

**UTT/19/2852/FUL
(CLAVERING)**

PROPOSAL: Technical Details pursuant to Planning in Principle -
UTT/18/3326/PIP for the erection 8 dwellings

LOCATION: Land West Of Stortford Road, Clavering

APPLICANT: Mr J Noble

AGENT: Sworders

CASE OFFICER: Chris Tyler

1. NOTATION

1.1 Outside Development Limits

2. DESCRIPTION OF SITE

2.1 The site is located to the west of Stortford Road, Clavering. It comprises of undeveloped plot of land on a slightly raised elevation from the highway, the site and front of the site include some mature trees and vegetation.

3. PROPOSAL

3.1 This application considers the technical details of planning in principle application UTT/18/3326/PIP allowed by appeal. The proposal includes the erection of 8 dwelling and access from the highway.

3.2 The proposal will include the following housing details:

3.3

Plot	House Type	Bedrooms	Garden	Parking
1	Bungalow	3	250 sqm+	3
2	Bungalow	3	229 sqm +	3
3	Bungalow	3	187sqm +	2
4	Bungalow	3	123sqm +	2
5	Bungalow	3	132sqm+	2
6	Bungalow	3	114sqm+	2
7	Bungalow	3	246sqm+	2
8	Bungalow	3	117sqm+	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.

- Other documents included:
Transport Statement,
- Land contamination assessment,
- Ecology report

6. RELEVANT SITE HISTORY

UTT/18/3326/PIP

Application for permission in principle for the erection of min. 6 dwellings and max. 8 dwellings.

REFUSED 13/3/2019

Impact to the rural character of the site,
Inappropriate location of housing

APPEAL ALLOWED

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 GEN5- Light pollution
Policy GEN6- Infrastructure to support development
Policy GEN7 - Nature Conservation
Policy GEN8- Vehicle Parking Standards
Policy H9- Affordable Housing
Policy H10- Housing Mix
Policy ENV3- Open Space and Trees
Policy ENV11- Noise generators
Policy ENV13- Exposure to poor air quality
Policy ENV14- Contaminated land

7.3 Supplementary Planning Documents/Guidance

Uttlesford Local Residential Parking Standards (2013)
Essex County Council parking Standards (2006)

8. PARISH COUNCIL COMMENTS

No objections made, however advises the Council that site has the potential for flooding.

It is noted flooding is a material planning matter and will be considered in this report.

9.0 CONSULTATIONS

The Highways Authority

- 9.1 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

Prior to occupation of any dwelling, the provision of an access formed at right angles to Stortford Road, as shown in principle on DWG no. F19113/01 Rev. B, to include but not limited to: minimum 5.5 metre carriageway width with appropriate radii, 2 metre wide footway tapering into the shared surface and clear to ground visibility splays with dimensions of 2.4 metres by 99 metres to the south and 2.4 metres by 57 metres to the north, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be retained free of any obstruction at all times.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway the interest of highway safety.

Prior to occupation of any of the proposed dwellings, a minimum of the northern dropped kerb pedestrian crossing point across Stortford Road, as shown in principle on DWG no. F19113/01 Rev. B (Proposed Site Plan), with appropriate tactile paving if necessary, shall be provided.

Reason: In the interest of highway safety and accessibility.

No dwelling shall be occupied until the associated parking and/or turning head as indicated on DWG no. BRD/18/096/005 A 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.

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.

Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of

highway safety and amenity.

No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The approved Plan shall be adhered to throughout the construction period and shall provide for the following all clear of the highway:

- i. Safe access into the site;
- ii. The parking of vehicles of site operatives and visitors;
- iii. Loading and unloading of plant and materials;
- iv. Storage of plant and materials used in constructing the development;
- v. Wheel and underbody washing facilities.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.

Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council. Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

The above conditions are required to ensure that the development accords with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

UDC Environmental Health

- 9.3 No objection to the development of the site for residential purposes, subject to the comments and recommendations below.

Thank you for consulting Environmental Health on this application.

