

## UTT/19/2900/DFO (NEWPORT)

### (Major Application)

**PROPOSAL:** Details following outline application UTT/16/1290/OP - Details of appearance, landscaping, layout and scale for 11 dwellings

**LOCATION:** Bricketts, London Road, Newport

**APPLICANT:** Peter Stocking

**AGENT:** Lucy Carpenter

**CASE OFFICER:** Chris Tyler

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#### 1. NOTATION

1.1 Outside Development Limits,  
Sites and Strategic Land Availability Assessments (2015)

#### 2. DESCRIPTION OF SITE

2.1 The site is located to the west of London Road, at the southern edge of Newport. It comprises a detached house and its grounds.

#### 3. PROPOSAL

3.1 This application considers the reserved matters following outline application UTT/16/1290/OP - Details of appearance, landscaping, layout and scale for 11 dwellings

3.2 The proposal will include the following housing details:

3.3

Plot	House Type	Bedrooms	Garden	Parking
1	Semi detached, two storey	2	50 sqm +	2
2	Semi detached, two storey	2	50 sqm +	2
3	Semi detached, two storeys	3	100sqm +	3
4	Semi detached, two storeys	3	100sqm +	3
5	Detached, two storeys	4	100sqm+	4
6	Detached, two storeys	4	100sqm+	4
7	Detached, two storeys	4	100sqm+	4
8	Semi detached, two storeys	3	100sqm+	2
9	Semi detached, two storeys	3	100sqm+	2
10	Semi detached, two storeys	3	100sqm+	2
11	Semi detached, two storeys	3	100sqm+	2

#### 4. ENVIRONMENTAL IMPACT ASSESSMENT

4.1 Town and Country Planning (Environmental Assessment):  
The proposal is not a Schedule 1 development, nor does it exceed the threshold criteria of Schedule 2, and therefore an Environmental Assessment is not required.

And

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 applicant has provided a planning statement in support of the planning application to illustrate the process that has led to the development proposal and to explain and justify the proposal in a structured way.

5.2 Other documents included:  
Flood risk assessment,  
Ecology impact assessment  
Noise impact assessment

## **6. RELEVANT SITE HISTORY**

6.1 UTT/15/3423/FUL  
Proposed demolition of existing dwelling and erection of 3 replacement dwellings and garages.

Approved 11/1/2016

6.2 UTT/16/1290/OP  
Outline application, with all matters reserved except for access, for demolition of existing dwelling and erection of up to 11 dwellings with associated access and parking.

Approved 25/11/2016

6.3 UTT/18/1827/FUL  
Demolition of existing dwelling and garage. The erection of 20 no. dwellings, including 8 affordable. Associated access, car parking, footpaths, landscaping and construction of earth mound.

Refused- 19/9/2019

Refusal reason- The proposed development would, by virtue of its incompatible scale and density compared with surrounding development, conflict with Policy GEN2 of the Uttlesford Local Plan (adopted 2005), the emerging Uttlesford Local Plan, the emerging lo Newport Quendon and Rickling Neighbourhood Plan and the National Planning Policy Framework.

Appeal dismissed.

## **7. POLICIES**

### **7.1 National Policies**

National Planning Policy Framework (2019)

## 7.2 Uttlesford Local Plan (2005)

Policy S7 – The countryside  
Policy GEN1- Access  
Policy GEN2 – Design  
Policy GEN3 -Flood Protection  
Policy GEN4- Good Neighbourliness  
Policy GEN7 - Nature Conservation  
Policy GEN8- Vehicle Parking Standards  
Policy H10- Housing Mix  
ENV3- Open Space and Trees

## 7.3 Supplementary Planning Documents/Guidance

Uttlesford Local Residential Parking Standards (2013)  
Essex County Council parking Standards (2006)  
Supplementary Planning Document- Accessible homes and play space homes  
Essex Design Guide

## 7.4 Emerging Plans

Newport, Quendon and Rickling Emerging Neighbourhood Plan

## 8. PARISH COUNCIL COMMENTS

8.1 Newport Parish Council are broadly supportive of the plan in principle to develop 11 houses on this site on the basis of the layout shown in the original OP. We do however have concerns about several of the changes within this application, being in summary:

- The layout and composition of the development has been significantly altered from the outline plan resulting in a blocky, urban layout.
- The building line at the rear of the properties has been altered from that shown in the site layout for UTT/16/1290/OP. This means that the building line at the rear of the site is further west than the existing building line.
- The number of affordable dwellings has been reduced from 4 to 2 properties.
- It is not clear from the drawings how access into the car ports/garages is to be achieved, particularly for plots 5,6 and 7. The parking access appears cramped.

### 1. Site History:

In January 2016, planning permission was granted for a 3-dwelling development on the site (UTT/15/3423/FUL). A second application (UTT/16/1290/OP) was then submitted originally for 25 houses on the plot (approx. 1.9 hectares) shown in **Appendix 1** - Fig 1: original plot and Fig 2: house layout.

The application was subsequently amended to cover approximately half of the original plot (circa 1 hectare) and was granted under planning application UTT/16/1290/OP on the 29th November 2016 for 11 houses including two affordable dwellings. This is shown in Appendix 1 - Fig 3 outline permission layout and Fig 5: pending details 11 house layout.

It is important to note that the developer retains an option with the landowner to develop the rest of the original site shown above (edged blue on the layout plans).

The layout shows how access could be provided into the residual site. This is a key 'gateway' site to Newport and whilst further applications on the 'blue' land will be subject to future consideration, at that time the form and character on the current application/appeal site will be material and will create a precedent for whatever could follow. Thus whatever housing form and density is approved for the current site may be reasonably expected to be applied to be duplicated on the other half of the site in the future.

