support, not helped by any precept generated by the development going to Little Chesterford Parish Council when this is clearly a Great Chesterford facing scheme. The lack of adequate mitigation via s106 for the Parish of Great Chesterford is totally unacceptable and very disappointing.

c. The coalescence between Little and Great Chesterford is contrary to the NPPF, the two parishes are different and distinct and wish to remain so. Development between the villages is not supported by either parish and the settlement separation is an important concept supported by both local and national policy and guidance.

d. The location of the vehicular access to the site, outside the village speed limit and Great Chesterford village boundary, on a long, straight stretch of road in the

countryside where speeding is commonplace is unacceptable, and unsafe and as such is contrary to policies S7 and HI.

e. The proposal lacks sufficient on site open space provision (both formal and informal) and is unsustainable due to the considerable distance from the proposed development to facilities or services within either Little or Great Chesterford with unsuitable, poorly maintained access routes. The Parish Council would have expected the proposal to include the addition of footpaths, a crossing, traffic calming measures, a play park and a cycle path following the representations made in November in response to the consultation. A potential contribution to the Traffic Regulation Order which might be required to reduce the speed along the road adjacent to the site down to 40mph is completely inadequate. This application does not sufficiently meet the requirement for a sustainable development as a result, it will be a car-based scheme where residents will not be able to safely or effectively travel to facilities in either village on foot or bicycle. Car parking provision does not meet UDC parking requirements, at the very least, the development should be delivering a cycle-path from the facilities in Great Chesterford (the recreation ground) in one direction, and to Little Chesterford in the other. Anything less than this makes the site unsustainable. The provision of a stretch of foot way/cycle way along the length of the proposed development is woefully inadequate.

f. This very prominent site would have an unacceptably detrimental visual impact as it is relatively elevated compared to the flat land around and will be highly visible from every direction including important footpaths, the railway line, the M11 and other B Roads in the vicinity and much further afield.

The ZTVs provided are not an accurate representation of distances the development would be seen from, and the scale of the development would be completely incongruous with the landscape in which the site is situated. In scale alone the development proposed would more than double the number of properties within the parish of Little Chesterford, and provide an unacceptably large extension to Great Chesterford, completely undermining the local plan process which is at an advanced stage.

g. Vehicles accessing employment sites from the development site will drive through Little Chesterford, Ickleton, Littlebury or past Audley End, encouraging rat runs past historic buildings and through communities already blighted by this. There is no traffic mitigation proposed, and in our view none could be adequately, realistically and sustainably provided.

h. The noise and vibration survey carried out on behalf of AXIS shows that the site is unfit for human habitation due to noise and vibration from both the railway, M11 and London Road, B1383. The consultants appear to circumnavigate this issue without addressing it, claiming that normal sound insulation would suffice for the houses facing the road, except better glazing etc would be necessary and gardens and amenity areas would need solid barrier screening and that the houses by the railway line would need special foundations isolating the houses from the ground.

i. The proposal is a car dependent development, as only train commuters could walk to their departure point, there are no suitably located bus stops within a walk-able distance for residents and as such is contrary to national policy. It will be completely unsuitable for the elderly, disabled or those with young children.

j. In its 2015 assessment of the call for sites UDC concluded that the site is within an "area more susceptible to poor air quality due to its proximity with the M11."

9. CONSULTATIONS

9.1 UK Power Networks

UK Power Networks equipment at the above site which show the electrical lines and/or electrical plant.

I have also enclosed a fact sheet which contains important information regarding the use of our plans and working around our equipment. Safety around our equipment is our number one priority so please ensure you have completed all workplace risk assessments before you begin any works.

Should your excavation affect our Extra High Voltage equipment (6.6 KV, 22 KV, 33 KV or 132 KV), please contact us to obtain a copy of the primary route drawings and associated cross sections.

9.2 UDC HOUSE ENABLING OFFICER

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

The affordable housing provision on this site will attract the 40% policy requirement as the site is for 76 (net) units. This amounts to 30 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred Registered Providers.

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

It is also the Councils' policy to require 5% of the whole scheme to be delivered as fully wheelchair accessible (building regulations, Part M, Category 3 homes) as well as 5% of all units to be bungalows delivered as 1 and 2 bedroom units. This would amount to 4 bungalows across the whole site delivered as 2 affordable units and 2 for open market.

The mix and tenure split of the properties are given below; this mix should be indistinguishable from the market housing, in clusters of no more than 10 with good integration within the scheme and be predominately houses with parking spaces.

| Name of scheme | West of London Rd, Great Chesterford. UTT/19/0573/OP | | | | |
|--------------------------------------|---|-------|-------|-------|--------|
| | 1 bed | 2 bed | 3 bed | 4 bed | Totals |
| Total affordable units % | 12% | 42% | 38% | 8% | |
| Total affordable units | 4 | 13 | 12 | 1 | 30 |
| Affordable Rent | 4 | 10 | 6 | 1 | 21 |
| Shared Ownership | | 3 | 6 | 0 | 9 |
| Total number of affordable bungalows | | | | | 2 |

9.3 NATURAL ENGLAND

No comments.

9.4 ECC MINERAL & WASTE

Having reviewed the MRA, the Minerals Planning Authority accept the conclusions made and have no further comment in relation to this application.

9.5 **CRIME PREVENTION OFFICER**

UDC Local Plan Policy GEN2 - Design (d) states "*It helps reduce the potential for crime*" Whilst there are no apparent concerns with the layout however to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures. We would welcome the opportunity to consult on this development to assist the developer with their obligation under this policy and to assist with compliance of Approved Document "Q" at the same time as achieving a Secured by Design award. From experience pre-planning consultation is always preferable in order that security, landscaping and lighting considerations for the benefit of the intended residents and those neighbouring the development are agreed prior to a planning application.

9.6 **AERODROME SAFEGUARDING**

The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. We have no aerodrome safeguarding objections to the proposal.

9.7 **ECC ARCHAEOLOGY**

An Archaeological Programme of Trial Trenching followed by Open Area Excavation condition.

9.8 **HIGHWAYS ENGLAND**

No objection - This proposal will not have a material impact upon the Strategic Road Network

9.9 **ECC SUDS**

As a result of further information - Do not object to the granting of planning permission subject to conditions.

Initial objection - In the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.

9.10 **ECC ECOLOGY**

No objection subject to securing biodiversity mitigation and enhancement measures.

Summary

I have reviewed the Ecological Appraisal (BSG Ecology., Dec 2018) supplied by the applicant, relating to the likely impacts of development on Protected & Priority habitats and species, and identification of proportionate mitigation.

I am satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on Protected and Priority species and, with appropriate mitigation measures secured, the development can be made acceptable. I support the reasonable biodiversity enhancements that should also be secured by a condition on any consent.

This is needed to enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under s40 NERC Act 2006.

The mitigation measures identified in the Ecological Appraisal (BSG Ecology., Dec 2018) should be secured and implemented in full. This is necessary to conserve and enhance Protected and Priority Species.

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013. In terms of biodiversity net gain, the enhancements proposed will contribute to this aim.

Any planning permission should be subject to recommended conditions.

Additional Comments 21.11.2019

No objection subject to conditions to secure biodiversity mitigation and enhancement measures. Support the proposed reasonable biodiversity enhancements which we recommend to secure measurable net gains for biodiversity as outline in Paragraph 170d of the NPPF. This will enable the LPA to demonstrate its compliance with its statutory duties including its biodiversity duty under S40 NERC Act 2006. Impacts would be minimised through proposed conditions.

9.11 **ANGLIAN WATER**

The sewerage system at present has available capacity for these flows via a gravity discharge to manhole 6403.

The foul drainage from this development is in the catchment of Great Chesterford Water Recycling Centre that will have available capacity for these flows.

Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

9.12 **AFFINITY WATER**

No comments.

9.13 **ENVIROMENTAL HEALTH**

Noise Impact

The proposed dwellings would be exposed road and railway noise. A noise and vibration assessment by LDA design has identified that satisfactory average internal noise levels could be achieved by the use of standard, or in some cases, enhanced acoustic insulation measures, and it is accepted that adequate mitigation is achievable with respect to average internal noise levels.

Maximum noise levels at night should not regularly exceed 45 dB. The noise survey measured 63-70dB LAmax at different points on the site due to passing daytime trains. These would be passenger trains, and it is known that goods trains at night can be noisier, at up to 85dB LAmax at the trackside. Noise insulation of houses nearest the railway, particularly first floor bedrooms, should be adequate to protect residents from sleep disturbance due to night time goods trains.

The conclusions of the noise assessment are based on a one-day survey. A development to the north for 42 new homes, granted approval under application number 14/0174, was also supported by a noise assessment but this one was over a seven-day period. The noise assessment supporting this application concluded that noise from the railway required enhanced glazing and ventilation in some locations.

I am of the mind that a one-day survey is insufficient for such a proposal and recommend that an updated noise report using a longer survey is submitted in support of the application, although this could be done prior to any reserved matters

application should this be considered appropriate. This would offer much more confidence that the mitigation as proposed is sufficient to meet the appropriate standards.

