

UTT/20/0336/DFO (Great Hallingbury)

PROPOSAL: Details following outline approval UTT/16/3669/OP for the erection of 35 no. Dwellings - details of access, scale, layout, appearance and landscaping.

LOCATION: Land South East Of Great Hallingbury Manor, Bedlars Green Road, Tilekiln Green, Great Hallingbury.

APPLICANT: Rivertree Residential Limited.

AGENT: Phase 2 Planning.

EXPIRY DATE: 26 May 2020 (Extension of time agreed to 9 October 2020).

CASE OFFICER: Mr C Theobald.

1. NOTATION

- 1.1 Outside Development Limits / Within Countryside Protection Zone (CPZ) / Within 250m of Local Wildlife Site / Aerodrome Direction / Stansted Airport LEQ - Within 57dB 16hr LEQ.

2. DESCRIPTION OF SITE

- 2.1 The site lies on the east side of Bedlars Green Road to the immediate south of Great Hallingbury Manor, an established hotel, and comprises a field with an area of 2.19 ha now out of agricultural production which slopes gently up from the road frontage. Agricultural land lies to the immediate south and east of the site. Mature vegetation encloses the site along its northern and southern boundaries and also along its eastern flank boundary, whilst a substantial tree belt encloses the site along its western frontage flank boundary onto Bedlars Green Road. The interior of the site is devoid of any meaningful vegetation (unimproved grassland). The site is currently temporarily fenced off from an open field entrance into the site on its northern side from the rear service road which serves Great Hallingbury Manor.

3. PROPOSAL

- 3.1 This reserved matters application relates to the erection of 35 no. dwellings together with road infrastructure submitted pursuant to the grant of outline application UTT/16/3669/OP concerning the same and seeks permission for matters relating to access, scale, layout, appearance and landscaping ("the reserved matters").
- 3.2 The proposal would involve the erection of 24 market units and 11 affordable units (35 No. units total) whereby the dwellings would be positioned around and within a central internal loop road system which would be served by a new vehicular access into the site leading directly from Bedlars Green Road. The submitted scheme would include an area of public open space/children's play area to be provided within the centre of the site, whilst a dry drainage attenuation basin is shown for the northern boundary of the site.

3.3 A table showing the dwelling types, number of storeys, level of bedroom accommodation, housing tenure, garden sizes and allocated parking spaces for the proposed development is provided below whereby it should be noted that the dwellings for Plots 11, 12, 27, 29 and 32 would be in the form of bungalows.

Plot No.	Type	Storeys	No. of bedrooms	Housing tenure	Garden size (sqm)	Parking spaces
Plot 1	S/D	2	1	Aff. Rent	64	1
Plot 2	S/D	2	1	Aff. Rent	73	1
Plot 3	Terr.	2	2	Sh. O/ship	69	2
Plot 4	Terr.	2	2	Sh. O/ship	56	2
Plot 5	Terr.	2	2	Sh. O/ship	50	2
Plot 6	S/D	2	3	Aff. Rent	114	2
Plot 7	S/D	2	3	Aff. Rent	124	2
Plot 8	Terr.	2	2	Aff. Rent	63	2
Plot 9	Terr.	2	2	Aff. Rent	56	2
Plot 10	Terr.	2	2	Aff. Rent	51	2
Plot 11	Det.	1	1	Aff. Rent	89	1
Plot 12	Det.	1	3	Private	112	2
Plot 13	Det.	2	3	Private	128	2
Plot 14	Det.	2	5	Private	144	3
Plot 15	Det.	2	5	Private	199	3
Plot 16	Det.	2	5	Private	135	3
Plot 17	Det.	2	5	Private	170	3
Plot 18	Det.	2	5	Private	179	3
Plot 19	Det.	2	5	Private	133	3
Plot 20	Det.	2	5	Private	151	3
Plot 21	Det.	2	5	Private	153	3
Plot 22	Det.	2	4	Private	147	3
Plot 23	Det.	2	4	Private	147	3
Plot 24	Det.	2	4	Private	145	3
Plot 25	Det.	2	4	Private	145	3
Plot 26	Det.	2	4	Private	147	3
Plot 27	Det.	1	3	Private	107	2
Plot 28	Det.	2	3	Private	151	2
Plot 29	Det.	1	2	Private	108	2
Plot 30	Det.	2	3	Private	109	2
Plot 31	Det.	2	3	Private	110	2
Plot 32	Det.	1	3	Private	119	2
Plot 33	Det.	2	3	Private	100	2
Plot 34	Det.	2	3	Private	106	2
Plot 35	Det.	2	4	Private	133	3