This site is also subject to an appeal **APP/C1570/W/19/3241539** for 20 dwellings, 8 of which are affordable. This is shown in Appendix 1 - Fig 4: 20 house layout.

## **2. Location:**

The site is on the southern edge of Newport village bordering onto open countryside beyond. It is an importantly located site being the public edge of the village by users of London Road when approaching from the south. In consequence, the scale, form, layout and design of development on this site is particularly significant.

The development needs to integrate with the countryside setting and with the form and density of the other housing on London Road (which is largely comprised of bungalows and single dwellings in large plots set back from the road) in order to avoid the sense of rural context being eroded.

The B1383 London Road is the only approach to the village from the south. The route is well used with a high volume of users (circa 90,000 vehicles travel on the B1383 each week past this site, source Essex Highways 7 day ATC September 2018 - making this a location that is visually important to many drivers and passengers.

## **3. Layout/ Building Heights:**

The layout of the site has been significantly changed from that indicated in the permitted outline plan, which has two 4 bed properties fronting on to London Road (set back from the road) and the remaining properties spaced out in an arc with three to the rear of the site. The new layout is much more uniform, urban and "blocky" with four properties facing onto London Road and four at the rear of the site. It is not clear why the layout indicated in the outline plan has been abandoned.

In addition, there are no dimensions noted in terms of building heights or drawings demonstrating the relationship between the properties on The Spinney with those proposed. This is particularly important on this site as the neighbouring properties on The Spinney are all bungalows or dormer bungalows with the exception of a single house on the front of the development. This makes it impossible to assess if the development is in accordance with ALP policy GEN2 and ELP Policy D1.

## **4. Composition / Affordable Provision:**

The housing composition of the development has also been altered from the layout plan included in UTT/16/1290/OP, as shown below.

No rationale has been included for the change of layout or composition. The reduction by 50% of the affordable provision agreed in the outline plan has similarly not been explained. The housing officer response to UTT/16/1290/OP stated that:

“The affordable housing provision on this site will attract the 20% policy requirement as the site is for 11 (net) units. This amounts to 2 affordable housing units and it is expected that these properties will be delivered by one of the Council’s preferred Registered Providers. I would recommend 2x2 bed properties for shared ownership tenure.”

It's not clear why the original outline application included 4 affordable properties and that this has now been reduced to 2. We recall discussion about 2 x specialist adapted dwellings being discussed but this is not indicated on the drawings.

#### **5. Trees:**

There are noticeably fewer trees indicated to be planted in the DFO layout plan compared to the outline plan.

#### **6. Building Line:**

The new DFO layout shows the footprint of the rear row of dwellings extending further west into the countryside than the existing pattern of development. There would also be four properties at the rear of the site instead of the previously proposed 3.

This would be 'significantly and demonstrably' harmful and contrary to ALP Policy GEN2 and ELP Policy D1. This would also mean that the rear of the properties and the amenity areas would be closer to the M11 motorway leading to potential noise disturbance and poor air quality.

#### **7. Highways**

The speed limit sign for the entrance to the village must be moved as a consequence of development on this site and the developer should be responsible for paying for this. This is necessary to ensure safety of pedestrians and cars entering and exiting this site, bearing in mind the speed limit beyond the village is 50mph and the village does experience significant problems with speeding, as evidenced by ECC’s latest speed survey which can be supplied if needed. Essex Highway’s failure to change the speed limits in previous recent applications in Quendon and the north of Newport has been problematic. This must be made an enforceable condition of planning permission.

#### **8. Parking**

The table on the layout plan for this application states that there will be 34 spaces for the development. We are only able to identify 33 from those indicated in the plan although this is above the minimum requirement of 25. In addition, and more importantly, it is not clear from the drawings how access into the car ports/garages is to be achieved, particularly for plots 5, 6 and 7. The parking access appears cramped.

8.2 In regards to the Parish Council consultation response, please find the following case officer comments:

This application considers the proposal as submitted and not of any future planning proposals for this site or surrounding area.

The outline planning permission (UTT/16/1290/OP) was for all matter reserved except access, as such only the principle of the development and access has been considered. This current reserved matters application considers and assess the appearance, landscaping and scale of the development. The Parish Council should not make any reference or comparison to the previously approved outline planning permission as these details were not a materials consideration.

The plans are to scale and therefore the height and distance from the neighbouring site can be measured by the case officer making consideration and judgement to whether the scale and siting of the proposal is appropriate.

As stated in the committee report for the approved outline planning permission (UTT/16/1290/OP) 20% affordable housing has been provided. This was as per the adopted UDC developer contributions (2014), approved and subject to a S106 agreement. As this application only considers the reserved matters of appearance, landscaping, layout and scale, the principle of affordable housing provision has been established.

The committee report from the 19/10/2016 states:

The affordable housing provision on this site will attract the 20% policy requirement as the site is for 11 (net) units. This amounts to 2 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred Registered Providers. I would recommend 2x2 bed properties for shared ownership tenure.

The proposed composition bedroom sizes has not changed from the outline planning permission, as scale of the dwelling was a reserved matter therefore was not a material planning consideration.

The planting of trees were not part of the outline planning application as the landscaping details were a reserved matter and will be assessed in this current application.

The building line to the west of the site has not changed following the outline planning application as the layout of the development is a reserved matter being considered in this current application

The access to the site was considered under the approved outline planning application, the Highways authority have not requested any costs for the replacement of the speed limit sign.

The development has appropriate parking, in accordance with the aims of the UDC Local Residential Parking Standards and the Essex County Council Parking Standards.