The noise assessment found average daytime external noise levels of 57-68dB LAeq16h on the site, with road traffic on London Road being the main source. It is desirable that external amenity areas should not exceed 50 dB LAeq during day and evening periods. The report recommends screening to bring the noisier parts of the site down by 10 dB. However this would still be above the preferred level of 50dB, and the development should be designed to achieve the lowest practicable levels in external amenity spaces.

The vibration assessment determined that, in the absence of mitigation, adverse perception of vibration by the occupants of properties closest to the railway line would be possible. The report states that acceptable vibration levels could be achieved using mitigation measures such as building structural isolation. The following vibration targets are proposed, and are acceptable:

Daytime 0.2 m·s⁻¹-1.75 VDVb/d, 16 hour
Night-time 0.1 m·s⁻¹-1.75 VDVb/d, 8 hour
Reradiated noise within residential dwelling 40 dB LAmax(slow).

Land Contamination:

The report submitted in support of this application states that no sources of contamination have been identified. On the basis of the submitted information I am satisfied with this conclusion but recommend a condition with respect to any contamination which may be found during the course of development is placed on any decision notice should you be minded to grant approval.

Air Quality

The transport assessment indicates that the development would introduce an additional 457 traffic movements per day. While this is not expected to have a measurable effect on air quality within the Saffron Walden AQMA, the NPPF supports provision of measures to minimise the impact of development on air quality by encouraging non car travel and providing infrastructure to support use of low emission vehicles. A condition to this end is recommended.

Construction Impacts

Due to the scale of this proposed development, it is recommended that a condition is placed on any decision notice requiring a Construction Method Statement, should you be minded to grant approval.

Public Health

The provision of open space and a cycle path along the London Road frontage are welcomed. However an isolated length of cycle path will have little effect on encouraging active modes of transport, and any opportunity to extend it further should be explored.

9.14

ECC HIGHWAYS

Further info required 18.04.2019

1. The traffic surveys upon which the access visibility and assessment of the junctions rely
2. The data sheets containing the information road traffic accidents in the study area
3. A safety audit of the proposed access arrangements

17.07.2019

As a result of further information being submitted the following comments were submitted;

This application was accompanied by a Transport Assessment which has been reviewed by the highway authority in conjunction with a site visit and internal consultations. 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 were considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The impact on the assessed junctions is minor but does bring London Road/Ickleton Road close to capacity. The most appropriate mitigation for this is to maximise the sustainable transport opportunities, which in this case is to ensure a good walking and cycle links to and from the site and additional parking at the station (Greater Anglia has been consulted over this). The Uttlesford Cycling Action Plan and the Draft Local Plan both outline the need for better cycle links to and from Great Chesterford, a section of this facility is one of the conditions recommended below.

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

All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

9.15

ECC EDUCATION

From the information received a development of this size can be expected to generate the need for up to 6.84 early years and childcare (EY&C) places; 22.80 primary school, and 15.20 secondary school places.

Developer contribution figures are calculations only and final payment will be based on the actual dwelling unit mix and the inclusion of indexation.

The proposed development is located within the Chesterford, Littlebury and Wendons Ward. According to ECC childcare sufficient data, a total of zero unfilled places were recorded. For ECC to meet its statutory duties it must both facilitate sufficient places to meet free childcare entitlement demand and also ensure diverse range of provision so that different needs can be met. The data shows insufficient places to meet demand from this proposal. So, based on the demand generated by this proposal as set out above, a developer contribution of £119,166.48, index linked to April 2018, is sought to mitigate its impact on local EY&C provision.

This site sits within the priority admissions area of Great Chesterford CE Primary Academy, which admits up to 30 pupils each year. The Academy is currently full in most year groups but forecasts suggest that there will be sufficient capacity in most future years to accommodate pupils from 76 new dwellings.

So, based on the demand generated by this proposal as set out above, a developer contribution will not be sought to mitigate its impact on local primary school provision.

The secondary priority admissions area school would be the Saffron Walden County High School. The school is at or close to capacity in every year group. Looking at forecasts published in ECC 10 years Plan to meet demand for school places, additional capacity could be required from 2021/22 onwards to accommodate all the pupils requiring a place within the wider area which includes the Joyce Frankland Academy.

So, based on demand generated by this proposal as set out above, a developer contribution of £352,852.80, index linked to April 2018, is sought to mitigate its impact on local secondary school provision.

Having reviewed the proximity of the site to the nearest primary and secondary schools, ECC will not be seeking a school transport contribution, however, the developer should ensure that safe direct walking and cycling routes to local schools are available.

Therefore should planning permission be granted this should be subject to a Section 106 Agreement to mitigate the above.

9.16 Greater Cambridge (Cambridge City and South Cambridgeshire District Councils)
No comments

10. REPRESENTATIONS

10.1 The application has been advertised on site and within the local press. Neighbouring residential occupiers have also been consulted of the application. As a result the following points have been raised:

- Landscape Assessment is wrong viewpoint 2 taken from farm track and not footpath between Great and Little Chesterford
- Object
- Unwelcome extension to village
- Loss of views
- Loss of greenfield/agricultural field
- Not sustainable as facilities are a distance
- Village has grown 25% over last 5 years
- Too many house built in and around Chesterford
- Congestion
- Cumulative impact/ Infrastructure at capacity
- Village school unable to grow
- Railway unable to provide parking
- Highways safety
- Erosion of villages and reducing gap between the two
- Houses are not selling on existing development site
- Eroding sense of place and village environment
- Noise and Vibration survey should at the site is not acceptable for human habitation due to the railway and the London Road
- Report states that normal insulation would be fine
- Special foundations would be required

- TA figures are unrealistic, private care would be required to use the village facilities. These are half to a third of what is expected.
 - Even if this is correct then road works would be required to deal with cumulative impact ie. roundabout, streetlighting regulated speed limits
 - Footpath behind Granta Close with controlled crossing would reduce the need for private cars
 - Speed limits are not complied with access in and out of site would create additional dangers
 - Should better relate to village rather than be just an add on
 - Village has already expanded
 - Developers struggling to sell existing housing
 - No connection to village
 - Change character of village
 - Children using the train to get to JFAN school
 - Road unsafe
 - Unsustainable due to location of village facilities
 - Village has reached saturation
 - Village school not capable of expanding
 - Railway station parking is full
 - Landscape Assessment viewpoint 2 is wrong
 - All reports conclude that there is no impact
 - Contrary to neighbourhood plan
 - Blurred boundary between villages
 - Contrary to NPPF
 - No details of street lighting
 - Provision of community facility shop/pub/dr surgery
 - No integration
 - Application should not be determined until Draft Local Plan has been determined in January 2020
 - Development lies outside the village of Little Chesterford Contrary to Policy S7 countryside and H1 dwelling allocations
 - Site previously rejected in call for sites
 - No access to M11 north bound
 - Local bus service not extended
 - Noise and dust
 - Not sustainable too far from facilities
 - As the site lies within the boundary of Little Chesterford the impact would be in Great Chesterford
- Support:
 - More sustainable than garden community

11. APPRAISAL

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

- A Principle of development
- B Design
- C Mix of Housing and Affordable Housing
- D Amenity
- E Highways
- F Landscaping and Ecology

- G Flood Risk and Drainage
- H Archaeology
- I Infrastructure provision to support the development
- J Other material considerations including minerals

A Principle of development

- 11.1 The Draft Local Plan is still at an early stage and has some but limited weight. At the present time the adopted Local Plan policies are still in force. However, the National Planning Policy Framework (NPPF) is a material planning consideration and this has a strong presumption in favour of sustainable development.
- 11.2 The application site is located outside, but adjacent to the development limits of Great Chesterford and on the approach to Little Chesterford and is therefore located within the Countryside where ULP Policy S7 applies. This specifies that the countryside will be protected for its own sake and planning permission will only be given for development that needs to take place there or is appropriate to a rural area. Development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there. It is not considered that the development would meet the requirements of Policy S7 of the Local Plan and that, as a consequence, the proposal is contrary to Policy S7 of the 2005 Local Plan.
- 11.3 A review of the Council's adopted policies and their compatibility with the NPPF has been carried out on behalf of the Council by Ann Skippers Planning. Whilst this compatibility report relates to the 2012 NPPF the thrust of the conclusions is still considered relevant. Policy S7 is found to be partly consistent with the NPPF. The protection and enhancement of the natural environment is an important part of the environmental dimension of sustainable development, but the NPPF takes a positive approach, rather than a protective one, to appropriate development in rural areas. The policy strictly controls new building whereas the NPPF supports well designed new buildings to support sustainable growth and expansion of all types of business and enterprise in rural areas. As such this reduces the weight given to the restraint implied by Policy S7 and this must be weighed against the other sustainability principles.
- 11.4 The applicants have argued that Uttlesford cannot demonstrate an adequate 5 year supply of housing land. The Council recognises that it has a shortfall, and that it should consider favourably applications for sustainable residential development which will make a positive contribution towards meeting housing need. Following the publication of the revised NPPF in March 2019 and the updating of the Planning Practice Guidance, the Council can demonstrate a 2.68 year housing supply which has dropped recently from 3.29 years. In terms of housing delivery, nationally available figures indicate that delivery was 147% over the past 3 years.
- 11.5 Nonetheless, the Council still remains without a deliverable 5 year supply of housing land and therefore applications have to be considered against the guidance set out in the NPPF. The Council has accepted this previously and has considered and determined planning applications in this light. As a consequence, planning permission has been granted for residential development outside development limits where appropriate, on sites that are identified for potential future development in the emerging Local Plan and on sites which are not identified but which are considered to be sustainable to ensure delivery in the future and to ensure that the level of housing

supply is robust. Such sites which are quickly deliverable in the short term to maintain a 5 year land supply.