This is a full planning application following the granting of "permission in principle" on appeal under UTT/18/3326/PIP, for the construction of 8 dwellings on a greenfield site, with a history of agricultural use. The proposal includes the creation of a new access drive off Stortford Road with proposed dwellings to be erected to the west of the access drive and Stortford Road.

The site is a greenfield parcel of arable land bounded by existing housing to the north, Stortford Road and further housing to the east, and the remainder of the arable field to the south and west. There is also a local stores and post office to the east on the opposite side of Stortford Road. Some 250m further to the north-west of the site is a small sewage treatment works (STW) that is presumed to serve the local community. This is a potential source of odour, but it is noted that there are a number of existing and established houses and allotments already situated between the sewage treatment works and the proposed development site, which lies upwind of the prevailing wind in relation to STW. It is therefore presumed that any nuisance odour issues will already have been addressed in relation to these sewage treatment works, and no special conditions in relation to odour have been included in this consultation response as a result.

The key environmental issues in relation to the proposed development are the potential noise impacts (on proposed future occupiers), and land contamination risks. Each of these matters is considered in more detail below.

Land Contamination:

This is a greenfield site, forming part of a larger arable field, which we are advised has historically been used for agricultural purposes. A Phase I Desk Top Study has been submitted (as recommended under our PIP consultation response) which has not identified any significant contamination risks or need for further site investigation works. Nevertheless, the report has recommended that a watching brief be maintained during the course of the development. To this end, I would recommend that the following condition is attached to any consent granted:

In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

Noise:

Potential noise sources that could impact on the development are traffic on the Stortford Road, and operations (i.e. deliveries and any external plant) in connection with the local stores and post office.

In relation to traffic noise, it is noted that the dwellings will be set back from Stortford Road by the proposed access drive. It is anticipated that normal construction of the dwellings, including standard thermal double glazing should be sufficient to achieve satisfactory internal noise levels in accordance with the acoustic design standards set out in BS8233:2014. Similarly, as the main external garden areas will be located to the rear of the dwellings these should provide some noise protection for the private amenity spaces in accordance with the external noise standards specified in the WHO Community Noise Guidelines 1999.

With regards to noise from the local stores/post office, it is noted that there are already dwellings in closer proximity to this site. Noise generating activities i.e. deliveries and any external plant are likely to be located to the rear of the stores and furthest away from the application site. No special noise conditions are therefore considered necessary in the context of the application site and these potential noise sources.

The development of this site could have impacts on the amenity of existing neighbouring residential occupiers during the site preparation and construction phases of the development. To mitigate any adverse impacts, it is recommended that all construction operations are carried out in accordance with an approved Construction Management Plan. The following condition is therefore recommended in this respect:

Construction Management Plan

Prior to the commencement of the development, a detailed Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:

- a) The construction programme and phasing*
- b) Hours of operation, delivery and storage of materials*
- c) Details of any highway works necessary to enable construction to take place*
- d) Parking and loading arrangements*
- e) Details of hoarding*
- f) Management of traffic to reduce congestion*
- g) Control of dust and dirt on the public highway*
- h) Details of consultation and complaint management with local businesses and neighbours*
- i) Waste management proposals*
- j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.*
- k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.*

All works shall be carried out in accordance with the approved CMP thereafter.

Reason: In the interests of highway safety and the control of environmental impacts

Light:

No details of external lighting have been provided with this application. It will be necessary to ensure that any lighting scheme introduced in conjunction with the development does not have an adverse impact on existing neighbouring residential occupiers from obtrusive or spillover light or glare. The following condition is therefore recommended in this respect:

Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

Reason: To ensure good lighting design and protect the amenity of neighbouring occupiers from adverse impact.

Ecology

No objection subject to securing biodiversity mitigation and enhancement measures

We have reviewed the Preliminary Ecological Appraisal (T4 Ecology, September 2019) relating to the likely impacts of development on designated sites, protected species and Priority species & habitats.

We are satisfied that there is sufficient ecological information available for determination.

This provides certainty for the LPA of the likely impacts on protected and Priority species & habitats and, with appropriate mitigation measures secured, the development can be made acceptable.

