

UTT/20/0386/FUL - TAKELEY

(MINOR APPLICATION)

PROPOSAL: Demolition of existing B&B bungalow and erection of 8no. residential flats including repositioning of vehicular access.

LOCATION: Remarc, Dunmow Road, Takeley, Bishops Stortford, Hertfordshire, CM22 6SP

APPLICANT: Mr Yassean Hussain

AGENT: Mr Gary Treadwell

EXPIRY DATE: 15.04.2020. EOT agreed:28.07.2020

CASE OFFICER: Madeleine Jones

1.0 NOTATION

1.1 Outside Development Limits. Within 20m of Local Wildlife Site (Flitch Way). Within 6km of Stansted airport.

2.0 DESCRIPTION OF SITE

2.1 The site is 0.13 hectares located to the south of the Dunmow Road (B1256) in Takeley.

2.2 To the west of the site is a car park for the employees of Weston Homes. To the east is a commercial building used for a windscreen business. Opposite the site are modern two storey dwellings which are predominantly semi-detached houses.

2.3 To the rear of the site is the Flitch Way which is a Local Wildlife Site and public right of way.

2.4 The site consists of a detached bungalow that is currently being used for B & B use. It has four bedrooms used for bed and breakfast. There is a 2m high close boarded fence between the boundary with the Weston Homes carpark.

2.5 There is hardstanding to the front and side of the building and a detached garage to the rear of the site, adjacent to the Flitch Way, providing 6 parking spaces.

2.6 There are mature trees to the front and rear of the site.

3.0 PROPOSAL

- 3.1 The proposal is for the demolition of the existing B &B bungalow and the erection of a block of flats creating 8 planning units.
- 3.2 The proposed development would be two storeys high, with windows to all elevations. It would have rendered walls and a slate roof.
- 3.3 Each flat would have two bedrooms.
- 3.4 The schedule of accommodation is as follows:

Plot	Bedrooms	Parking spaces	Garden (sq m)
1	2	2	200m ² (shared)
2	2	2	200m ² (shared)
3	2	2	200m ² (shared)
4	2	2	200m ² (shared)
5	2	2	200m ² (shared)
6	2	2	200m ² (shared)
7	2	2	200m ² (shared)
8	2	2	200m ² (shared)
Visitor		2	

- 3.5 All flats meet the recommended parking standards.
- 3.6 All of the flats would have access to shared amenity space in line with the recommended amenity space for flats as set out in the Essex Design guide..
- 3.7 The density would be 60 dwellings per hectare.
- 3.8 There would be 2 visitor parking spaces provided.
- 3.9 Access would be from Dunmow Road. The existing landscaping to the frontage would remain and a 2m hedge would be planted along the rear boundary.
- 3.10 Revised plans have been received to increase the shared amenity space, increase the parking provision, to remove the connection to the Flich Way and to increase the width of the access to measure 5.5m to a depth of 6m.

4.0 **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.

5.0 **APPLICANT'S CASE**

5.1 The application is supported with the following accompanying documents:

5.2 Planning Statement
Transport Statement
Ecological Appraisal
Biodiversity Checklist

6. **RELEVANT SITE HISTORY**

6.1 UTT/0142/08/FUL: Raise eaves level on dwelling to create first floor accommodation, insertion of dormer windows and conversion of integral garage. Approved with conditions.

6.2 UTT/0346/75: Extension and alterations for garage and bedrooms. Approved with conditions.

6.3 UTT/0400/06/FUL: Loft and garage conversion. Approved with conditions.

6.4 UTT/0525/89: Change of use from residential to retail car sales. Refusal

6.5 UTT/12/5341/FUL: Raise the roof to create first floor accommodation with two dormer windows to both front and rear elevations. Conversion of existing garage into habitable accommodation and internal alterations. Refused.

6.6 UTT/17/1045/FUL: Section 73A Retrospective application for Change of Use from dwelling C3 to Guest House/Bed & Breakfast C1. Approved.

6.7 UTT/17/1913/FUL: Demolition of existing garage/shed, raise roof to create 1st floor, including the addition of dormer windows and roof light. Side and Rear extensions to existing B&B business. Approved with conditions.