- 11.6 The application site is not located within the emerging draft local plan, which is at Regulation 22 stage, however this was part of the number of sites which were submitted for consideration. The site was described as *“This is a greenfield site located on the southern edge of Great Chesterford (but within Little Chesterford Parish) and adjoins the existing development limits. The site is within walking distance of the railway station. The site is over 800m from the services and facilities in the village centre but it would be possible to walk or cycle. The site is within the A1 Cam River Valley category of the Landscape Character Assessment. It has a relatively high sensitivity to change. The site lies partly within Sector 4 - Newmarket Road approach from the south east of the Great Chesterford Historic Settlement Character Assessment. The principal effect of development would be to extend the village beyond its clearly defined landscape edge detrimentally affecting the setting of the village as a whole. It is considered that development in this sector would diminish the sense of place and local distinctiveness of the settlement. The development of the site is considered unsuitable because the southern edge of the village currently forms a strong defensible boundary to development and development of this site would extend development south-westwards along the valley.”* The site was assessed in consideration that the site would provide 100 dwellings. Due to the above the site was not considered in the draft emerging Local Plan. This application for consideration is for 76 dwellings.
- 11.7 The Planning Statement submission it highlights *“the policies that are ‘most important for determining the application’ are considered to be out of date in line with Paragraph 11 of the NPPF. The tilted balance of the NPPF therefore applies to the determination of this application. This means that the balance is tilted in favour of sustainable development and consent should be granted unless any adverse impacts would ‘significantly and demonstrably’ outweigh the benefits. The degree to which the principle of development should be considered acceptable is therefore predicated on whether it represents sustainable development.”* The NPPF sets out a presumption in favour of sustainable development. This is reflected in emerging draft Policy SP1.
- 11.8 The core principles of the NPPF set out the three strands of sustainable development. These are the economic role, social role and environmental role. The NPPF specifically states that these roles should not be undertaken in isolation, because they are mutually dependent. To achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously. It is therefore necessary to consider these three principles.
- 11.9 Economic strand;
The NPPF identifies this as contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. Whilst the proposed development does not directly provide employment it has been stated within the Planning Statement that the proposed development of residential dwelling would provide short term employment for locals during the construction of the site, however it would also support existing local services and provide the possibility of small start-up businesses. The proposed development would assist in the economic vitality and viability of the village and surrounding local area. The site is near commercial estates which would provide employment opportunities plus be economically supported by the proposed new dwellings.

- 11.10 This proposal would help deliver an economic role.
- 11.11 Social role:
The NPPF identifies this as to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being. The proposal would make a contribution towards the delivery of the housing needed for the district, including a provision of affordable housing, and housing designed to Part M Building Regulations. Whilst design is a reserved matter, the illustrative Master Plan indicates a development that reflects the rural character of the location. Landscaping would be used to reduce the visual impacts and some landscaping elements would introduce additional facilities required for health, social and cultural well-being. These include proposed open spaces; children play spaces, recreation, new footpaths and cycle routes. The application site is located in one of the most sustainable locations within the District which is adjacent to employment, near village facilities and services, including a main railway link to London. With the village a walkable distance away, this offers a further facilities and services. Financial contributions are proposed towards education provision as well as the provision towards affordable housing to mitigate the impact of the proposed development.
- 11.12 The scheme would facilitate social cohesion as it would enable the provision of a mix of housing for local people near the village. This proposal would help to deliver a social role.
- 11.13 Environmental role:
The NPPF identifies this as contributing to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. Whilst layout, scale, design and landscaping are to be reserved matters, there is significant detail within the illustrative Master Plan and the Design and Access Statement to demonstrate how landscaping and biodiversity would be enhanced and preserved.
- 11.14 The scheme would integrate the proposed development with the existing built form and public footpaths. There is easy access to bus services from the site encouraging non car based journeys. Habitats on site would be enhanced through improved meaningful landscaping schemes. The scheme has been amended to provide a substantial woodland area to the south of the application site which would create a full stop to the development and a buffer with Little Chesterford. This proposal would help to deliver an environmental role.
- 11.15 The proposals would help to fulfil the three principles of sustainable development. As such the proposals would comply with the positive stance towards sustainable development as set out in the NPPF and the presumption in favour of approval, unless material considerations indicate otherwise. I attach significant weight to this and consider that the more recent national policy set out in the NPPF should take precedence over Policy S7 of the Local Plan.
- 11.16 Emerging Draft Local Plan Policy SP2 states amongst other things that "*Key villages will be the major focus for development in the rural areas reflecting their role as provider of services to a wide rural area*" and "*New developments in the Type A and Type B villages will be limited with emphasis being on:*

- a. *Enhancing the maintaining a distinctive character and vitality of local rural communities;*
- b. *Shortening journeys and facilitating access to jobs and services;*
- and
- c. *Strengthening rural enterprise and linkages between settlements and their hinterlands."*

This is also reflected in adopted Local Plan Policy S3.

- 11.17 The development is considered to be sustainable development and therefore the principle of the proposal is acceptable subject to other considerations.
- 11.18 The relevant assessments have been submitted in support of the proposed development. These will be individually assessed through this report as will the mitigation measures with any Section 106 Obligations that maybe required. The detailed aspects relating to amenity and house types whilst touched upon below would be assessed at reserved matters stage should planning permission be granted.
- 11.19 The application will result in the permanent loss of some site area of 3 hectares of Grade 2 agricultural land. Local Plan Policy ENV5 does not seek to prevent the loss of Best and Most Versatile land (BMV) agricultural land if there is no lower value land available. The fact that there is a shortage in the 5 year land supply and the fact that the Council is looking at releasing greenfield sites in the countryside to meet its housing needs demonstrates that there is insufficient land available within settlement boundaries or brownfield sites. Some 80% of the agricultural land within the district is Grade 2 (very good) and the rest is Grade 3 (good to moderate).
- 11.20 In an appeal decision relating to a site in Saffron Walden the Planning Inspector discussed the loss of agricultural land within his appeal decision relating to UTT/13/2060/OP. The Inspector stated *"LP Policy ENV5 only permits development of the best and most versatile land where opportunities have been assessed for accommodating development on previously developed land or within existing development limits. Where agricultural land is required, areas of poorer quality should be sought except where sustainability considerations indicate otherwise. This accords generally with the thrust of the Framework."* The Inspector goes onto state *"As such, while the loss of the best and most versatile land would be modest in the context of the general quality of agricultural land in the District, this would be a disbenefit of the proposal to be weighed in the overall balance in my decision. In the circumstances it would carry only limited weight but would nonetheless conflict with the aims of LP Policy ENV5."* This is considered applicable to this application.
- 11.21 In consideration of the above and the fact that there is insufficient lower grade agricultural land that is sustainably related to existing settlement to meet needs, it is therefore not considered that there is conflict with Policy ENV5. The development is considered to be sustainable development and therefore the principle of the proposal is acceptable. The benefit is considered to outweigh the harm in respect of housing need and principle of the development in this location subject to the design of the development, landscaping and the number of dwellings to be developed.

B Design

- 11.22 With regards to the proposed design of the scheme the NPPF and Local Plan Policy GEN2 seeks for quality design, ensuring that development is compatible in scale, form, layout, appearance and materials. The policies aim to protect and enhance the

quality, character and amenity value of the countryside and urban areas as a whole seeking high quality design.