We note that the development site is situated within the Impact Risk Zone for Hatfield Forest Site of Special Scientific Interest (SSSI)/National Nature Reserve

(NNR) as shown on MAGIC map (www.magic.gov.uk). Therefore, Natural England's revised interim advice to Uttlesford DC (ref: HatFor Strategic Interim LPA, 5 April 2019) should be followed to ensure that impacts are minimised to this site from new residential development. As this application is less than 50 or more units, Natural England do not, at this time, consider that is necessary for the LPA to secure a developer contribution towards a package of funded Strategic Access Management Measures (SAMMs) at Hatfield Forest.

The mitigation measures identified in the Preliminary Ecological Appraisal (T4 Ecology, September 2019) should be secured and implemented in full. This is necessary to conserve and enhance Protected and Priority Species.

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

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

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.

Recommended conditions:

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 Preliminary Ecological Appraisal (T4 Ecology, September 2019) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species).

2. PRIOR TO SLAB LEVEL: BIODIVERSITY ENHANCEMENT STRATEGY

"A Biodiversity Enhancement Strategy for Protected and Priority species shall be submitted to and approved in writing by the local planning authority.

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

- a) *Purpose and conservation objectives for the proposed enhancement measures;*

- b) *detailed designs to achieve stated objectives;*
- c) *locations of proposed enhancement measures by appropriate maps and plans;*
- d) *persons responsible for implementing the enhancement measures;*
- e) *details of initial aftercare and long-term maintenance (where relevant).*

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

Reason: To enhance Protected and Priority Species/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species).

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 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

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.

BAA Aerodrome Safeguarding

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

10. 1 letter of objection, comments include:

- Over development of the site,
- The development will have a suburbanising impact,
- The access is dangerous,
- Loss of woodland,
- Impact to ecology,
- No need for these dwellings in the village,
- No facilities within the village,
- Increase in traffic

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

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

- A Location and principle of housing (ULP Policies S7 and the NPPF)
- B Character and Design (ULP Policies S7, GEN2, ENV3 and the NPPF)
- C External and internal space (GEN2, NPPF, Technical Housing Standards 2015)
- D Neighbouring Amenity (GEN2, NPPF)
- E Access and Parking (GEN1, GEN8, Uttlesford Local Parking Standards, Essex County Council Parking Standards 2009 and the NPPF)
- F Protected species and biodiversity (ULP Policy GEN7 and the NPPF)
- G Flood risk (ULP Policy GEN3 and the NPPF)
- H Infrastructure (GEN6 & PPG)
- I Affordable housing (H9 & the NPPF)
- J Housing mix (H10 & SHMA)
- K Contamination (ULP ENV14)
- L Exposure to poor air quality (ULP ENV13)
- M Light pollution (ULP Policy GEN5)

A Location and principle of housing (ULP Policies S7 and the NPPF)

11.1 Permission in Principle was allowed on appeal following the refused application UTT/18/3326/PIP the erection of min. 6 dwellings and max. 8 dwellings, therefore the principle and location of this development has been established.

11.2 This application seeks to address the technical details of the development (reserved matters), as such these details will be a considered in the following paragraphs.

B Character and Design (ULP Policies S7, GEN2, ENV3 and the NPPF)

11.3 ULP Policy S7 of the Uttlesford Local Plan states that the countryside will be 'protected for its own sake', that 'development in the countryside will be strictly controlled', and that 'permission will only be given for development that needs to take place there or is appropriate to a rural area'. It goes on to state that development should 'protect or enhance the particular character of the part of the countryside in which it is set'.

11.4 ULP Policy GEN2 advises development will not be permitted unless it is compatible with the scale, form, layout, appearance and materials of the surrounding buildings.

11.5 ULP Policy ENV3 considers the loss of traditionally opens spaces and trees and advises development will not be permitted the need of the development outweigh ether amenity value.