## **9 Ward Member Comments**

- 9.1 Outline permission was given on the basis of 40% (ie 4) affordable houses. The Revised Design and Access statement for the OP, which superseded the previous ones, says:

*1.03 .....This superseding proposal incorporates that site as well as the remaining curtilage and part of the paddock and proposes up to 11 dwellings, being a mixture of 2, 3 and 4 bed detached and semi-detached units. There would be a 40% affordable housing allocation.*

The site is 1.9 ha, with 0.675 developable per the Design and Access Statement  
The 2005 plan says:

*'Elsewhere in the District (this location) 40% affordable housing will be similarly sought on sites of 0.5 hectares or of 15 dwellings or more.'*

The Emerging Local Plan, which has not been withdrawn, says in Policy H6

## Affordable Housing

*Developments on sites which provide for 11 dwellings or more, or residential floorspace of more than 1,000 sq m (combined gross internal area), will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site and as an integral part of the development.*

The Emerging Neighbourhood Plan, which is at examination says:  
*NQRHD6 Affordable housing - Developments on sites of 10 dwellings, or where the site has an area of 0.5 hectares or more, will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site and as an integral part of the development.*

(The NHP is consistent with the 2018 NPPF which sets 10 or more as 'major development' and therefore suitable for affordable housing requirement)

The requirement for 40% affordable housing is therefore as required by the  
Adopted Local Plan  
Emerging Local Plan  
Emerging Neighbourhood Plan  
And was approved as such at the outline stage.

This was one of the reasons that I did not object to the application.  
There is nothing in the Conditional Approval specifying anything for affordable housing, so it must be assumed that the statement by the applicant of 40% stands  
There is a comment by the Housing Officer:

*"The affordable housing provision on this site will attract the 20% policy requirement as the site is for 11 (net) units. This amounts to 2 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred Registered Providers. I would recommend 2x2 bed properties for shared ownership tenure."*

However, this statement is not in accordance with the 2005 Plan and I could find no reference to any policy enacting this. It appears to be advisory rather than definitive, and no reference was made to it being at odds with the applicant's documentation or the adopted policy.

The applicant has provided no reason for cutting the ratio of affordable houses to below the requirement. There is a very strong need for affordable housing. This development is below all thresholds for contributions to village infrastructure or services such as education or health, and offers no voluntary contribution for example to sport or social facilities. There is no justification therefore for not complying with the 40% need, which would work out at 36% on 11 houses  
Regrettably this application should be refused on this basis.

Further to my previous comments, the applicant has sent me the s106 from the OP in 2016.

This document was not published by UDC on the OP record. I understand UDC has now been made aware It shows agreement to 2 affordable. It is not stated anywhere as to why this was agreed or on what policy basis, but it having been agreed, unless officers advise otherwise, agreements must be upheld

## **Highways Authority**

- 10.1 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to the following measures:

No dwelling shall be occupied until the associated parking and/or turning head indicated on the approved plans has been provided. The vehicle parking and turning heads shall be retained in this form at all times. Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interest of highway safety and that appropriate parking is provided.

Cycle parking shall be provided it shall be shall be secure, convenient, covered and provided prior to occupation and retained at all times. Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity.

## **Anglian Water**

- 10.2 No objection  
We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation) and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 10 of outline planning application UTT/16/1290/OP, to which this Reserved Matters application relates, that require the submission and approval of detailed foul drainage information.

### **Surface Water Disposal**

Surface Water Disposal The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. We have reviewed the applicant's submitted surface water drainage information (Flood Risk Assessment and Drainage Strategy) and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge.

The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible.

## **Lead Local Flood Authority**

- 10.3 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we do not object to the granting of planning permission based on the following:



#### Condition 1

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

Detailed engineering drawings of each component of the drainage scheme.  
Demonstrate that there is 1m between the base of any infiltration device and groundwater level

- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

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

#### Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- 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.

#### Condition 2

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

#### Reason

The National Planning Policy Framework paragraph 163 and paragraph 170 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

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. 3

#### Condition 3

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.

Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration.

### **UDC Environmental Health**

#### 10.4 **Contamination**

The site was historically part of brick making works, with a clay pit and kiln identified by earlier proposals for development. As a result, conditions 5-7 of UTT/16/1290/OP require a phased risk assessment for contamination and remediation scheme if found to be necessary, with Condition 8 covering the discovery of unexpected contamination.

A Phase 1/2 geo-environmental site assessment report has been prepared by TRC in support of the current application. The assessment included intrusive investigation and soil sampling. It was found that made ground is not widespread on the site, and no substances exceeding assessment criteria for residential use with plant uptake were identified, with a low risk of ground gas and no need for ground gas protection. The findings of the report are accepted, and there is no need for repeat conditions to cover further investigation. However many of the intrusive investigation sampling sites are on the southern area of the wider plot, which does not form part of the current application, and it is therefore recommended that a modified condition as follows is applied, to cover undiscovered contamination during groundwork, particularly for the area of the site not previously developed for residential use:

*If during any site investigation, excavation, engineering or construction works evidence of contamination is found when carrying out the approved development, it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken and where remediation is necessary to ensure that the site is made suitable for its end use, a remediation scheme must be prepared, which is subject to the approval in writing of the local planning authority.*

*Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the local planning authority.*

#### **Noise**

Additional details are needed to be confident that adequate acoustic protection can be afforded by the revised layout and design specification. This is because more dwellings are sited to the rear of the site closest to the M11 Motorway to the west, and the footprints of those dwellings are closer to the M11 than the previous layout. Also more dwellings are proposed closer to London Road.

The daytime surveyed noise levels were 68dB LAeq 16hr close to London Road, and 60-61dB LAeq 15min at the boundary of the gardens closest to the M11, so a reduction by design is needed to achieve target levels of 55dB LAeq 16hr maximum.

The gardens to the properties at the front of the site will be protected by the dwelling structures, but the reduction achieved is not clear. Fencing and an earth mound is proposed to protect the rear site gardens, and details of the design of both are needed, along with the attenuation achieved.