- 11.23 As to whether the scheme would be compatible with the character of the settlement area and countryside, the scheme would see development on the urban fringe of Great Chesterford, outside Development Limits. The site is located adjacent to Ash Green development to the north which is a late 80s - early 90s development. The countryside surrounds the site to the west, south and east. However, the site is bound by railway line to the west which is sunken but the overhead railway power lines. The ground levels incline east to west, and drop off steeply to the east of London Road.
- 11.24 Whilst the design of the proposed development is a reserved matter illustrative plans have been submitted as party of the application to demonstrate how the scheme can be implemented.
- 11.25 Based on the adjacent Ash Green Development and Granta Close opposite the proposed development would be seen as an extension of the Village. As a result subject to detail would not be out of keeping with the surrounding environment and built form. Ash Green provides a soft vegetation along the shared boundary with the application site which provides a softening and the sites transition to the countryside. The revised illustrative masterplan takes this principle and adopts it as part of the development scheme. A landscape buffer is retained along the sites boundaries and locates the LEAP to the northeaster corner of the site closest to the Village and will be connected for accessibility via an extended pedestrian footpath. To the south of the site a 'farmstead' style development is proposed as a phased integration to the wider countryside as you leave the site, this is followed by a large open space area together with a large planted woodland area adjacent but outside the application site. The woodland area would contribution towards the Council's undertaking to increase the level of tree coverage within the District also as a full stop to the development and any future possibility of development beyond this site. The proposed woodland area would help provide a distinctive gap between Great Chesterford and Little Chesterford.
- 11.26 The proposed woodland area and groups of locally native tree species will be used to filter views of the built form from views south of the Site. It will maintain and create a stronger green edge character to Great Chesterford. Landscaping along the eastern boundary of the Site, adjacent to London Road, setting development back and softening the edge of built form from views to the east. To the west adjacent to the railway, the development will be set back with a green corridor providing an improved hedgerow along the site boundary with informal groups of trees along its length. This is also stated to soften the development from the south and west. These features will extend the 'green' edge to the village along the Site. Undoubtedly, the creation of significant landscape features would create and add to the amenity provision and landscape character, as well as the creation of new habitats.
- 11.27 The development is stated would be characterised by four different areas:
- Area 1: The Village End
 - Area 2: The Farmstead
 - Area 3: The Meadow and Orchard – Community Green Space
 - Area 4: The Village Walk and Green Edges.
- 11.28 The illustrative plan shows:

- Proposed vehicle access at interface between character areas
- Potential emergency access location
- Village character development
- Farmstead character development
- Pedestrian-friendly main access street
- Shared access lanes / mews
- Informal neighbourhood spaces
- Community green space / orchard / play area
- Woodland / circular nature walk / noise separation from railway
- Footpath links
- Wildlife edge (tree groups and mixed native hedge) and informal footpath
- Existing trees retained and protected

- 11.29 The proposal would see the extension of pedestrian footpath and cycle path to connect with the village and the nearby railway station. A circular footpath network is proposed around the edge of the Site.
- 11.30 Within the application submission it is stated that the proposed dwellings would be 2 storeys. The average density across the site would be 33 dwellings per hectare. Whilst the site is on the edge of Great Chesterford in countryside location the density reflects the emerging draft Policy H1 which states that within the town development limits densities should be between 35-60 dph.
- 11.31 Through the incorporation of design techniques and principles the proposal will be able to discourage and minimise the risk of crime and anti-social behaviour through natural and informal surveillance. Planting throughout the scheme will permit through-visibility, making spaces feel open and safe.
- 11.32 It is stated that the proposed dwellings would meet energy efficiency standards through the use of insulation and minimising energy use. The proposed dwellings would also meet Part M of the Building Regulations in terms of accessibility. This is in accordance with Local Plan Policy GEN2 and the NPPF, also emerging draft Policies H10 (Accessible and Adaptable Homes), D1 (High Quality Design), D8 (Sustainable Design and Construction), D9 (Minimising Carbon Dioxide Emissions) and EN12 regarding reducing water consumption.

C Mix of Housing and Affordable Housing

- 11.33 Adopted Local Plan Policy H9 and emerging draft Policy H6 requires that 40% affordable housing is provided on sites having regard to market and site conditions. Emerging Draft Local Plan Policy H2 states *“New housing developments will provide for a mix of house types and sizes to meet the different needs of the local area and the District as a whole including a significant proportion of 3 and 4+ bedroom market housing and 2 and 3 bedroom affordable housing to meet the needs of families as evidenced by the most recent Strategic Housing Market Assessment having regard to local character, significance of heritage assets and the viability of the development which will be assessed on a site by site basis”*
- 11.34 There would be a range of house types, sizes (ranging 2 to 5 bedrooms) and tenures. This will include housing for sale across a range of prices, with affordable housing to rent and shared equity/ownership. The development will not exceed two storeys in keeping with its village edge location.

- 11.35 The applicants have confirmed that the development would provide 40% affordable housing, which would equate to a maximum of 31 dwellings out of the full 76 dwellings provision.
- 11.36 The applicants have also confirmed that the mix and location of the units would be agreed at the reserved matters stage. The applicants have also confirmed that the development would provide 5% wheelchair accessible and bungalows (equating to 4 units) to meet wheelchair accessible housing need. It is highlighted that there would be 70% (affordable rent) and 30% (shared ownership) division on the proposed properties to be created. No objection has been raised by the UDC Housing Enabling Officer subject to meeting the above.
- 11.37 The final design, number and size of units would be determined at the reserved matters stage but it is considered that the application proposes an acceptable level of affordable housing on the site and is capable of providing an acceptable mix of dwellings. As such the application complies with Policies H9 and H10 of the Local Plan.

D Amenity

- 11.38 The design layout shows an indicative illustration of how the scheme could be laid out. It is considered that there is sufficient land to ensure back to back distances are adhered to preventing overlooking both between existing and proposed dwellings, and that there would be sufficient amenity space in accordance with the Essex Design Guide. Various types of open space have been designed as can be seen from the illustrative plan. These will be in the form of landscaped areas, Sustainable Drainage (SUDs) features and play space areas. The design of the open spaces would be further detailed at reserved matter stage should planning permission be granted. Nonetheless, it is considered that the site is capable of accommodating the number of dwellings proposed.
- 11.39 The existing residents would be far enough removed from the new housing so that there would be no issues of overlooking or overshadowing. Noise and Vibration Assessment has been submitted with the application to assess the amenity levels of future residents of the development due to the site's proximity to the railway lines. The assessment concluded that the amenity within the development would be acceptable subject to insulation measures. Garden amenity could be improved through screening measures and layout of the dwellings.
- 11.40 Details of lighting both in terms of ecological, countryside, design and amenity impact would be assessed at reserved matters stage should planning permission be approved, in accordance with Local Plan Policy GEN4 and draft Policy EN18.

E Highways

- 11.41 Local plan policy GEN1 states "development will only be permitted if it meets all of the following criteria;
- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
 - b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
 - c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.

- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expects to have access.
e) The development encourages movement by means other than driving a car.”

11.42 Local Plan Policy GEN1 seeks sustainable modes of transport which is reflected within National Planning Policy Framework.

11.43 Emerging Draft Policy TA1 states the following;

“Development and transport planning will be co-ordinated to reduce the need to travel by car, increase public transport use, cycling and walking and improve accessibility and safety in the District while accepting the rural nature of the District. The overall need to travel (especially by car) to meet the day to day service needs will be minimised. Development proposals will be located in close proximity to services and make use of sustainable forms of travel (walking, cycling and public transport) to fulfil day to day travel needs as a first requirement. To achieve this:

- 1. The capacity of the access to the main road network and the capacity of the road network itself must be capable of accommodating the development safely and without causing severe congestion;*
- 2. Development will maintain or improve road safety and take account of the needs of all users, including mobility impaired users;*
- 3. New development should be located where it can be linked to services and facilities by a range of transport options including safe and well-designed footpaths and cycle networks, public transport and the private car;*
- 4. Development should be located where it can provide safe, attractive, direct walking and cycling routes between new developments and schools/ other community infrastructure, together with appropriate design for these new facilities that encourages and delivers sustainable travel;*
- 5. Existing rights of way, cycling and equestrian routes (designated and non-designated routes and, where there is evidence of regular public usage, informal provision) will be protected and, should diversion prove unavoidable, provide suitable, appealing replacement routes to equal or enhanced standards ensuring provision for the long-term maintenance of any of the above;*
- 6. A Transport Assessment will be required on all developments creating significant impact on the highway to assess the impact and potential mitigation required; and*
- 7. Appropriate and safe networks, as defined by the Essex Local Transport Plan, will be provided to allow for increasingly independent travel by vulnerable road users to allow such individuals to provide for their own travel needs.”*

11.44 Draft Policy TA2 amongst other things seeks *“Sustainable modes of transport should be facilitated through new developments to promote accessibility and integration into the wider community and existing networks. Priority should be given to cycle and pedestrian movements and access to public transport.....”*

11.45 The securing of infrastructure delivery to address cumulative impacts and the needs from the development is highlighted in Draft Policy INF1.