6.8 UTT/1992/05/FUL: Proposed loft and garage conversion, dormer window to rear and roof light to front. Refusal.

6.9 DUN/0108/53: Erection of café. Approved with conditions.

6.10 DUN/0138/52: Garage extension. Approved.

7.0 **POLICIES**

Uttlesford Local Plan (2005)

ULP Policy S7 – The Countryside
ULP Policy H10 – Housing Mix
ULP Policy H1- Housing Development
ULP Policy GEN1 – Access
ULP Policy GEN2 – Design

ULP Policy GEN3 – Flood Risk
ULP Policy GEN4 – Good neighbourliness
ULP Policy GEN7 – Natural Conservation
ULP Policy GEN8 – Vehicle Parking Standards
ULP Policy ENV10 –Noise Sensitive Development and Disturbance from Aircraft

Supplementary Planning Documents/Guidance

SPD – Accessible Homes and Playspace
The Essex Design Guide
Uttlesford Local Residential Parking Standards.
ECC Parking Standards.

National Policies

National Planning Policy Framework (NPPF) (February 2019)

Other Material Considerations

National Planning Policy Guidance (NPPG)

8.0 PARISH COUNCIL COMMENTS

- 8.1 Takeley Parish Council object to this application for the following reasons:
1. The plans do not indicate any dedicated green/community space. Takeley Parish Council advise the plans are reviewed to incorporate this

9.0 CONSULTATIONS

ECC Highways

- 9.1 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority, subject to conditions.
i. The access shall be widened to 5.5 metres and retained at that width for a minimum of 6 metres from the back edge of the carriageway, to allow opposing vehicles to pass clear of the highway.
ii. The direct access to the flitch way shall be removed. Whilst the flitch way is a public bridleway, the land either side of the track is private land belonging to ECC Country Parks. Permission of the land owner (ECC) would need to be demonstrated should direct access from the development be pursued.

ECC Ecology

- 9.2 No objection subject to securing biodiversity mitigation and enhancement measures.

Fulcrum

- 9.3 We can confirm that Fulcrum Pipelines Limited currently has or is planning to have gas pipes in the vicinity of your proposed works.

Cadent Gas

- 9.4 Your proposal as currently specified is in proximity to Cadent and/or National Grid apparatus, which may impact, and possibly prevent, your proposed activities for safety and/or legal reasons.

UK Power Networks

- 9.5 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.

10.0 REPRESENTATIONS

- 10.2 No representations have been received. Expiry date: 5th May 2020

11.0 APPRAISAL

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

- A Principle of development of this site for residential development (NPPF, ULP policies S7, H3 and GEN2)
- B Access, and impact on highway network (ULP Policy GEN1 and NPPF)
- C Design, scale, and impact on neighbours amenity (NPPF and ULP Policies GEN2, GEN4, H10 and SPD “Accessible Homes and Playspace”);
- D Vehicle Parking Standards (ULP Policy GEN8);
- E Flood Risk and Drainage (ULP policy GEN3, NPPF)
- F Biodiversity and Protection of Natural Environment (ULP policy GEN7)

A Principle of development of this site for residential development (NPPF, ULP policies S7 and GEN2)

- 11.1 In policy terms, the site is located outside the development limits for Takeley as defined by the Uttlesford Local Plan. Consequently for the purposes of planning, the site is considered to be within the Countryside and subject to all national and local policies

- 11.2 The site is therefore subject to the provisions of policy S7 Policy S7 .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. This includes infilling in accordance to paragraph 6.13. A review of policy S7 for its compatibility with the NPPF has concluded that it is partially compatible but has a more

protective rather than positive approach towards development in rural areas. 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 that policy. The proposal does accord with the more up to date policy at paragraph 78 of the NPPF which supports the growth of existing settlements. The proposed development would be functionally connected to Takeley due to the distance to the village centre. Notwithstanding the above, new residential development in the countryside is often intrinsically harmful to the character of the area. However, in this case, the site is surrounded by development and from a visual perspective would not be considered 'countryside'.

- 11.3 Notwithstanding this, there is a presumption in favour of sustainable development as set out in the NPPF. Paragraph 6.13 of the Local plan in relation to infilling, states that if there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits but close to settlements these will be acceptable if development would be in character with the surroundings and have limited impact on the countryside in the context of existing development
- 11.4 S70 (2) of the Town and Country Planning Act 1990 states that "in dealing with a planning application the local planning authority shall have regard to the provisions of the Development Plan so far as is material to the application and to any other material considerations". S38 (6) of the Planning and Compulsory Purchase Act 2004 states that "if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Paragraph 2 of the NPPF reiterates this requirement and paragraph 5 confirms that the NPPF is a material planning consideration. Paragraph 49 of the NPPF confirms that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. In this regard, the most recent housing trajectory identifies that the Council has a 2.68 year land supply. The Council considers that it is a 5% buffer authority and that there has not been a persistent under-supply of housing delivery.
- 11.5 It is therefore necessary to assess whether the application proposal is sustainable and presumption in favour is engaged in accordance with paragraphs 7 - 11 of the NPPF
- 11.6 The NPPF emphasises that sustainability has three dimensions (Paragraph 8); an economic role (contributing to building a strong economy), a social role (providing housing and accessible local services) and an environmental role (contributing to protecting and enhancing our natural, built and historic environment. Due to the Council not having a 5 year land supply then the tilted balance of the NPPF would apply and as a consequence, sites that are located in the countryside are being considered for residential development