4. APPLICANT'S CASE

4.1 The submitted planning statement sets out the planning background to the current reserved matters application making reference to approved and extant outline planning application UTT/16/3669/OP which has established the principle of housing development for 35 no. dwellings at this semi-rural location lying within the Countryside Protection Zone (CPZ) together with associated road infrastructure and also the principle of separate vehicular access for the development away from the existing rear service road access serving Great

Hallingbury Manor whereby the access positioning remains unchanged for the current reserved matters application. The statement describes the site and its surroundings, the reserved matters submission, relevant planning policy and consideration of the relevant planning issues. The planning statement concludes as follows:

- “The proposed development set out within this reserved matters application has been made within the context of the framework established by outline planning permission ref: UTT/16/3669/OP and supporting information and, as demonstrated above, accords with the provisions of the statutory development plan.
- For the reasons set out above, the application proposal demonstrates sustainable development. Having regard to this, the Council is respectfully requested to approve this reserved matters application as currently proposed”.

4.2 The submitted Design and Access Statement informs the design brief for the proposed development making reference to site context, conservation and analysis, development constraints & opportunities, development analysis and design, with supporting information. The statement concludes as follows:

“The proposal put forward as part of this planning application:

- demonstrates that the application represents a well-considered proposal, incorporating good quality design principles;
- achieves a residential scheme that is of an appropriate good quality design maximising the development potential of the site, whilst respecting the existing site characteristics and integrating the development into the local area;
- analyses the physical built and natural site context and describes the special features which contribute to the character and appearance of the buildings and surrounding area;
- explains that the proposal makes good use of the site without resulting in harm to the character of the area or amenities of neighbouring properties and making a positive contribution in enhancing the character of the locality of Great Hallingbury as a whole”.

5. RELEVANT SITE HISTORY

5.1 On 29 January 2019, the Council’s Planning Committee granted outline planning permission with all matters reserved for the erection of 35 no. dwellings at Land South-East of Great Hallingbury, whereby this committee resolution was contrary to an officer recommendation recommending refusal of the application on sustainability, highway, environmental, flood risk and noise grounds (ref; UTT/16/3669/OP refers). Notwithstanding the officer refusal recommendation, it was the case that Great Hallingbury Parish Council supported the proposal in principle for the following stated reasons:

- Whilst acknowledging the site’s location within the CPZ and the valuable purpose it serves, new developments have nonetheless previously been

granted planning permission within the zone within the immediate area of the site setting a precedent, including a development of new industrial buildings to the north-east of the application site, which in many people's opinion do not fit in well with its surroundings;

- The number of new dwellings proposed would contribute to local housing need and providing housing for both first time buyers and those wishing to downsize;
- Most resident traffic would use Start Hill onto the M11 rather than go through the village;
- It is possible to walk to the B1256 where a through route bus service is available;
- The application proposal includes a "gift" to UDC of 8 no. affordable homes which could be either rented or part owned by village residents or those with strong links to the village, which is an important factor as a previous housing needs survey for the village has shown that there is a need for affordable housing for local people".

5.2 As part of the Council's decision to approve the outline application, the principle of a new, separate vehicular access into the proposal site to the south of the existing service access to Great Hallingbury Manor directly from Bedlars Green Road was also agreed.