- 11.46 Paragraph 109 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 11.47 The site is in a sustainable location close to existing residential areas, employment and local facilities. Great Chesterford has access to a range of amenities. This include a convenience store, two doctors’ surgeries, and three pubs/restaurants.
- 11.48 Great Chesterford is a large village in the District and it is considered to be sustainable as there are bus routes which are located and going through Great Chesterford. Service 7 is an hourly service (Saffron Walden – Cambridge), with the nearest bus stop found approximately 700m from the potential access to the site. The closest bus stop to the site, however, is approximately 260m south of the site on London Road, serving the 101 (Tuesdays only Saffron Walden – Whittlesford) and 132 (Saffron Walden – Cambridge Two-hourly between 0900 and 1800) bus services.
- 11.49 The nearest railway station is Great Chesterford, approximately 700m walk from the site. The rail station is on the West Anglia Main Line, connecting London and Cambridge. Greater Anglia hourly services in each direction between Cambridge and London Liverpool Street. Additional services run in the peak periods. Travel time to Cambridge is approximately 15 minutes and travel to London Liverpool Street takes approximately 1hr 12 minutes
- Great Chesterford is served by the B184 and B1383. The M11 runs parallel to the west and north of Great Chesterford. It is accessible via Walden Road at Junction 9a.
- 11.50 Pedestrian movements along London Road would be via a shared cycle/footway approx. 3m wide adjacent to the site, south-western side of the London Road. This would link to the footpath adjacent to Ash Green. This would fit in with the cycling network improvements planned across the District.
- 11.51 The site is located within approximately 20 minute walk (0.9miles) to the edge of the historic village centre.
- 11.52 There are a number of Public Rights of Way (PRoW) in the surrounding area of the site. These connect Great Chesterford to surrounding conurbations Hadstock to the east and Little Chesterford and Saffron Walden to the south.
- 11.53 Access will be taken from London Road the access will be 5.5m wide with 2m wide footpath either side. A ghost island right-turn lane is proposed, along with a pedestrian and cyclist refuge on the minor arm to enable the movement of pedestrians and cyclists along the proposed Great Chesterford cycle route.
- 11.54 A Transport Assessment (TA) has been submitted as part of the application. Below is a table highlighting proposed forecast trip generation from the proposed development;

Table 5-2: Forecast Vehicular Trip Generation – 76 Dwellings

| Period | Arrivals | Departures | Total |
|-------------|----------|------------|-------|
| 0800 – 0900 | 14 | 24 | 38 |
| 1700 – 1800 | 27 | 20 | 47 |
| 0700 – 1900 | 230 | 227 | 457 |

- 11.55 Cumulative development impact from nearby schemes, New World Timber site have been taken into consideration.
- 11.56 B1383 London Road / Site Access assessment shows that this would be within capacity. London Road / Ickleton Road Capacity Assessment n- The forecast increases in traffic flows resulting from the proposed development at this junction is less than 30 vehicles during either peak hour. The results of the capacity assessment show that the proposed development is forecast to have a minimal impact on the operation of the junction, an increase in queue lengths on the Ickleton Road of around one vehicle.
- 11.57 The results show that the proposed development is forecast to have a negligible impact on the operation of the B184 Roundabout with all arms forecast to be within capacity during all scenarios.
- 11.58 A Traffic Regulation Order is proposed to be submitted by the applicant to reduce the speed limit outside of the site to 40mph. However, this is outside of the scope of the planning application.
- 11.59 The TA submitted has been assessed by ECC Highways, as highlighted in Section 9.14 above, of which they have raised no objection subject to conditions. The scheme is therefore considered to be in accordance with policy subject to conditions.

Parking

- 11.60 It has been confirmed within the submission that the proposed scheme would accord with current local parking standards. A mixture of parking methods would be proposed through the scheme, however it should be noted that this is a reserved matter for further consideration at a later date. The scheme is therefore capable of according with Local Plan Policy GEN8 and The Essex Parking Standards (2009), and Local Residential Parking Standards adopted (February 2013), also in accordance with Draft Policy TA3.

F Landscaping and Ecology

- 11.61 Local Plan Policy ENV8 highlights that development that would adversely affect landscape elements will only be permitted if the need outweighs the harm and mitigation measures are provided.
- 11.62 Draft Policy C1 seeks the protection of landscape character in terms of preserves and enhances the landscape pattern and important views.
- 11.63 Similarly, Paragraph 170 of the NPPF states “*Planning policies and decisions should contribute to and enhance the natural and local environment by:*”

- a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
- b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;*
- c) *maintaining the character of the undeveloped coast, while improving public access to it where appropriate;*
- d) *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;*
- e) *preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and*
- f) *remediating and mitigating”*

- 1.64 Strategic Housing Land Availability Assessment (SHLAA, 2015 and 2018 Update) UDC held a Call for Sites exercise between 1 April and 1 June 2015. The site was submitted as part of the SHLAA, of which the site’s suitability, achievability and availability was assessed.
- 1.65 The SHLAA Assessment has informed the Local Plan process and indicated which sites should be allocated in the Local Plan. Sites were assessed in 2015, then again in line with an updated methodology in 2018. The Site was assessed in both 2015 and 2018 (site reference: 04LtChe15). 100no. dwellings was considered. The conclusion of the 2015 site assessment was that *‘the site is within walking distance of the railway station. The site is over 800m from the services and facilities in the village centre but it would be possible to walk or cycle. The southern edge of the village currently forms a strong defensible boundary to the development. The development of this site would extend development south-westwards along the valley. The site is considered suitable as development on this site would contribute to a sustainable pattern of development’*. The 2018 assessment then changed the conclusion, but not the assessment criteria, to state that the Site was not suitable because, *‘the southern edge of the village currently forms a strong defensible boundary to development and development of this site would extend development south westwards along the valley’*. The difference in the conclusion of the Site’s suitability between the 2015 SHLAA site assessment and the conclusion in the 2018 site assessment is not explicitly explained, but appears to be solely on the basis of landscape impacts. The evidence on landscape impacts appears not to have changed in the intervening period, with both assessments referring solely to the Uttlesford Landscape Character Assessment (2006). In both cases, the SHLAA assessment states, *‘the site is within the A1 Cam River Valley category of the Landscape Character Assessment. It has a relatively high sensitivity to change’*. Similarly to the 2015 assessment 100no. dwellings were considered.

- 11.66 As a result of the above a Landscape and Visual Appraisal (LVA) of the proposed development was undertaken by LDA Design between August 2018 and January 2019 to establish the anticipated landscape and visual effects of the proposed development. This has been submitted as part of the application. The Planning Statement informed by the LVA highlights *“The Site is located within landscape character area A1 Cam River Valley as identified in the Uttlesford Landscape Character Assessment (2006). Effects on landscape character are limited to those areas within the Site and its immediate surroundings up to 2km from the Site within A1 Cam River Valley landscape character area only. Direct effects within the Site would be Moderate and Adverse. Indirect effects within the character area reduce with distance from the Site to Slight-Minimal and Neutral up to 2km from the proposed development where there is intervisibility Overall, only an extremely limited area within the A1 River Cam Valley would be urbanised by the Proposed Development, it would be near existing residential development and would only increase the urban influence upon a limited part of the character area. As the influence of Ash Green and Granta Close residential developments in the north and northeast of the Site already degrade the condition of the area, as does the adjacent railway infrastructure, the scale of effect upon the overall character of A1 Cam River Valley is judged to be Negligible as fundamentally, the character area will have barely perceptible differences from the baseline. This results in Minimal effects.”* The proposed development is for a lesser number than what was considered as part of the 2015 and 2018 assessment. It is also stated that the proposed development would be located within the valley floor therefore limiting the impact from the development.
- 11.67 The adjacent TPO trees to the north will be retained. Other than landscaped site margins there is nothing planting wise of merit on site. As part of the proposed development new planting is proposed including a significant woodland which will significantly enhance the buffer planting and improve biodiversity and provide an enhanced wildlife corridor. It is considered that this would facilitate in providing a meaningfully full stop and boundaries between Great and Little Chesterford. This would also facility in providing visual mitigation. The applicant clarified control of adjoining land to the south, adjacent to the site, and confirmed that the landowner has offered to provide further tree planting on that land of up to 20% of the site, equivalent to 0.64ha of land which is additional to the already proposed 0.83ha of green space. This provides a total of 1.47ha or 46% of the site as open green space.
- 11.68 The proposed development would be an extension of the existing built form and could be designed to be assimilated into the wider environment. The ground levels are likely to change as a result of the proposed development, of which this is a reserved matter.
- 11.69 The UDC Landscape Officer has assisted in providing advice in order to make the proposed development more acceptable. There would be limited impact upon the existing trees. Therefore no objection has been raised subject to conditions. The scheme is therefore considered to accord with Local Plan Policies S7, GEN2, GEN7, ENV3 and ENV8, also the NPPF.
- 11.70 Local Plan Policy GEN7 for nature conservation seeks that development that would have harmful effects upon wildlife or geological features will not be permitted unless the need for development outweighs the harm. It also seeks that a conservation survey be sought for sites that are likely to be ecologically sensitive with associated mitigation measures. This is in line with draft Policy EN7.