I have since had discussions with Stansted Environmental Services (SES) who prepared the Environmental Noise Assessment for the site, and am satisfied that noise protection can be dealt with after any approval is given for the proposal. The following conditions are therefore recommended :

Prior to the commencement of the development hereby permitted, details of the scheme of design and sound insulation to achieve the internal noise levels recommended in British Standard 8233:2014 and for individual noise events to not normally exceed 45 dBLA max shall be submitted to and approved in writing by the local planning authority. The details shall include the internal configuration of rooms, and the specification and reduction calculations for the external building fabric, glazing, mechanical ventilation, and acoustic barriers.

If the internal noise limits can only be achieved with closed windows then alternative means of both whole dwelling and purge ventilation should be provided to allow residents to occupy the properties at all times with windows closed, having regard to thermal comfort. The scheme as approved shall be fully implemented prior to occupation of the residential units and shall be retained thereafter.

Prior to the commencement of the development hereby permitted, details of a scheme of mitigation measures aimed to achieve a noise level not exceeding 55dBLAeq in the outdoor amenity areas shall be submitted to and approved in writing by the local planning authority. Details shall include the position, design, height and materials of any acoustic barrier proposed, along with calculations of the barrier attenuation. The scheme as approved shall be fully implemented prior to occupation of the residential units and shall be retained thereafter.

### **Access & Air Quality**

Traffic generated by the development will impact on congested junctions along High Street Newport. NPPF 2018 supports provision of measures to minimise the impact by encouraging the use of low emission vehicles and non-car travel. Cycle parking and storage is proposed, and the provision of charging facilities to support the use of low emission vehicles should be encouraged.

The following conditions are suggested :

- an electric vehicle charge point shall be installed fully wired and connected at each dwelling, ready to use before first occupation.
- Secure, convenient, covered storage for motorised and non-motorised two wheeled cycles shall be provided prior to occupation at each dwelling

### **Ecology**

- 10.5 No objection subject to securing updated ecological mitigation & enhancement measures and submission of a copy of the EPS licence for bats

We have reviewed the submitted landscape documents (Liz Lake Associates, 2019), provided by the applicant. In addition, we have assessed the Preliminary Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018), relating to the likely impacts on designated sites, protected and Priority species and habitats. We note that the Preliminary Ecological Appraisal Report (Greenwillows Associates

Ltd, August 2018), has advised bat surveys showed one common pipistrelle roosting within the building (Structure 1). As the proposals for the site involve the demolition of the existing dwelling and the erection of up to 11 dwellings, the bat roost will be lost to the proposals. A mitigation licence for these European Protected Species will therefore be required from Natural England to lawfully complete the works. An outline bat mitigation strategy has been included in the Preliminary Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018). By adhering to this mitigation strategy, we agree that it will be possible to maintain the bat species' conservation status. We therefore consider that there is sufficient certainty of likely impacts on bats from demolition of the existing dwelling in line with Natural England's licensing policy 4.

It is recommended that a copy of the bat mitigation licence is secured under a condition of any consent to be provided to the LPA prior to commencement. In addition, the Preliminary Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018) advises the site is well-used by foraging and commuting bats, including common pipistrelle and brown long-eared. The site is currently unlit, as is the surrounding habitat, and the presence of mature, species-rich, boundary hedgerows provides good quality bat foraging habitat. Therefore, the report concludes any increase in lighting could adversely impact the suitability of the site for commuting bats. Therefore, it is recommended that a lighting scheme should be submitted as a condition of any consent. This should follow the Institution of Lighting Professionals Guidance Note 8 Bats and artificial lighting (September 2018) and the recommendations made by the applicant's ecologist.

This provides certainty for the LPA of the likely impacts on protected and Priority species/habitats and, with appropriate mitigation measures secured, the development can be made acceptable. We therefore recommend the mitigation measures identified in the Preliminary Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018), should be secured and implemented in full. This is necessary to conserve and enhance protected and Priority Species. We also support the proposed reasonable biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures should be outlined within an Ecology and Landscape Management Plan, as per condition 4 of the decision notice at outline stage.

In our previous consultation response dated 17 December 2019, we advised the submitted landscape documents (Liz Lake Associates, 2019) do not provide enough detail and description of the ecology features listed in parts A-H of Condition 4. We therefore recommend that the landscape documents are amended, as this will enable discharge of the condition, prior to commencement of the development. We also recommend that the ecological enhancement measures proposed within the Preliminary Ecological Appraisal Report (Greenwillows Associates Ltd, June 2018) should be incorporated into the Ecology and Landscape Management Plan. Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details below should be a condition of any planning consent.

#### **1. ACTION REQUIRED IN ACCORDANCE WITH ECOLOGICAL APPRAISAL RECOMMENDATIONS**

*“All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.*

## 2. PRIOR TO COMMENCEMENT: SUBMISSION OF A COPY OF THE EPS LICENCE FOR BATS

*“The following demolition works to Structure 1 shall not in in any circumstances commence unless the local planning authority has been provided with either:*

*a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or*

*b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.”*

Reason: To conserve Protected and Priority species and 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 and s17 Crime & Disorder Act 1998.

## 3. PRIOR TO OCCUPATION: WILDLIFE SENSITIVE LIGHTING DESIGN SCHEME

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

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

Reason: To allow the 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 & species)

### **Crime Prevention Officer**

- 10.6 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.

### **Highways England**

- 10.7 No objection, as this proposal is for landscaping, appearance and layout of the 11 already approved dwellings it is unlikely to have an impact upon the Strategic Road Network.

**National Air Traffic Safeguarding (NATS)**

- 10.8 Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

**BAA Aerodrome Safeguarding**

- 10.9 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.

**Housing Enabling Officer**

- 10.10 No objections.