- 11.6 The scale of the dwellings are considered appropriate and will include bungalows and garage buildings. The height and scale of the dwelling will be comparable with the existing dwellings along Stortford Road. The development will include a 2 detached and 6 semi-detached dwellings, the dwellings will include traditional design features with a mixture of hipped and gabled pitched roofs. The external materials will include brick and render facing walls, weather boarding under a tile and slate roof. As such it not considered the external appearance and scale of the dwellings are compatible with the neighbouring residential development and therefore would not be out of place or harmful to the character of the site.
- 11.7 The layout of the development will provide an appropriate siting for the dwellings and garages within the site and that is compatible with the dwellings along Stortford Road and relating well to the street scene. The design of the buildings are 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 has a cramped appearance
- 11.8 Landscaping details have been submitted with the application, this includes closed boarded fencing between properties, post and rail fencing to the rear of the properties, and this will be enhanced by the introduction of new hedgerows. The majority of the trees and hedgerow to the front and side of the site will be retained, Also further enhanced planting within the site will be included. The Council's Landscape Officer has been consulted, no objections of further recommendations have been made.

C External and internal space (GEN2, NPPF, Technical Housing Standards 2015)

- 11.9 The proposed garden size for the dwellings are acceptable as they are all over 100 sqm's and therefore accord with the recommendations in the Essex Design Guide. The proposed development also meets the internal space standards for different sized dwellinghouses as stipulated in 'Technical Housing Standards - nationally described space standard 2015'. It is therefore concluded that the proposed scheme accords with the above policies.

D Neighbouring Amenity (GEN2, GEN4, ENV11, NPPF)

- 11.10 The proposed development does not compromise neighbouring amenity in terms of unacceptable loss of light or overbearing impact due to the distances between proposed dwelling and distance between the neighbouring sites. The dwellings are of a bungalow design and therefore overlooking is not considered an issue as the development accords with recommendations in the Essex Design Guide in regards to back to back and side distances between new development and existing dwellings. Therefore it is considered that the proposal, due to its scale, design and siting (in terms of proximity to boundary and/or relationship with neighbouring properties), does not result in an unacceptable loss of light, overbearing impact and loss of privacy to neighbouring amenity. It is therefore concluded that the proposed scheme accords with the above policies
- 11.11 ULP Policy GEN4 and ENV11 advises that development will not be permitted where noise would cause a material disturbance to occupiers to surrounding properties 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 Stortford Road. 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 and ENV11

E Access and Parking (GEN1, GEN8, Uttlesford Local Parking Standards, Essex County Council Parking Standards 2009 and the NPPF)

- 11.12 Policy GEN1 states that development would only be approved when satisfactory safe access can be provided. The proposal includes vehicle and pedestrian access arrangements to the front of the site linking to Stortford Road. The Highways Authority has been consulted in regards to the application and does not object to the development subject to the imposition of conditions. As such it is considered the proposal will not have any harmful impact to highway safety and the proposal complies with ULP Policy GEN1.
- 11.13 ULP Policy GEN8 considers the whether the development will have appropriate parking provision, this also in accordance with the adopted Uttlesford Neighbourhood Parking Standards (2013), and Essex County Council Vehicle Parking Standards (2009).
- 11.14 Each dwelling will include off street parking that is in accordance with adopted standards, a further 3 unallocated visitor parking spaces will be provided within the site. The parking provisions also accord with the recommended parking sizes within the Essex County Council Vehicle Parking Standards (2009). As such it is considered the proposal complies with ULP Policy GEN8 and the Uttlesford Neighbourhood Parking Standards (2013).

F Protected species and biodiversity (ULP Policy GEN7 and the NPPF)

- 11.15 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. A protected species survey has been submitted with the planning application, Essex County Council Ecology has been consulted in regards to the proposed development and has made no objections subject to conditions. It is therefore unlikely the proposed development will have harmful impact to adverse impact on protected species caused and therefore complies with Policy GEN7.