by the council to address this shortfall.

- 11.7 Economic: The NPPF identifies this as contributing to build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity, and by identifying and coordinating the provision of infrastructure. The proposed development would provide economic benefits by the provision of jobs during the construction phase, although these would be of a temporary nature. The occupiers of the proposed dwellings could provide some additional support for the local facilities. There will be an economic deficit from the loss of the B and B. As such the economic benefits have moderate weight in the planning balance.
- 11.8 Social: The proposal would deliver social benefits by the way of the provision of 8 flats, This would be a benefit given the lack of a 5 year housing land supply in the district.
- 11.9 In terms of sustainability, the site is located near to existing public bus stops and is served by existing bus routes that give access to Stansted Airport and Bishops Stortford, Stansted Mountfichet and Saffron Walden. The village of Takeley is also relatively well served with facilities, many of which are within walking distance of the application site and development of the site would allow residents to access facilities by means other than the motor car. The nearest rail station is Bishops Stortford which is located five miles from the site. This is accessible by bus and provides trains to London, Cambridge and Stansted. This would have some weight in favour of the positive contribution the proposal could make in these regards. However, the proposals would also result in increased pressures on existing facilities, such as health care and education.
- 11.10 Environmental: The environmental role seeks to protect and enhance the 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. The site is a brownfield site and has a car park to the west and a business use to the east. Opposite the site is residential development. The height of the proposed development has been reduced and the screening to the front of the site is to remain. The introduction of a denser and higher form of development in this location would result in some harm to the openness and character of the rural area and is therefore contrary to the aims of policy S7. In view of the boundary screening it is considered that the visual impact would be reduced and that the development would not be significantly detrimental to the openness of the countryside. The development of the site for residential flats would not be unduly out of character with the area.
- 11.11 The presence of mature vegetation would prevent a harmful intrusion into the open countryside and any harm to the particular character of the countryside surrounding the site. It is therefore essential that the

landscaping to the frontage (apart from access points) remains. Apart from the formation of new access roads, the mature landscaping to the sites frontage would remain

- 11.12 It is considered that the weight to be given to the requirement to provide a 5 year land supply and that the housing provision which could be delivered by the proposal would outweigh the harm identified in relation to rural restraints set out in ULP policy S7 The site is relatively sustainable and, in balancing planning merits, taking into account the benefits of the proposal it is considered that the principle of the development is acceptable.

B Access and impact on highway network (ULP Policy GEN1 and NPPF)

- 11.13 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.
 - d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to access.
 - e) The development encourages movement by means other than driving a car.
- 11.14 A Transport Statement has been submitted with the application and ECC Highways officers. consulted. Following ECC Highways comments , revised plans have been submitted increasing the width of the access and omitting the access to the Flitch Way .

- 11.15 The revised proposals would comply with the aims of Policy GEN1.

C Design , impact on neighbours amenity and impact on adjacent Listed Buildings (NPPF and ULP Policies GEN2, GEN4 and SPD “Accessible Homes and Playspace”);

- 11.16 Policy GEN2 sets out the design criteria for new development. In addition, section 12 of the NPPF sets out the national policy for achieving well-designed places and the need to achieve good design.
- 11.17 The proposal has been the subject of pre- application advice and the proposal revised in terms of access, layout, height, parking provision and amenity space. Landscaping to the front of the site would remain and a hedge would be planted to the rear boundary.
- 11.18 The proposal has been designed to avoid overlooking, overshadowing and overbearing impact. Following feedback from Takeley Parish Council, the garden amenity area increased. For two or more bedroomed flats communal residents' gardens must be provided on the basis of a minimum area of

25m² per flat. They must be screened by above-eye-level walls or hedges, and must contain a sitting-out-area that receives sunshine during at least part of the day. Unusable strips of space between car parks or roads and buildings will not be counted as part of the communal garden provision. The revised proposals meet the space requirements recommended in the Essex Design Guide

11.19 The proposed development of this site would be relatively high density at around a density of 60 flats per hectare. The scale and design of the proposed flats are considered appropriate for this site.