The affordable housing provision on this site will be in accordance with the previously adopted developer contribution guidance (2014) attracting the 20% policy requirement as the site is for 11 (net) units. This amounts to 2 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred Registered Providers.

**11 REPRESENTATIONS**

- 11.1 1 letter of objection and further letters of comments has been received, these are summarised in the following table, and this includes comments from the case officer.

11.2	Comments Received	Case Officers Comments
	The outline planning permission has expired.	The outline planning permission was approved on the 25/11/2016, this subsequent reserved matters application currently being considered was submitted on the 22/11/2019 (within 3 years) therefore is a valid planning application.
	It is worth pointing out that the current developer retained an option with the original landowner to potentially develop the rest of the site to the south, shown above; If this development had of taken place it would have been a reasonable assumption that a further application would have been submitted to develop the land to the south as a president would have been set for development beyond the existing village and planning boundaries.	The Local Planning Authority does not have records of land ownership.  This application assess the proposal as submitted and therefore any proposed future development cannot be a material planning consideration for this reserved matters planning application.

UTT/18/1827/FUL was the latest application for the site and was for 20 properties, 8 of which were affordable (40%).	<p>Planning application UTT/18/1827/FUL was a standalone proposal, the 40% affordable housing provision was in accordance with the current contribution guidance.</p> <p>The outline planning application of which this current reserved matters application is in relation was subject to the developer contribution guidance adopted by the Council in 2014, this had a requirement of 20% affordable housing and this was subsequently secured by a S106 agreement.</p> <p>However this element of the development not under consideration, this reserved matters application considers the appearance, landscaping, layout and scale.</p>
The proposal has breach the existing building line	The layout of the site will be considered in the following report.
The development is not in character with the rural setting and immediately as you enter the village, leading to an urbanised effect.	The character and appearance of the development will be considered in the following report.
Noise impact from the M11	Due consideration should be made to this in the following report and taking into consideration the Environmental Health Officers advice.
Highway safety impacts	Due consideration will be made to this in the following report.
Not a sustainable location and sited further away from the local facilities.	The location and principle of the development has already been established in the previously approved outline planning permission, as such only the appearance, landscaping, layout and scale should be assessed.

11.3 All material planning merits will be considered in the following report.

**12 The issues to be considered in the determination of this application are**

- A Layout of the development , including the design, impact to amenity and Parking (ULP Policies S7, GEN2, GEN3, GEN4, GEN8, ENV13 Essex Design Guide, UDC Local Residential Parking Standards, NPPF, Emerging Newport, Quendon and Rickling Neighbourhood Plan)
- B Scale and appearance of the development, including the design and impact to amenity, (ULP Policies S7, GEN2, H10, Essex Design Guide, UDC Local Residential Parking Standards, NPPF, Emerging Newport, Quendon and Rickling

- Neighbourhood Plan)
- C Landscaping(ULP Policies S7, GEN2, ENV3 and the NPPF)
- D Nature Conservation (ULP Policy GEN7);
- E Affordable Housing (ULP Policy H9)
- F Noise sensitive development and disturbance from aircraft (ULP Policy ENV10)
- G Exposure to Poor Air Quality (ENV13)
- A      **Layout of the development , including the design, impact to amenity and Parking (ULP Policies S7, GEN2, GEN3, GEN4, GEN8, ENV13 Essex Design Guide, UDC Local Residential Parking Standards, NPPF, Emerging Newport, Quendon and Rickling Neighbourhood Plan (NQRNP)****
- 12.1      The proposal would intensify development on the site, inherently causing a degree of harm to the rural setting at the southern edge of Newport. Mitigating factors include the containment of development to the southern boundary of the existing garden and, broadly, to the western extent of development established by existing housing to the north, although this does extend marginally further.
- 12.2      The emerging NQRNP advises new developments must be considered carefully in terms of how they will affect views, both close up and long distance. Views of churches, the countryside, open spaces, and significant buildings must be protected.
- 12.3      The development will include a layout that will provide an appropriate siting of the dwellings, garages within the site and that is compatible with its surroundings. Plots 1-4, would relate well to London Road, while buildings within the site would appropriately frame the new street scenes. The design of the buildings is traditional and considered in keeping with residential development in the vicinity .The layout of the development provides sufficient distance and space between the properties and ensure the site is not overdeveloped or have a cramped appearance.
- 12.4      Plot 8, 9, 10 and 11 are sited to the rear of the site and are set beyond the existing building line of the neighbouring residential development. It is acknowledged this will result in some encroachment into the countryside, however this will be limited. The smaller number of dwellings considered in this application compare to the previously refused and dismissed 21 dwellings application ensures the site will not be dominated by built form, hard surfaces and provides enhanced landscaping. As such although the built form will be further west than the neighbouring site I do not consider this to be significantly out of context with the site to have a harmful impact.
- 12.5      The layout of the scheme ensures the properties will have sufficient private amenity space in accordance with the Essex Design Guide; this is contributed by the distance between properties and landscaping features.
- 12.6      In terms of layout and number of the parking spaces, the proposal is considered to have sufficient parking spaces in accordance with UDC and Essex County Council parking Standards. The layout of the site is not restrictive and includes a number of visitor spaces. Paragraph 105 of the NPPF considers the requirement for electric charging points. It is considered houses should include one charging point per house, this will help mitigate the impact of increasing car fumes and pollution. As such the provision of the one charging point per dwelling is not unreasonable and therefore a condition for this provision should be imposed. This is also complaint with the aims of ULP Policy ENV13 and paragraph 105 (e) of the NPPF.
- 12.7      The proposal would need to comply with accessible and adaptable dwellings M4(2)



of the Building Regulations 2010. Approved Document M, Volume 1 2015 edition and 2016 amendments. Also in respect to Part M4 (2) paragraph 2.12 relating to car parking, in order to comply with the building regulations, as such this should be conditioned if approved.