G Flood risk (ULP Policy GEN3 and the NPPF)

- 11.16 Policy GEN3 contains the Local Plan policy for flooding, although this has effectively been superseded by the more detailed and up-to-date flood risk policies in the NPPF and the accompanying PPG. The site is not in an area at risk of flooding and, as the proposal is not a 'major development'; national policy does not require the use of a sustainable drainage system. It is therefore concluded that the proposal would not give rise to any significant adverse effects with respect to flood risk, such that it accords with the policies in the NPPF and PPG.
- 11.17 Notwithstanding the above, it is noted that an appropriate surface water drainage scheme would need to be implemented through the Building Regulations approval process.

H Infrastructure (ULP GEN6 & PPG)

11.18 Taking into account the nature and scale of the development, and the above consultation responses, it is considered that there would be no requirement for improvements to off-site infrastructure. It is therefore concluded that the proposal accords with Policy GEN6.

I Affordable housing (ULP H9 & the NPPF)

11.19 Policy H9 and its preamble form the basis for seeking affordable housing provision for new residential developments. In this case, the policy indicates that the proposal need not make a contribution.

J Housing mix (ULP H10 & SHMA)

11.20 Policy H10 requires that small market housing comprises a significant proportion of the total number of units. The Council's Housing Enabling Officer has not made any objections or further recommendations to the proposed scheme. The proposed 3 bedroom homes are pursuant to identified needs within the Strategic Housing Market Assessment, therefore, the mix is in accordance with the ULP Policy H10 and is meeting local and district wide needs and provide appropriate market housing for the area in this regard.

K Contamination (ULP ENV14)

11.21 ULP Policy ENV14 considers the impact of contamination of the site and its impact to the proposed development. The application includes a contamination brief of the site however, there is always a potential risk associated with such commercial sites where made ground may be present. The UDC Environmental Health Officer has been consulted, no objections have been made subject the imposition of a planning condition. As such it is considered the development will not result in any harmful impact due to contamination risks and the proposal accords with ULP Policy ENV14.

L Exposure to poor air quality (ULP ENV13)

11.22 ULP Policy ENV13 considers whether the development considers exposure to poor air quality and advises development will not be permitted if the occupants are exposed to extended long term poor air quality. The site is not in an area currently monitored for air quality as a designated management area (AQMA). Additional traffic from the proposed development at the busy times will make up a relatively small proportion of the total emission load when assessed over a 12 month period, which the annual mean based air quality objectives requires. The impact can be minimised by adopting non car travel, further mitigation can include the introduction of electric vehicle charging points. As such it is considered the development accords with ULP Policy ENV13 and paragraph 105 of the NPPF.

M Light pollution (ULP Policy GEN5)

11.23 ULP Policy GEN5 advises development will not be permitted if the scheme results in glare and light spillage from the site. It is not considered the residential development will result in any harmful impact from light pollution however it is recommend a condition is included for the submission and approval of a lighting scheme prior to the commencement of the development.

12 CONCLUSION

A The principle of the development has been established under approved planning in

principle application (UTT/18/3326/PIP)

- B The layout, scale and appearance of the development is considered appropriate. The size of amenity areas and parking provisions are acceptable. The development accords with ULP Policies S7, ENV3, GEN2 GEN8 and the NPPF.
- 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 insignificant and therefore accords with ULP Policies GEN2 and GEN4.
- E The proposal would not be harmful to protect/priority species subject to conditions and in accordance with ULP Policy GEN7.
- F The proposed highway access is not considered to have any harmful impact to highway safety and in accordance with ULP Policy GEN1

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 dwellings hereby approved 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