- 11.71 An extended Phase 1 Habitat Survey was undertaken in July 2018 and a Preliminary Ecological Appraisal (PEA) is submitted with the application following undertaking a Biodiversity Checklist which identified the sites ecological sensitivities.
- 11.72 The habitats recorded on site include arable land with semi-improved grassland field margins, a species poor hedgerow, a dry ditch and scattered scrub along the boundaries. The development is within 250m of any Habitats of Principal Importance; Ancient Woodland and/or Local Site.
- 11.73 No specific evidence of protected species was found during the survey, and therefore no further surveys for protected species were required with the exception of a pre-construction check for signs of badger. However, a number of mitigation measures have been suggested as protected species cannot be ruled out regardless;
- * Avoidance of excessive light spill onto the northern boundary – it is proposed that lighting will be designed to avoid excessive light spill onto the boundary vegetation, through the use of lighting cowls and adjusting column height as necessary.
 - * Clearance of vegetation and arable field outside of the bird breeding season or a pre- check undertaken.
 - * Retention of grass margins where possible, and precautionary measures taken on areas where machinery will be tracked.
 - * A pre-construction check for signs of badgers.
- 11.74 The PEA identified a number of opportunities for biodiversity enhancement;
- * Planting of species-rich hedgerows along all Site boundaries with locally native species to strengthen the boundaries and improve connectivity.
 - * Installation of three bat and three bird boxes on retained boundary trees or integrated into new buildings.
 - * Creation of two to three small hibernacula/log piles for wildlife around the Site boundaries, as a general enhancement measure.
 - * Sensitive long-term management of the field margins, where retained.
- 11.75 The trees along Ash Green are covered by a TPO. An Arboricultural Survey has been undertaken and submitted as part of the application. A total of 15 trees, 3 groups and 1 hedge have been recorded within the assessment. This includes 6 category 'B' trees (moderate quality within an estimated life expectancy of at least 20 years) and 9 category 'C' groups (low quality with a life expectancy of at least 10 years or young trees < 150mm diameter stem) and 1 category 'C' hedge have also been documented. There is also the group of trees along the shared boundary with Ash Green. The pruning back of one tree is proposed and no other works due to the location of the trees. The provision of amenity space along the shared boundary will help to protect the tree roots of the TPOs as part of Tree root protection measures.
- 11.76 As outlined in Section 9.10, ECC Ecology have raised no objection subject to securing biodiversity mitigation and enhancement measures.
- 11.77 In respect of ecology and trees the proposed development is considered to be in accordance with Local Plan Policies S7, GEN2, GEN7, ENV3 and ENV8, Draft Policies C1 and EN7, and NPPF Paragraph 170.

G Flood Risk and Drainage

- 11.78 Local Plan Policy GEN3 seeks the protection of functional floodplains and buildings would not be permitted unless there is an exceptional need. It goes onto state

“Within areas of flood risk, within the development limit, development will normally be permitted where the conclusions of a flood risk assessment demonstrate an adequate standard of flood protection and there is no increased risk of flooding elsewhere.....Outside flood risk areas development must not increase the risk of flooding through surface water run-off. A flood risk assessment will be required to demonstrate this. Sustainable Drainage Systems should also be considered as an appropriate flood mitigation measure in the first instance.”

- 11.79 Draft Policy EN10 for minimising Flood Risk takes a stronger approach in terms of minimising flood risk in line with more up to date national policy, such as the NPPF. It states that *“All new development will need to demonstrate that there is no increased risk of flooding to existing properties, and proposed development is (or can be) safe and shall seek to improve existing flood risk management.”*
- 11.80 Draft Policy EN11 seeks for SuDS to be submitted that would provide optimum water run-off rates and volumes taking into account relevant policies and legislation, without creating a risk of bird strike compromising the safety of operations of London Stansted Airport or risking archaeological assets.
- 11.81 Due to the scale of the proposed development a Flood Risk Assessment has been undertaken and submitted as part of the application, in accordance with Policy requirements. The application site falls within Flood Risk Zone 1 where there is low probability of flooding from tidal or fluvial sources. This is reflected in the topography of the land. The site is stated to be located within a negligible risk of groundwater flooding and groundwater flooding incidence has a chance of less than 1% (1 in 1,000 year) annual probability of occurrence. The assessment has been undertaken to demonstrate that the proposed development would not increase the risk of flooding outside of the application site.
- 11.82 Design & Access Statement outlines that the proposed development will accord with ECC SUD Design Principles of;
- Design for interception of the first 5 mm of all rainfall events;
 - Restrict post-development runoff rates during all rainfall events up to and including the 1 in 100 year event to the greenfield 1 in 1 year runoff rate or lower;
 - Provide Long Term Storage to ensure any volumes leaving the Site above greenfield runoff volumes during the 1 in 100 year 6 hour rainfall event discharge at the greenfield 1 in 1 year runoff rate or lower;
 - Design for an additional 10% of impermeable area to mitigate against urban creep;
 - Design for a 40% increase in rainfall intensity to allow for climate change impacts;
 - Design storage to half-empty within 24 hours to allow for multi-event scenarios;
 - Design an appropriate train of SuDS components to reduce the risk of pollutants entering groundwater; and
 - Integrate SuDS into public open spaces where possible designing with place-making and biodiversity in mind.
- 11.83 Therefore, the surface water drainage and strategy would be developed in accordance with hierarchy of sustainable surface water disposal. The infiltration SUDs which will result Greenfield runoff volumes from the Site are very low and the use of SUDs is stated will reduce post development rates to acceptable levels.

- 11.84 The FRA highlights that Anglia Water foul sewer is located to the north of the site along London Road. There are no records of Great Chesterford properties in the utilities sewer flooding register.
- 11.85 There are no ordinary watercourses or other natural waterbodies and reservoirs, canals or artificial sources on or in proximity to the site and there is no flood risk from these sources.
- 11.86 No objection has been raised by ECC SUDs subject to conditions. The development is therefore considered to be in accordance with Policy GEN3 of the adopted Local Plan also in accordance with Draft emerging Policy EN10 and EN11 which seeks sustainably designed schemes by reducing the risk of flooding on and off site.

H Archaeology:

- 11.87 Local Plan Policy ENV4 seeks the protection of archaeological remains. This is also reflected in emerging draft Policy EN5.
- 11.88 An Archaeological Desk based assessment and survey work has been submitted as part of the application. A series of work which has been undertaken has concluded the following;
- 11.89 *“Great Chesterford is an archaeological sensitive and enriched area and the site lies south of a Roman small town. As a result an Archaeological Assessment has been undertaken and submitted as part of the application. There is a designated heritage assets in the vicinity of the site which includes the Scheduled Monument of ‘Moated site, fishpond and enclosure at Bordeaux Farms’ (to the south), the Great Chesterford Conservation Area and the Grade II Listed ‘Main building to Great Chesterford Railway Station’ (both to the north). It is considered that due to intervening residential built form, topographical variations and mature vegetation the proposed development will not alter any important elements of the setting of these designated heritage assets and their significance will consequently remain unharmed. It is noted that this aligns with the conclusion of UDC’s Historic Settlement Character Assessment in relation to Great Chesterford which stated that ‘Development on Sector 4 land [which relates to the Site] would not impact on the historic core to any significant degree because the latter is largely shielded from view by modern edge of village development and tree cover’.”* There is identified likely Romano-British graves on site of which a trial trenching evaluation is proposed. However, the Assessment failed to identify any important archaeological features.
- 11.90 ECC Archaeology has raised no objection to the works subject to conditions. This is therefore in accordance with Local Plan Policy ENV4 and the NPPF.

I Infrastructure provision to support the development

- 11.91 Local Plan Policy GEN6 states that *“Development will not be permitted unless it makes provision at the appropriate time for the community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of the developments necessitates such provision, developers may be required to contribute to the cost of such provision by the relevant statutory authority.”*

Open space

- 11.92 The details relating to public open space and woodland proposed as part of the development is a reserved matter however it is clear that such would be provided as

part of the proposed development. This would need to be transferred to the Parish Council or management company or other body such as the Woodland Trust, together with any associated maintenance fees.

- 11.93 *Also, policies LC2-LC4 are considered to be relevant in terms of community facilities and recreation facilities.*
- 11.94 *Policy LC2 - Access to Leisure and Cultural Facilities
Development proposals for sports facilities, arts and leisure buildings, hotel and tourist facilities, will be required to provide inclusive access to all sections of the community, regardless of disability, age or gender.*
- 11.95 *Policy LC3 - Community Facilities
Community facilities will be permitted on a site outside settlements if all the following criteria are met:
a) The need for the facility can be demonstrated;
b) The need cannot be met on a site within the boundaries;
c) The site is well related to a settlement.*
- 11.96 *Policy LC4 - Provision of Outdoor Sport and Recreational Facilities Beyond Development limits
The following developments will be permitted:
a) Outdoor sports and recreational facilities, including associated buildings such as changing rooms and club-houses;
b) Suitable recreational after use of mineral workings.*
- 11.97 *In terms of the draft local plan this states "8.12 New residential development will need to provide formal and informal play space and sports facilities which meet open space standards and sports facilities (Indoor and outdoor) as set out in the Sports Strategy. All provision needs to be in an accessible location to the users."*
- 11.98 *Policy INF2 states amongst other things "... Uttlesford District Council has, working with Sport England, commissioned a Sports Strategy. Development proposals will take into account the findings of this study and provide new sports facilities in line with the recommendations from this study. Where the Sports Strategy identifies a community need which can be met through existing school and college sports facilities, this will be encouraged. In accordance with the most up to date Sport Strategy new development will be required to make appropriate on-site provision or financial contributions to off-site provision of indoor and outdoor sports facilities. Unless specified in the relevant site allocation policy, publicly accessible open space or improvement to existing accessible open space provision will be in accordance with the following standards. Financial support for the continued maintenance of the facility will be secured by planning obligation."*
- 11.99 *In terms of open space provision the draft plans outlines the following;*

| Open Space Requirements | | | |
|---|---|---|---|
| Type of Provision | Level of Provision (Square metres per person) | Threshold for On-Site Provision | Threshold for Off-Site Provision |
| Amenity Greenspace | 10 | All development of 10 dwellings or over | All developments under 10 dwellings and development of 10 dwellings or over where on-site provision is not possible |
| Provision for children and young people (LAPS, LEAPS and NEAPS) | 2 | All development of 10 dwellings or over | All development under 10 dwellings and development of 10 dwellings or over where on-site provision is not possible |
| Allotments | 2 | All development of 10 dwellings or over | All development under 10 dwellings and where on-site provision is not possible. |

- 11.100 No doubt should planning permission be granted the reserved matters would identify land for open spaces, LEAPs and LAPs which would address the above draft policy.
- 11.101 The draft local plan states “*The provision of open space, sports facilities and playing pitches should be considered in consultation with the local community.*” This is also reflected in the adopted local plan.
- 11.102 There is no current policy for sports provision, even though the above is the direction of travel for the draft local plan it has little weight.