11.20 The proposal would comply with the aims of Policies GEN2

D Vehicle Parking Standards (ULP Policy GEN8);

11.21 The proposed properties are two bedroomed flats. The adopted Uttlesford District Council parking standards require the provision for one parking space for a one bedroomed dwelling, two parking spaces per dwelling for two and three bedroom dwellings and three parking spaces for three+ bedroomed properties and additional visitor parking spaces

11.22 In accordance with Supplementary Planning Document – Accessible Homes and Playspace the proposed dwellings would need to be accessible and designed to Lifetime Homes Standards. In new housing developments of 20 dwellings or more, the council will require 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 and 2016 amendments. In this respect Part M4 (2) paragraph 2.12 relating to car parking, in order to comply with the building regulations it states:

Where a parking space is provided for the dwelling, it should comply with all of the following.

- a) Where the parking is within the private curtilage of the dwelling (but not within a carport or garage) at least one space is a standard parking bay that can be widened to 3.3m
- b) Where communal parking is provided to blocks of flats, at least one standard parking bay is provided close to the communal entrance of each core of the block (or to the lift core where the parking bay is internal) The parking bay should have a minimum clear access zone of 900mm to one side and a dropped kerb in accordance with paragraph 2.13d
- c) Access between the parking bay and the principal private entrance or where necessary, the alternative private entrance to the dwelling is step free.
- d) The parking space is level or, where unavoidable, gently sloping
- e) The gradient is as shallow as the site permits.

f) The parking space has a suitable ground surface.

11.23 The Highway's Department have been consulted and raise no objections, subject to conditions, to the proposals on highway terms. As set out in the table above it can be seen that each property meets the required parking standards. There would also be 2 unallocated parking spaces within the development to provide visitor parking. The proposals therefore satisfy the requirements of ULP Policy GEN8.

E Housing Mix (ULP Policy H10);

11.24 Policy H10 states that all development on sites of 0.1 hectares and above or of 3 or more dwellings will be required to include a significant proportion of market housing comprising small properties. All developments on a site of three or more homes must include an element of small two and three bed homes, which must represent a significant proportion of the total.

11.25 The proposal relates to the erection of 8 flats . They would all be 2, bedroomed properties..

11.26 The proposals would not be in compliance with policy H10 but are considered to be acceptable in this location..

F Flood Risk and Drainage (ULP policy GEN3, NPPF)

11.27 Policy GEN3 requires development outside flood risk areas to not increase the risk of flooding through surface water run-off. The NPPF requires development to be steered towards areas with the lowest probability of flooding. In addition, it should be ensured that flood risk is not increased elsewhere. The site is located within Flood Zone 1, therefore is a site with the lowest risk of flooding (more than 1 in 1000 years).

11.28 The NPPF states that inappropriate development in areas of high risk flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

11.29 The proposals comply with Policy GEN3 and the NPPF

G Biodiversity and Protection of Natural Environment (ULP policies GEN7)

11.30 Policy GEN7 of the Local Plan states that development that would have a harmful effect on wildlife will not be permitted unless the need for the development outweighs the importance of the feature of nature conservation. Where the site includes protected species, measures to mitigate and/or compensate for the potential impacts of development must be secured.

- 11.31 A Biodiversity Questionnaire has to be submitted by the applicant of any application to assess the likely presence of protected species within or in close proximity to the application site. The questionnaire allows the council to assess whether further information is required in respect of protected species and their habitats. Some questions were answered with a yes and as such an ecological Appraisal has been submitted with the application This has been considered by the Ecologists at Essex County Council and they have no objections to the proposals subject to the imposition of conditions. The mitigation measures identified in the updated Preliminary Ecological Appraisal (Adonis Ecology, April 2020), should be secured and implemented in full. This includes removal of the parts of the dwelling with very low bat risk under ecologist supervision, due diligence for nesting birds, impact avoidance measures for reptiles, common toads and hedgehogs, and bat sensitive lighting. The lighting scheme should be secured 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.
- 11.32 It is also recommended that 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 are secured by condition.. This includes the addition of bat and bird boxes on the proposed building or within nearby trees.
- 11.33 In view of the above, subject to the above conditions, it is not considered that the proposal would have any material detrimental impact in respect of protected species or biodiversity to warrant refusal of the proposal and accords with ULP policy GEN7.