- 12.8 Refuse collection is proposed from within the site, with refuse vehicles travel in forward gear, with room within the site for refuse vehicles to turn and exit the site in forward gear. Each dwelling is within the maximum collection and drag distances prescribed.
- 12.9 The layout of the development includes separation distances between the proposed dwellings and the existing neighbouring dwellings that ensures the development will not result in any loss of light, overshadowing that will have a harmful impact to neighbouring occupiers.
- 12.10 ULP Policy GEN2 also considers the impact to neighbouring properties in regards to loss of light, over shadowing, overlooking and loss of privacy. The site plan submitted shows that the proposed dwellings as sited are unlikely to give rise to a significant loss of residential amenity to adjacent dwellings. Sufficient distance between the dwellings and the existing dwelling outside the application site to not result in any harmful impact to neighbours private amenity. A condition should be included for the increase in height of boundary treatment to screen views from Plot 11 to 4A The Spinney. The increased height would comply with guidance on maintaining appropriate daylight levels.
- 12.11 The housing enabling officer has made no objections to the layout of affordable housing. Therefore the development is considered the proposal accords with ULP Polices H10.
- 12.12 The introduction of the dwellings will result in an increase of noise and disturbance, mainly due to the increase of vehicular movement within the site, that being said this would be consistent to the other residential development along to the north of the application site. As such I do not consider the disturbance would be of a significant level that will result in a material harmful impact to the amenity of the existing neighbouring occupiers. As such the proposal is in accordance with ULP Policy GEN4
- 12.13 Taking into regards the details set out in the above paragraphs it is considered layout of the development is appropriate and in accordance with ULP Policies S7, GEN2, GEN4, GEN8, H10, ENV13, Essex Design Guide, UDC Local Residential Parking Standards and the NPPF, Emerging Newport, Quendon and Rickling Neighbourhood Plan)
- 12.14 ULP Policy GEN3 considers the development in regard to flood protection. The site is not in an area at risk of flooding however due to the scale and design of the development the appropriate local lead flood authority has been consulted. No objections have been a made subject to the imposition of condition for the submission of further information prior to the commencement of the development for the submission of a surface water drainage scheme. Taking into consideration the comments from the statutory consultees and imposed condition the development is not considered to proposal will not give rise to any significant adverse effects with respect to flood risk and accords with ULP Policy GEN3 and the NPPF.
- 12.15 This access to the site was considered and approved in the previous outline planning application UTT/16/1290/OP and it is noted no objections or further

recommendations have been made by the Highways Authority. That being said a number of highways conditions were included on the outline application which shall be complied with.

**B Scale and appearance of the development, including the design and impact to amenity, (ULP Policies S7, GEN2, H10, Essex Design Guide, UDC Local Residential Parking Standards and the NPPF, Emerging Newport, Quendon and Rickling Neighbourhood Plan (NQRNP)**

- 12.16 Policy GEN2 considers the design of the development to ensure the development is compatible with its surroundings, while one of the main objectives of the emerging NQRNP is to ensure housing is of a high quality design and that outside of the conservation area more variety of designs should be used. The scale of the dwellings are considered appropriate and will include a mixture of larger detached dwellings, and smaller semi-detached dwellings. The scale of the dwellings are not dominant or intrusive in the setting of the site or its surroundings.
- 12.17 The proposed development will create a new development when approaching Newport from the south, this will include opening up the street frontage and continuing the building line from the neighbouring residential development of The Spinney. Plots 1 to 4 to the front of the site have been located to continue the existing building line and provide a new street frontage to London Road. These dwellings include:
- Compatible height with 1 London Road,
  - Mixed design features that breaks up the built form,
  - New access route into the site,
  - In particular, plots 1 to 4 have been arranged semi-detached units to break up the built form to the front of the site.
- 12.18 As shown on the submitted plans the proposed dwellings are a mixture two storeys properties and will include the use of external materials that will be are considered acceptable in this location, that being said a condition should be imposed for the submission of further details of the materials. The scale and appearance of the dwellings are not considered to be adversely intrusive or dominant in the street scene or surrounding area.
- 12.19 Careful consideration has been given to the relationship between plots 5 to 7 and the adjacent dwellings on the Spinney. This includes ensuring the distance between the application site and neighbouring residential properties is appropriate, also that the orientation of the proposed dwellings ensures any overlooking or loss of privacy will not be of a significant level that will have a harmful impact.
- 12.20 The change in levels of the site increases as it extends away from the highway. The proposed dwellings have been designed to respond in scale to these existing levels ensuring dwellings at the higher portion of the site do no unduly overbear neighbouring properties.
- 12.21 The proposed dwellings as submitted meet the Technical housing standards – nationally described space standard (2014). Although this is not an adopted document it provides good practice for the design of residential development.
- 12.22 The Housing Enabling Officer has made no objections to the scale of affordable housing. Therefore the development is considered the proposal accords with ULP Polices H10.

- 12.23 As such taking due consideration of the above it is considered the proposed development includes an acceptable scale and appearance and is in accordance with ULP Policies GEN2 and GEN8, Essex Design Guide, UDC Local Residential Parking Standards and the NPPF.