Highways

- 11.103 Whilst the highway implication have been discussed above in Section E in terms of mitigating the proposed development, the following proposed works and contributions are proposed;
- a) Cycle Parking: Payment of £20,000 to provide additional secured covered cycle parking at Great Chesterford Station.

Reason: to accommodate additional cyclists from the site using the station and encourage alternative use of the car in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.
 - b) In addition the cycle/footway of minimum width 3m shall be extended on the south west side of London Road to link into station approach.
 - c) Within 6 months of final occupation of the development, a speed management review shall be undertaken on London Road, including but not limited to, a speed survey and analysis of results in consultation with the highway authority. If in the view of the highway authority the results demonstrate that the relocation or change of the speed limit is required, then within 6 months of written notice being provided by the highway authority, the speed limit relocation process shall be undertaken and, if consultations are favourable, this shall include implementation of all necessary signing, road markings and Traffic Management Orders as required, all entirely at the expense of the developer.

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.

Affordable Housing

- 11.104 40% affordable housing would be provided in accordance with Local Plan Policy H9. 5% wheelchair accessible housing would be sought in the form of bungalows. This would accord with the emerging Draft Policy H6.

Education

- 11.105 A payment of an education contribution relating to the number of school places generated by the application will be paid.
- A developer contribution of £119,166.48, index linked to April 2018, is sought to mitigate its impact on local EY&C provision.
 - A developer contribution of £352,852.80, index linked to April 2018, is sought to mitigate its impact on local secondary school provision.

This will address the education capacity issues that have been raised.

- 11.106 In view of the above, it is evident that the necessary infrastructure can be provided to meet the needs of the development, in accordance with Policy GEN6 of the Local Plan.

J Other material considerations

- 11.107 The Policies Map appears to show the site is within a Minerals Safeguarding Area (MSA) for chalk. Policy S8 Safeguarding mineral resources and mineral reserves therefore applies. Policy S8 stipulates that the Minerals Planning Authority shall be consulted on all planning applications for development on a site located within an MSA that is 3ha or more for chalk. Non-mineral proposals that exceed these thresholds shall be supported by a minerals resource assessment to establish the existence or otherwise of a mineral resource of economic importance. Proposals which would unnecessarily sterilise mineral resources shall be opposed.
- 11.108 A Minerals Resource Assessment (MRA) has been submitted. The MRA concludes that prior mineral excavation at the Site is unlikely to be necessary or feasible for a number of reasons (as set out in the MRA). As such, it is considered that non-minerals development would not cause unacceptable sterilisation of a proven mineral resource within a MSA. It is stated within the assessment that;

- The site is not currently a permitted site or identified within the Minerals Local Plan.
- There is no current or predicated future demand for chalk extraction from new sites within Essex.
- The rubbly chalk located over 30m below surface therefore too deep for prior extraction at the site due to small footprint of the site and operational constraints
- Cost of works would be unviable

- The buffer required for mitigation of sensitive properties would be far greater than the site itself
- The extraction of small quantities would be contrary to hierarchy policy of reducing the need for mineral use and recycling.

11.109 ECC Minerals and Waste team have raised no object to the proposed development or the details contained within the MRA. The Proposed Development is therefore considered to be acceptable in line with Policy S8 of the Essex Minerals Local Plan.

11.110 Draft Policy EN12 and EN14 seek the prevention of water contamination. Draft Policy EN16 seeks for Risk Assessments to be undertaken and submitted as part of applications and then should planning permission be granted the sites remediated to reduce the potential of the risk of pollution of controlled waters including ground water.

11.111 Section 15 of the NPPF seeks the protection and enhancement of the natural and local environment. It seeks the prevention of pollution of the water environment and the remediation and mitigation of contaminated land.

11.112 A Phase 1 Environmental Site Assessment has been submitted with the application. Due to the historical nature of the site there is low risk of contamination and low risk to human health and the environment. No objection has been raised by Environmental Health in this respect subject to condition. This is in accordance with policy.

12. CONCLUSION

12.1 The Draft Local Plan is still at an early stage and has limited weight. At the present time the adopted Local Plan policies are still in force. However, the National Planning Policy Framework (NPPF) is a material planning consideration and this has a strong presumption in favour of sustainable development. The applicants have argued that Uttlesford cannot demonstrate an adequate 5 year supply of housing land. The Council recognises that it has a shortfall, and that it should consider favourably applications for sustainable residential development which will make a positive contribution towards meeting housing need. There is a shortfall of dwellings and as a result the Council remains without a deliverable 5 year land supply. It is important that the Council considers appropriate sites.

12.2 The proposed development will provide an economic, social and environmental role. The application site and proposal is sustainable and the scheme will further increase its level of sustainability, particularly through proposed highway improvements.

12.3 There is not considered to be sufficient lower grade agricultural land available that sustainably relates to the existing settlements, regardless of draft allocated sites. Therefore, the application accords with Local Plan Policy ENV5.

12.4 Whilst the design, including housing mix is a reserved matter the development is capable of meeting Essex Design Guide standards, being compatible with its surroundings, providing ample playspaces, meeting Secure by Design, Part M of the Building Regulations. Issues surrounding amenity are capable of being designed out and mitigated. It is therefore in accordance with Local Plan Policy GEN2.

12.5 The submitted Transport Assessment demonstrates that the proposed development together with proposed highway works can be delivered without any adverse impact

upon local highway conditions or road safety. No objection has been raised by the Highways Authority subject to conditions and appropriate highway works.

- 12.6 Adequate parking provision is capable of being provided on site in accordance with adopted parking standards, Local Plan Policy GEN8, Local Residential Parking Standards (adopted February 2013) and Draft Local Plan Policy TA3.
- 12.7 The scheme has been supported by a Landscape Visual Impact Assessment that demonstrates that the development would not give rise to unacceptable visual impact.
- 12.8 The adjacent TPO trees to the north will be retained. As part of the proposed development new planting is proposed including a significant woodland which will significantly enhance the buffer planting and improve biodiversity and provide an enhanced wildlife corridor. The proposed development would be an extension of the existing built form and could be designed to be assimilated into the wider environment. The ground levels are likely to change as a result of the proposed development, of which this is a reserved matter. There would be limited impact upon the existing trees. Therefore no objection has been raised by the Landscape Officer subject to conditions. The scheme is therefore considered to accord with Local Plan Policies S7, GEN2, GEN7, ENV3 and ENV8, also the NPPF.
- 12.9 The proposal would provide 40% affordable housing with 5% provision of wheelchair accessible units in accordance with policy. In terms of local infrastructure the proposed development would contribute towards education provision. Open space for recreation purposes is proposed to be offered this would be supported with a financial contribution towards maintenance, also highway works. This is in accordance with Local Plan Policy GEN6 of the Local Plan.
- 12.10 The ecological assessment submitted as part of the application concluded that the site is of low ecological value the proposed development would provide enhancements through SUDs features, strengthened and enhanced landscaping. No objection has been raised by ECC Ecology, and Natural England subject to conditions and carrying the mitigation measures identified within the submitted ecological report. The scheme is therefore in accordance with Policy GEN7 of the adopted Local Plan, also Draft Local Plan Policy EN7.
- 12.11 The application site is located in Flood Risk Zone 1 and has a low probability of the risk of flooding. The scheme would incorporate sustainable drainage systems, which will be subject to reserved matters and conditions should planning permission be granted. No objection has been raised by ECC SUDs subject to conditions. The scheme therefore accords with Local Plan Policy GEN3 of the adopted Local Plan and Policy EN10 of the Draft Local Plan.
- 12.12 No objection has been raised regarding contamination, minerals or archaeology subject to condition should planning permission be granted. This is considered to accord with Local Plan Policies ENV14, ENV12 and ENV4 and the NPPF, also Policies EN12, EN14 and EN16 of the Draft Local Plan, Policy S8 of the Essex Minerals Local Plan.

RECOMMENDATION – CONDITIONAL APPROVAL SUBJECT TO 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 by the 30

March 2020 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 Finance, in which case he shall be authorised to conclude such an obligation to secure the following:

- (i) Highway Works**
- (ii) Education Contribution**
- (iii) 40% Affordable Housing & 5% to be wheelchair accessible**
- (iv) Provision of Open Space and woodland**
- (v) Contribution towards the maintenance of open space for 5 years if the land is to be maintained by Parish Council/Management Company or other body such as the Woodland Trust**
- (vi) Pay Councils reasonable costs**
- (vii) 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, the Assistant Director Planning shall be authorised to refuse permission in his discretion at any time thereafter for the following reason:

- (i) Highway works**
- (ii) Education Contribution**
- (iii) Affordable Housing & 5% to be wheelchair accessible**
- (iv) Provision of Open Space and woodland**
- (v) Contribution towards the maintenance of open space and woodland**

1. 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.