5.3 Following the grant of outline permission by the Council, the applicant engaged with your officers in a scoping meeting regarding a proposed reserved matters application submission whereby an indicative proposed site layout drawing was presented for officer consideration which was verbally agreed in principle subject to an appropriate housing mix being subsequently established. The housing layout as indicated for that scoping exercise, including the road layout and positioning of the dwellings around it, now forms the basis for the current reserved matters application (UTT/20/0336/DFO).

5.4 On 10 February 2020, a discharge of conditions application was submitted to the Council to discharge various pre-commencement conditions imposed under outline planning permission UTT/16/3669/OP, namely Condition 3 (Construction Method Statement), Condition 7 (Ecological Design Strategy); Condition 8 (Surface Water Drainage Scheme) and Condition 10 (Noise Assessment). All of these conditions have now been discharged in full to the satisfaction of the Council and do not specifically form matters for further consideration for the current DFO application (UTT/20/0335/DOC refers).

6. POLICIES

6.1 National planning policies

National Planning Policy Framework (Revised February 2019)

6.2 Uttlesford Local Plan (Adopted 2005)

ULP Policy GEN1 – Access

ULP Policy GEN2 – Design

ULP Policy GEN4 – Good Neighbourliness

ULP Policy GEN7 – Nature Conservation
ULP Policy GEN8 – Vehicle Parking Standards
ULP Policy H10 – Housing Mix

6.3 **Other Material Considerations**

SPD “Accessible Homes and Playspace” (UDC, adopted November 2005)
Essex Design Guide (revised 2018)
Essex County Council Parking Standards – Design and Good Practice
(September 2009)
Uttlesford Local Residential Parking Standards (adopted February 2013)

7. **PARISH COUNCIL COMMENTS**

7.1 Support.

8. **CONSULTATIONS**

Highways England

8.1 No objections.

Highways Act Section 175B is not relevant to this application. This development is a little way off the strategic road network. The application is for agreement of matters not agreed at outline stage and is unlikely to change traffic generations or result in other impacts upon the Strategic Road Network. The granting of this permission is therefore unlikely to result in a severe impact upon the Strategic Road Network.

Natural England

8.2 Natural England has no comments to make on this approval of reserved matters application.

Thames Water

8.3 Waste Comments:

Thank you for consulting Thames Water for the discharge of matters relating to Surface Water. Thames Water confirms the surface water condition referenced can be discharged based on the information submitted.

Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

NATS Safeguarding

8.4 The proposed development has been examined from a technical safeguarding aspect and does not conflict with NATS safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

MAG Stansted Airport

- 8.5 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objections to the proposal subject to aerodrome safeguarding conditions which should be imposed on any planning permission granted in the interests of aircraft safety.

ECC Highways

- 8.6 The impact of the proposal is acceptable to the Highway Authority from a highway and transportation perspective subject to highway conditions.

Further comments received 27 July 2020:

The Highways Authority has no additional comments to make on the revised drawings submitted to those made on 23 June 2020.

Place Services (Ecology)

- 8.7 No objections.

Summary:

We have reviewed the Hard and Soft Landscaping Proposals (Guarda Landscaping, 2020), the Plant Schedule and Outline Soft Landscape Specification (Guarda Landscaping, 2020) and the Landscape Layout Plan (Guarda Landscaping, 2020) and we are satisfied with the details contained within. We support the proposed native species planting and the provision of hedgehog friendly fencing which will enable to support wildlife post-construction. The finalised Biodiversity Enhancement Measures will be included in an Ecological Design Strategy, secured as a condition of consent for UTT/16/3669/OP.

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

ECC Suds

- 8.8 Lead Local Flood Authority position:

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:

This reserved matters application is relating to details that do not relate to drainage. We therefore have no comments. Drainage conditions imposed at outline permission stage should remain in place.