### **C Landscaping (ULP Policies S7, GEN2, ENV3 and the NPPF)**

- 12.24 Landscaping details have been submitted with the application, this includes enhanced hedgerow and tree planting, boundaries between houses and gardens will be formed with 1.8m high close boarded timber fences with trellis, as secured by design requirements dictate. The western plots also deal with considerable level change; in order to create a usable garden space the level changes are contained within the plots themselves and within the privacy of the native hedgerow. All existing trees and vegetation of particular form and merit will be retained where possible and made safe. The Council's Landscape Officer has been consulted, no objections or further recommendations have been made. As such it is considered the proposed landscape details are appropriate in the context of the site and surrounding area.
- 12.25 Bordering the site to the west will be an acoustic fence, also visually helping to screen the M11. The proposal has been developed to provide high quality landscape and external space. Planting and trees have been used to define spaces and add visual interest, terminating views and defining boundaries and parking / footpaths. All current vegetation on site lies along, or just beyond the perimeter. As such taking into consideration the details above it is considered the landscaping details are appropriate in the context of the character of the site and accords with Policies S7, GEN2, ENV3 and the NPPF

### **D Protected species and biodiversity (ULP Policy GEN7 and ENV8)**

- 12.26 Policy GEN7 and paragraph 174 of the NPPF seeks to ensure that development would not have a harmful effect on wildlife and Biodiversity. Appropriate mitigation measures must be implemented to secure the long-term protection of protected species. Policy ENV8 requires the protection of hedgerows, linear tree belts, and semi-natural grasslands. A protected species survey was submitted with the approved outline planning application, no objections have been made by the ecology officer. It is advised conditions are imposed on the allowed outline application. As such it is considered the proposed development will not have a harmful impact on protected species or biodiversity and is in accordance with Policy GEN7 and the National Planning Policy Framework.

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

- 12.27 Policy H9 states that the Council will seek to negotiate on a site for site basis an element of affordable housing of 40% of the total provision of housing. As stated in the committee report for the approved outline planning permission (UTT/16/1290/OP) 20% affordable housing has been provided. This was as per the adopted UDC Developer Contributions (2014) and is subject to a S106 agreement. As this application only considers the reserved matters of appearance, landscaping, layout and scale, the principle of affordable housing provision has been established.
- 12.28 The committee report from the 19/10/2016 advises:  
The affordable housing provision on this site will attract the 20% policy requirement as the site is for 11 (net) units. This amounts to 2 affordable housing units and it is expected that these properties will be delivered by one of the Council's preferred

Registered Providers. I would recommend 2x2 bed properties for shared ownership tenure.

- 12.29 The proposed composition bedroom sizes have not changed from the outline planning permission and is considered to acceptable and in accordance with aims of the ULP Policy H9 and the UDC Developer Contributions (2014).

**F Noise sensitive development and disturbance (ULP Policy ENV10)**

- 12.30 Due to the location of the application site being in close proximity to the M11 motorway to the rear of the site due consideration should be made to the future occupiers of the development. A noise assessment report has been submitted with the application, as such the Council's Environmental Health Officer has been consulted. No objections have been raised by the Environmental Health Officer subject to the imposition of pre commencement conditions for the submission of details of noise mitigation. Taking into consideration the comments from the Environmental Health Officer the development is not considered to be harmfully impacted from noise and disturbance and in accordance with ULP Policy ENV10.

**G Exposure to Poor Air Quality (ENV13)**

- 12.31 Impact on air quality is closely related to highway capacity in terms of creating congestion, and geography of the local road network in terms of dispersion of emissions. Furthermore the location of the application site is in close proximity to the M11 Motorway. The taking into account the cumulative effect of recent developments on congested junctions in Newport, it is considered appropriate to seek to minimise any effect through the use of conditions that secure appropriate cycle storage facilities and future-proofing for electric vehicle charging points. As such it is considered the development accords with ULP Policy ENV13 and the NPPF. No objections have been raised in this respect.

**13 CONCLUSION**

- A The layout, scale and appearance of the development is acceptable. No significant loss of residential amenity will arise from the proposals. The amenity areas and parking provision are appropriate and complies with Policies GEN2 and GEN8. The housing mix for the development is also considered acceptable (ULP Policy H10)
- B The drainage proposals are considered acceptable by Essex County Council.
- C The landscaping details are considered appropriate for the site and therefore accords with ULP Policies S7, GEN2, and ENV3.
- D The submitted layout plan shows that impacts on residential amenity are likely to be significant and therefore accords with ULP Policies GEN2 and GEN4.
- E The proposal would not be harmful to protect/priority species subject to accordance of conditions imposed on the outline planning application (ULP Policy GEN7).
- F Provision of affordable housing was considered in the outline planning application and secured by S106 agreement. This was in accordance with the relevant adopted UDC Developer Contributions (2014) document with a provision of 2 affordable housing (2 units)
- G The site is located adjacent to the M11 motorway and has the potential to be

adversely affected by noise. Subject to the submission of further mitigation details this is considered acceptable.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS**

### **Conditions**

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.  
REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004
  
- 2 A minimum of a single electric vehicle charging point shall be installed at each of the houses. These shall be provided, fully wired and connected, ready to use before first occupation.  
  
REASON: The requirement of the charging points are required to mitigate the harm for poor air quality due to the increase in vehicle movement and being within and in accordance with ULP ENV13 and paragraph 105 of the NPPF.
  
- 3 Prior to commencement of works above slab level, details of the following external finishes (including samples and/or photographs as appropriate) must be submitted to and approved in writing by the local planning authority:
  - Walls
  - Roof
  - Windows
  - Doors  
The development must be carried out in accordance with the approved details.  
REASON: To ensure compatibility with the character of the area, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework. This condition is to ensure that the development is only carried out in accordance with the above details
  
- 4 The landscaping shall be carried out strictly in accordance with the details shown on drawing no. 2144.02.F and included in the design and assess statement, unless otherwise agreed in writing by the local planning authority.  
  
REASON: To ensure compatibility with the character of the area, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework.
  
- 5 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Appraisal Report (Greenwillows Associates Ltd, August 2018), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination  
  
REASON: To ensure the approved development is carried out in accordance with the recommendation of the submitted ecology report, conserving and enhancing biodiversity in accordance with ULP GEN7, ENV8 and the NPPF.