- 5 Prior to occupation of any of the proposed dwellings, a minimum of the northern dropped kerb pedestrian crossing point across Stortford Road, as shown in principle on DWG no. F19113/01 Rev. B (Proposed Site Plan), with appropriate tactile paving if necessary, shall be provided.
REASON: In the interest of highway safety and accessibility and in accordance with ULP Policy GEN1
- 6 The gradient of the proposed vehicular access shall be not steeper than 8% (1 in 12.5).
REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety and in accordance with ULP Policy GEN1 and the Essex Design Guide
- 7 No dwelling shall be occupied until the associated parking and/or turning head as indicated on DWG no. BRD/18/096/005 Revision A 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 and in accordance with ULP Policy GEN1
- 8 Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.
REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity and in accordance with ULP Policy GEN1
- 9 Prior to the commencement of the development, a detailed Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority, and the plan shall include the following:
- a) The construction programme and phasing
 - b) Hours of operation, delivery and storage of materials
 - c) Details of any highway works necessary to enable construction to take place
 - d) Parking and loading arrangements
 - e) Details of hoarding
 - f) Management of traffic to reduce congestion
 - g) Control of dust and dirt on the public highway
 - h) Details of consultation and complaint management with local businesses and neighbours
 - i) Waste management proposals
 - j) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour.
 - k) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.
 - l) Loading and unloading of plant and materials;
 - m) Storage of plant and materials used in constructing the development;
 - n) Wheel and underbody washing facilities

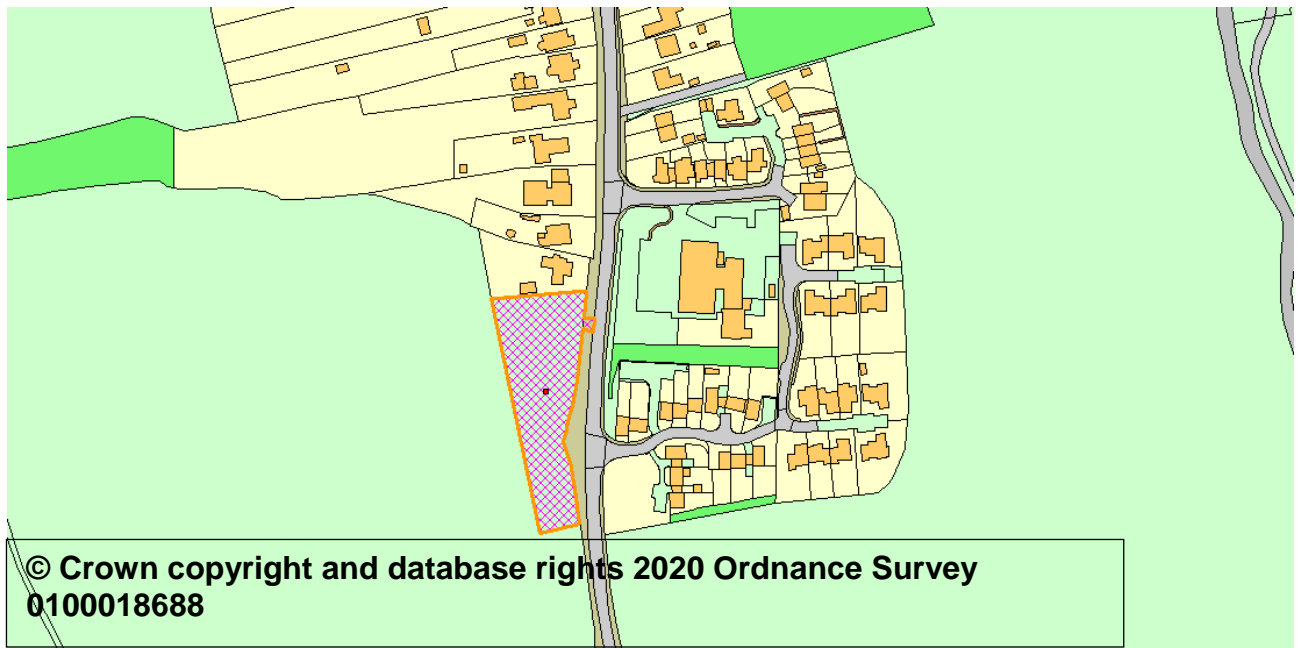
All works shall be carried out in accordance with the approved CMP thereafter.

REASON: To ensure that on-street parking of these vehicles in the adjoining streets

does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and control of environmental impacts in accordance with ULP Policies GEN1 and GEN4.

- 10 In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

REASON: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990 and in accordance with ULP Policy ENV14



Organisation: Uttlesford District Council

Department: Planning

Date: 1st July 2020