UDC Housing Enabling Officer

- 8.9 I have looked at the above planning application and am happy with the proposed mix of affordable housing. My only question would be is why do all of the affordable properties have parking courts and the market housing have individual driveways? Parking courts can become a housing management issue. There would appear to be enough room on site if the parking courts are removed to allow for individual parking spaces for each property, even if it has to be tandem in-curtilage parking.

Further comments received 24 April 2020:

The application says the affordable housing mix was agreed with the council's enabling officer. The application is for 35 units in total, including 11 affordable. However, I note that this only achieves 31.5% affordable housing across the site. Was there an acceptable reason agreed by planning as to why this is not 40%? The tenure split of the 11 is as it should be and the mix of the affordable rented housing is good.

UDC Environmental Health Officer

- 8.10 Recommendation:

No specific comments to make.

Comments:

Thank you for consulting Environmental Health on this reserved matters application in relation to access, scale, layout, appearance and landscaping.

I have no specific comments to make on the submissions. However, as part of a separate DOC application, namely UTT/20/335/DOC, I have requested further information in relation to a noise mitigation scheme, which has now been submitted (noise condition now discharged).

UDC Landscape Officer

- 8.11 The submitted revised planting proposals are satisfactory and can be approved. The fencing and hard landscaping details are also satisfactory.

Further comments received 11 September 2020:

The revised soft landscaping plans submitted for the grassland area are considered satisfactory.

9. REPRESENTATIONS

- 9.1 None received. Neighbour notification period expires 26 March 2020. Advertisement expires 26 March 2020. Site notice expires 26 March 2020.

10. APPRAISAL

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

- A Access (ULP Policy GEN1);
- B Scale (ULP Policy GEN2);
- C Layout (including parking standards) (ULP Policies GEN2 and GEN8);
- D Appearance (ULP Policy GEN2);
- E Landscaping (ULP Policy GEN2).

A Access (ULP Policy GEN1)

- 10.1 The principle of separate vehicular access to this proposed housing development direct from Bedlars Green Road away from Great Hallingbury Manor was accepted by the Highways Authority and the Council as part of approved outline application UTT/16/3669/OP. As such, this previously indicated and approved siting position remains unchanged as shown for the current reserved matters application.
- 10.2 The proposed site layout drawings submitted demonstrate that the proposed vehicular access into the site would be able to be provided at 5.5m carriageway width with a 2m wide footway with appropriate clear to ground visibility splays onto Bedlars Green Road to the north and south, namely 2.4m x 74m to the north and 2.4m x 120m to the south and thus being in compliance with condition 4 imposed under UTT/16/3669/OP requiring adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety. A two way internal loop road system for the proposed housing scheme would feed off the main vehicular access into the site whereby it has been demonstrated through swept path analysis that refuse and emergency vehicles would be able to use the loop road system without detriment to highway safety for other road users.
- 10.3 ECC Highways have stated in their consultation response that they are satisfied with the access arrangements shown for the proposed housing scheme where safe and suitable access to the site has been shown to be able to be satisfactorily achieved subject to recommended highway conditions being imposed on any grant of reserved matters permission, to include a condition ensuring that clear to ground visibility splays along Bedlars Green Road are provided and subsequently maintained and also that a clear to ground visibility splay of 2.4m x 25m to the east along the new access road is provided for the adjacent farm track entrance (dwg.63432-001 Rev B). Given that ECC Highways have not expressed any adverse comments on the details submitted, Access as a reserved matter is considered acceptable under ULP Policy GEN1.