- 6 Prior to the commencement of the development hereby approved and demolition of the buildings on the site the local planning authority shall be provided with either:

*a) a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or  
b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence."*

REASON: To conserve Protected and Priority species and 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 and s17 Crime & Disorder Act 1998 and in accordance with ULP Policy GEN7.

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

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

REASON: To allow the 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 & species) and in accordance with ULP Policy GEN7.

- 8 Prior to the commencement of the development hereby permitted, details of the scheme of design and sound insulation to achieve the internal noise levels recommended in British Standard 8233:2014 and for individual noise events to not normally exceed 45 dBLA max shall be submitted to and approved in writing by the local planning authority. The details shall include the internal configuration of rooms, and the specification and reduction calculations for the external building fabric, glazing, mechanical ventilation, and acoustic barriers.

If the internal noise limits can only be achieved with closed windows then alternative means of both whole dwelling and purge ventilation should be provided to allow residents to occupy the properties at all times with windows closed, having regard to thermal comfort. The scheme as approved shall be fully implemented prior to occupation of the residential units and shall be retained thereafter.

REASON: This condition is required to secure the required mitigation features to ensure the future occupiers of the development do not result in a harmful impact from noise and disturbance, in accordance with ULP Policy ENV13 and the NPPF

- 9 Prior to the commencement of the development hereby permitted, details of a scheme of mitigation measures aimed to achieve a noise level not exceeding 55dBLAeq in the outdoor amenity areas shall be submitted to and approved in

writing by the local planning authority. Details shall include the position, design, height and materials of any acoustic barrier proposed, along with calculations of the barrier attenuation. The scheme as approved shall be fully implemented prior to occupation of the residential units and shall be retained thereafter.

REASON: This condition is required to secure the required mitigation features to ensure the future occupiers of the development do not result in a harmful impact from noise and disturbance, in accordance with ULP Policy ENV13 and the NPPF.

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

Detailed engineering drawings of each component of the drainage scheme. Demonstrate that there is 1m between the base of any infiltration device and groundwater level.

A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

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

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. To ensure the effective operation of SuDS features over the lifetime of the development. 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 and in accordance with ULP Policy GEN3 and the NPPF.

- 11 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:

To ensure the development does not increase flood risk and pollution in accordance with ULP policy GEN 3 and paragraph 163 and 170.

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

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration, in accordance with ULP Policy GEN3.

- 13 Prior to occupation of Plot 11, details of a screening fence/wall on the boundary with 4A The Spinney must be submitted to and approved in writing by the local planning authority.

The fence/wall must be installed in accordance with the approved details prior to occupation of Plot 11.

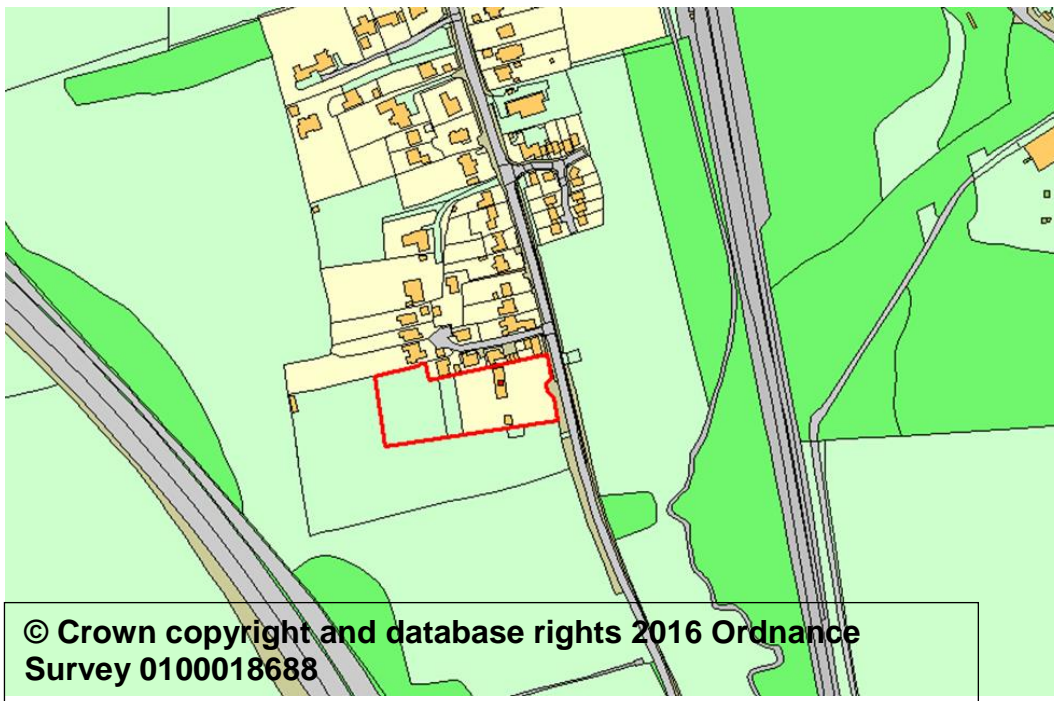
REASON: To screen views of habitable rooms and the private sitting out area of 4A The Spinney, thereby protecting the privacy of existing residents in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework.

- 14 If the removing of the speed limit sign located on the highway to the south of the application site is required for the recommended visibility splay, the developer shall be responsible for the replacing/ repositioning of it, in association with the Highways Authority's requirements/ recommendations.

REASON: In the interests of highway safety along London Road and in accordance with ULP Policy GEN1.

- 15 Cycle parking shall be provided the facility shall be secure, convenient and provided prior to occupation and retained at all times.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity ULP Policy GEN1 and in the interests of poor air quality mitigation (ULP Policy ENV13)



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Organisation: Uttlesford District Council

Department: Planning

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