12.00 CONCLUSION

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

- A** The principle of residential development is considered acceptable.
- B** The revised means of access to the site is acceptable and the proposals would not result in harmful impacts on the strategic highway network
- C** The design, scale and layout is considered to be appropriate for the location. The proposal also complies with the Essex design Guide.
- D** Adequate parking provision would be provided to meet the adopted parking standards.
- E** The housing mix provision is considered appropriate.
- F** There would be no increase in flood risk and the proposed drainage subject to conditions is acceptable.
- G** There would not be any adverse impacts on biodiversity, subject to implementation of identified mitigation

RECOMMENDATION: CONDITIONAL APPROVAL

Conditions/reasons

- 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 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the updated Preliminary Ecological Appraisal (Adonis Ecology, April 2020), as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

This includes removal of parts of the dwelling with very low bat risk under ecologist supervision, due diligence for nesting birds, impact avoidance measures for reptiles, common toads and hedgehogs, and bat sensitive lighting.

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

- 3 Prior to slab level a Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures contained within the updated Preliminary Ecological Appraisal (Adonis Ecology, April 2020), shall be submitted to and approved in writing by the local planning authority. The enhancement measures shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

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

- 4 Prior to occupation 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 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) in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005)

- 5 Prior to the occupation of any of the proposed dwellings, the proposed private drive shall be constructed to a width of 5.5 metres for at least the first 6 metres from the back of carriageway and provided with an appropriate dropped kerb crossing of the footway/verge.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway, in the interests of highway safety in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005)

- 6 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

REASON: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005)

- 7 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.

REASON: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005)

- 8 The proposed dwellings shall not be occupied until such time as the vehicle parking areas, as indicated on the DWG no. 12.19.11 Rev. B, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking and turning areas shall be retained in this form at all times.

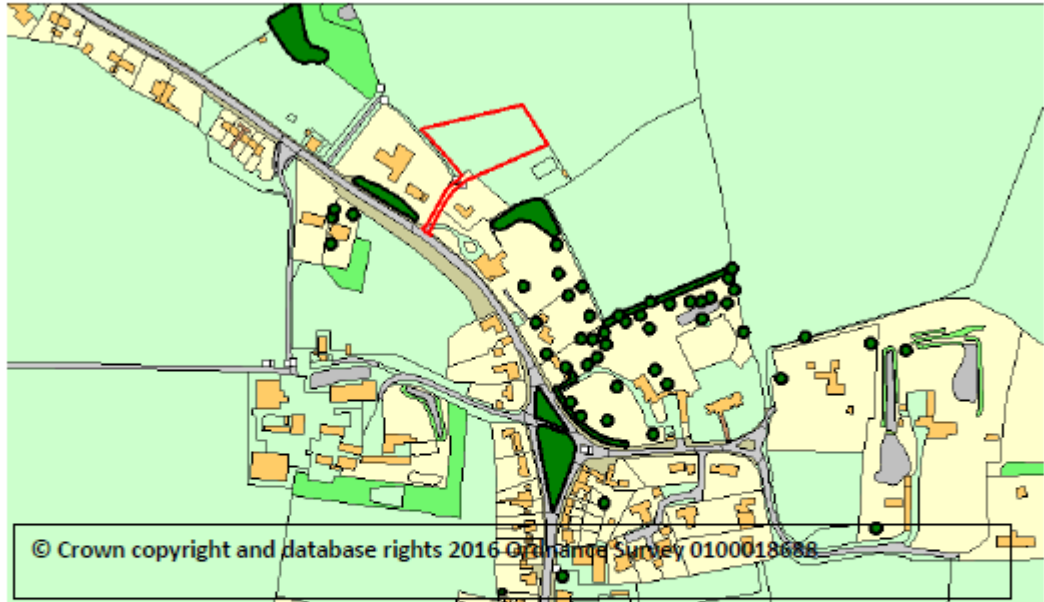
REASON: To ensure that appropriate parking is provided in accordance with Uttlesford Local Plan Policy GEN8 (adopted 2005)

- 9 The cycle parking facilities as shown on the approved plan are to be provided prior to the first occupation of the development and retained at all times.

REASON: To ensure appropriate bicycle parking is provided in accordance with Uttlesford Local Plan Policy GEN8 (adopted 2005)

- 10 The flats hereby 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 and in accordance with Uttlesford Local Plan Policy GEN2 (adopted 2005).



Organisation: Uttlesford District Council

Department: Planning

Date: 10 JUNE 2020