B Scale (ULP Policy GEN2)

- 10.4 The height, scale and massing of the dwellings would range between one and two storey dwellings whereby the dwellings have been designed to reflect the numerous types and existing forms of development within the immediate area of the site and would respect the character and visual characteristics of the village area in general, which is split between Start Hill to the immediate north-west incorporating linear housing and the more relaxed and vernacular built form of Church Road further to the south.
- 10.5 The ridge heights and plot spacing between the proposed dwellings would have due regard to the existing housing stock within the locality and are shown limited to two storey height to limit any impacts on the wider landscape whereby cross section drawing drwg. Ref. 19-009-A-004 shows the variation in ridge heights between the single storey and two storey units. The dwellings proposed are shown

to be simple two storey pitched roof units, with the smaller sized dwellings being grouped to the western side of the site to form an active street frontage reflecting a terraced and gabled aspect to the main view on entering into the site and the larger dwellings positioned on the eastern side of the site which would follow a similar pattern and form as the smaller units with the addition of side extension features in the form of intersecting 1.5 storey height chalet style roofs with dormer windows. This style of dwelling adopted within the traditional design approach would seek to compliment surrounding properties within the area.

- 10.6 From the above assessment, it is considered that Scale of the proposed development as shown for this housing scheme as a reserved matter is acceptable for this semi-rural location and would accord with ULP Policy GEN2.

C Layout (including vehicle parking standards) (ULP Policies GEN2 and GEN8)

- 10.7 The detailed housing layout as submitted for this DFO application differs from the indicative layout as shown in principle for outline application UTT/16/3669/OP insofar as the indicative layout for the outline application showed the housing layout having three road termini's rather than incorporating an internal road loop system as now shown. However, it should be emphasised that the outline indicative layout was shown for illustrative purposes only. The effect of this housing/road layout change for the current reserved matters application is to introduce a more uniform, if not rather grid like housing layout. However, as previously mentioned in this report, this changed layout reflects informal discussions which have taken place with officers following the grant of the outline scheme and before the submission of the current DFO application as to what could represent an appropriate layout for the site.
- 10.8 The proposed site layout as now submitted has nonetheless been designed so as to reflect the scale and simplicity of the development with a single access road feeding into the development incorporating a loop access road system with an area of shared access driveway serving the larger dwellings on the eastern side of the development site. This layout would allow each individual dwelling to be positioned to maximise the plot area and be orientated to ensure that the dwellings and living areas receive direct sunlight during the day without the potential for overshadowing or undue overlooking.
- 10.9 The layout includes provision of an area of public open space/children's play area with dedicated soft tactile landscaping features within the overall landscaping strategy for the development. The POS is shown to be provided close to the middle of the site between Plots 28 and 29 and to the rear of Plots 33 and 34, which is considered to be an acceptable siting position, including surveillance. All private garden amenity plots shown for the dwellings would comply with Essex Design Guide minimum garden amenity standards for 1, 2, 3 and 4+ bedroom dwellings respectively as referenced in the dwelling schedule above thereby affording an acceptable level of residential amenity for future occupiers of the proposed dwellings without incurring any significant intra-overlooking/loss of privacy occurring from adjoining plots.
- 10.10 Both resident and visitor parking has been integrated into the site layout to an appropriate degree and would avoid, where possible, the domination of car parking as viewed from outside of the site and from within the development itself whereby this has been achieved to a greater extent by the use of variation in external material finishes and landscaping screening to integrate the parking requirements within the overall layout design. It is accepted that a parking court

comprising twelve spaces for Plots 3-8 is shown on the proposed site layout plan in the north-west corner of the site between Plots 5-6. However, this courtyard parking, whilst not considered ideal taking into account the comments of the Council's Housing Officer, is not regarded to be excessive for the proposed development taken as a whole.