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

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

REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Prior to the erection of any individual building or individual phase hereby approved samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.

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

4. 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, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005).

5. Prior to the development of any individual building or individual phase hereby approved a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment(s) shall be completed before the use hereby permitted individual building or individual phase is commenced. Development shall thereafter be carried out in accordance with the approved details.

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

6. If within a period of 5 years from the date of planting the tree (or any tree planted in replacement for it) is removed, uprooted, destroyed or dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same size and species as that originally planted shall be planted at the same place within the first planting season following the removal, uprooting, destruction or death of the original tree unless the local planning authority gives its written consent to any variation.

REASON: To ensure the suitable provision of landscaping within the site in accordance with Policies GEN2, GEN7 and ENV8 of the Uttlesford Local Plan (adopted 2005).

7. No fixed lighting shall be installed until a detailed lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall include details of the height of the lighting posts, intensity of the lights specified in Lux levels), spread of light including approximate spillage to the rear of the lighting posts or disturbance through glare. The development shall be carried out in accordance with the approved details.

REASON: To protect the amenity of neighbouring residents, in accordance with Policy GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

8. The parking provision shall be in accordance with those standards set down within Essex County Council's Parking Standards Design and Good Practice, September 2009 and Uttlesford Local Residential Parking Standards February 2013.

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 Policy GEN8 of the Uttlesford Local Plan (adopted 2005).

9. 5% of the dwellings approved by this permission shall be built to Category 3 (wheelchair user) housing M4(3)(2)(a) wheelchair adaptable. The remaining dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4(2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

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

10. All ecological mitigation & enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Appraisal (BSG Ecology December 2018) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This includes avoidance of excessive light spill onto the northern boundary, clearance of vegetation and arable field outside of the bird breeding season or a pre-check undertaken, retention of grass margins where possible, and pre-cautionary measures undertaken on areas where machinery will be tracked (for reptiles), a pre-construction check for signs of badger, enhancements of new native hedgerow planting around the site boundaries, installation of hibernacula for reptile trees or new buildings, and creation of two to three small hibernacula/log piles for wildlife around the site boundaries.

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). This is also in accordance with Policy GEN7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

11. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior occupation of the development.

The content of the LEMP shall include the following;

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on the site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures

The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed

and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

REASON: To allow the LPA 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 and Species). This is also in accordance with Policy GEN7 of the Uttlesford Local Plan (adopted 2005) and the NPPF.

12. All dwellings with garages/car ports shall be provided with vehicle electric charging points. 20% of parking bays shall be provided with EV charging points, with additional 40% having capacity for future conversion. All points shall be fully wired and connected, ready to use before first occupation of the site and retained thereafter.

REASON: This will facilitate sustainable modes of transport in accordance with the National Planning Policy Framework (para35) that 'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to [...] incorporate facilities for charging plug-in and other ultra-low emission vehicles'. This is in accordance with Policies GEN1 and ENV13 of the Uttlesford Local Plan (adopted 2005).

13. In the event that contamination is found at any time when carrying out the approved development, it must be reported immediately to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site. An Investigation and risk assessment to assess the nature and extent of the contamination must be completed and submitted to and approved in writing by the Local Planning Authority. If identified as being necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health and other relevant receptors must be submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s). Remediation of the site shall be carried out in accordance with the approved scheme. Within 3 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

REASON: To ensure that the proposed development does not cause harm to human health or pollution of controlled waters and that the development complies with approved details in the interests of controlled waters, in accordance with Policy ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).

14. No development or preliminary groundworks can commence until a program 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.

REASON: The Historic Environment Record and the documents submitted with the planning application indicates that the proposed development lies within a potentially sensitive area of heritage assets. The development site lies on the edge of the Roman town of Great Chesterford immediately to the east of the known Roman cemetery (EHER 4949). An area of cropmarks located to the north

of the development area forms a sequence of enclosures on the southern side of the river (EHER 4866). This occupation may spread across London Road into the development area. The archaeological work would comprise initial trial trenching to identify the extent and depth of archaeological deposits followed by a programme of open area excavation if archaeological deposits are identified. All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by this office. This is in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

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

REASON: The Historic Environment Record and the documents submitted with the planning application indicates that the proposed development lies within a potentially sensitive area of heritage assets. The development site lies on the edge of the Roman town of Great Chesterford immediately to the east of the known Roman cemetery (EHER 4949). An area of cropmarks located to the north of the development area forms a sequence of enclosures on the southern side of the river (EHER 4866). This occupation may spread across London Road into the development area. The archaeological work would comprise initial trial trenching to identify the extent and depth of archaeological deposits followed by a programme of open area excavation if archaeological deposits are identified. All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by this office. This is in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

16. 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 documents submitted with the planning application indicates that the proposed development lies within a potentially sensitive area of heritage assets. The development site lies on the edge of the Roman town of Great Chesterford immediately to the east of the known Roman cemetery (EHER 4949). An area of cropmarks located to the north of the development area forms a sequence of enclosures on the southern side of the river (EHER 4866). This occupation may spread across London Road into the development area. The archaeological work would comprise initial trial trenching to identify the extent and depth of archaeological deposits followed by a programme of open area excavation if archaeological deposits are identified. All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by this office. This is in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

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

REASON: The Historic Environment Record and the documents submitted with the planning application indicates that the proposed development lies within a potentially sensitive area of heritage assets. The development site lies on the edge of the Roman town of Great Chesterford immediately to the east of the known Roman cemetery (EHER 4949). An area of cropmarks located to the north of the development area forms a sequence of enclosures on the southern side of the river (EHER 4866). This occupation may spread across London Road into the development area. The archaeological work would comprise initial trial trenching to identify the extent and depth of archaeological deposits followed by a programme of open area excavation if archaeological deposits are identified. All archaeological work should be conducted by a professional recognised archaeological contractor in accordance with a brief issued by this office. This is in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

18. No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and 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:
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
 - Demonstrate that features are able to accommodate a 1 in 10 year storm events within 24 hours of a 1 in 100 year event plus climate change.
 - Final modelling and calculations for all areas of the drainage system.
 - The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
 - Detailed engineering drawings of each component of the drainage scheme.
 - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
 - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

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. 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. This is in accordance with Policy GEN3 of the Uttlesford Local Plan and the NPPF.

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

REASON: The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not

increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development. Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed. This is in accordance with Policy GEN3 of the Uttlesford Local Plan and the NPPF.

20. No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

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

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

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

22. No development shall take place, including any ground works or demolition, until a Construction Method Statement 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 cleaning facilities
- v. The control of noise from construction including the hours of working
- vi. Measures to control the emission of dust and other air pollution during construction

REASON: To ensure the protection of local amenity, 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, the bus services can operate and Policy DM 1 of the Highway Authority's Development Management Policies February 2011. This is also in accordance with Policies GEN1 and GEN2 of the Uttlesford Local Plan (adopted 2005).

23. Prior to first occupation of the proposed development, the access provision as shown on submitted drawing 03656-TR-003-P2 shall be provided, including a clear to ground visibility splays with dimensions of 2.4 metres by 160 metres in both directions, as measured from and along the nearside edge of the carriageway. The vehicular visibility splays shall retained free of any obstruction at all times thereafter.

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

24. Prior to first occupation provision of the highway layout submitted drawing 03656-TR-003-P2 shall be provided, **in addition** the cycle/footway of minimum width 3m shall be extended on the south west side of London Road to link into station approach. For the avoidance of doubt such cycleway to include full depth construction/reconstruction of any existing footway and surfacing of the entire width of the cycleway to the satisfaction of the Local Planning Authority.

REASON: To provide accessibility for cyclists between the site and the station in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011. This is also in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

25. A further noise monitoring including a minimum of a 3-day noise survey shall be undertaken and submitted to the Local Planning Authority prior to any reserved matters application to fully assess the noise environment in this location.

The glazing and ventilation specification of the dwellings shall be designed to achieve the following environmental noise limits internally:

Bedrooms (23.00-07.00 hrs) 30 dB LAeq and 45 dB LMax.
Living Rooms (07.00-23.00 hrs) 35 dB LAeq

External amenity areas shall be screened against road traffic noise where necessary to achieve LAeq16h not exceeding 55dB in at least part of each garden, and where practicable not exceeding 50dB.

Vibration isolation shall be installed to achieve
Daytime 0.2 m/s-1.75 VDVb/d, 16 hour
Night-time 0.1 m/s-1.75 VDVb/d, 8 hour
Radiated noise within residential dwelling 40 dB LMax(slow).

Thereafter the development shall be implemented in accordance with the approved details.

REASON: To protect the residential amenity of future occupiers of the proposed development from excessive environmental noise and vibration, in accordance with Policy GEN4 of the Uttlesford Local Plan (adopted 2005).