- 10.11 On-plot resident parking for all of the dwellings would accord with the Uttlesford Local Residential Parking Standards for 1, 2, 3 and 4+ dwelling units as shown within the above dwelling schedule. Tandem parking, where this is shown to occur, would be limited across the development. 9 no. visitor parking bays would be provided for the development which would be comprised within three separate visitor parking bay areas to be formed off the internal loop road whereby this level of visitor parking would also accord with adopted parking standards (35 dwellings / 0.25 = 8.75 VP bays).
- 10.12 The calculated housing density for the proposed housing scheme would be 25 dwellings per hectare, which in this instance would provide 35 dwellings based on a calculated area of 1.4 ha where this quantum of dwellings was set for the outline approved application. This density level is considered to reflect that of surrounding development for this edge of settlement location to the south-east of Start Hill and would be acceptable whereby it would be at the lower end of the housing density spectrum in order to make efficient and effective use of the land in accordance with the provisions of the NPPF.
- 10.13 The submission proposes a mix of 1, 2, 3, 4 and 5 bedroomed homes. This would include 11 affordable housing units which would be of an appropriate tenure and mix identified by the Council's Housing Enabling Officer. As such, it is considered that the development would contribute to meeting the housing needs of all sections of the community by providing an adequate number and range of accommodation, including affordable housing, and therefore represents an appropriate housing mix for the submitted scheme whereby this aspect of the scheme continues to be supported by the Parish Council.
- 10.14 The Council's Housing Strategy and Operations Manager has queried why the DFO application submitted as a 35 unit housing development, including the eleven affordable units, achieves only 31.5% affordable housing for the development rather than the normal 40% policy compliant figure whereby this would otherwise require that fourteen affordable units be provided. It is the case, however, that eleven affordable housing units were agreed and included within the signed s106 agreement for the approved outline application for this development under ref; UTT/16/3669/OP rather than fourteen units and is the reason why eleven affordable units have subsequently been shown to be included for this reserved matters application, which in itself does not consider the issue of affordable housing whereby this issue was addressed and agreed for this scheme at outline planning stage.
- 10.15 5% of the dwellings for the proposed development would be built to Category 3 (wheelchair user) housing M4 (3) (2) (a) wheelchair adaptable standard, these dwellings being Plots 11 and 29 as bungalows, with the remaining dwellings being built to Category 2: Accessible and adaptable dwellings M4 (2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition, to include the dwellings for Plots 12, 27 and 32, also as bungalows. This level of accessible dwelling provision would ensure compliance with ULP Policy GEN2 and the Council's SPD "Accessible Homes and Playspace" as well as compliance with Condition 9 of outline permission UTT/16/3669/OP. Overall, therefore, it is

considered that Layout as a reserved matter for the proposed development complies with ULP Policy GEN2.

D Appearance (ULP Policy GEN2)

- 10.16 The height, scale and massing of the proposed dwellings would reflect the varied types and existing forms of development within the immediate village area and would from this respect the character of the village whereby the dwellings would comprise simple double fronted and gable fronted houses with good pitched roofs with varied facing brickwork and stained timber painted boarding with predominate use of plain clay tiles and use of timber bargeboards. The use of hipped roofs and dormer windows would also be incorporated. External boundary treatments to the dwelling plots would include timber picket fences, post & rail fencing, hedgerows and low walls.
- 10.17 The appearance of the dwellings as shown with the inclusion of different housing styles and treatments is considered acceptable for this site location and Appearance as a reserved matter would comply with ULP Policy GEN2.

E Landscaping (ULP Policy GEN2)

- 10.18 The site backs onto agricultural land on two sides and therefore it would be necessary for any housing scheme of the size proposed to be able to be properly assimilated into the local landscape. Approved outline planning application UTT/16/3669/OP was accompanied by an Arboricultural Impact Assessment Report and Tree Protection Plan, whilst the current reserved matters application is accompanied by detailed hard and soft landscape proposal drawings for both landscaping treatment of the external boundaries and for the internal areas, including the public open space/children's play area.
- 10.19 The proposed dwellings on the western side of the site nearest to Bedlars Green Road would be substantially screened to the highway by an existing heavy tree belt. New planting is proposed throughout and surrounding the development, including a 13m wide soft planting buffer on the southern boundary and a minimum of a 2m wide planting buffer on the northern boundary, which would help to soften the new built form into the countryside setting and which would include new tree, hedge and shrub planting that would also help to increase natural biodiversity levels at the site, which is currently low, thereby in turn increasing natural habitat value. In this respect, bat foraging areas and bat commuting paths would be retained within landscaped corridors to maintain and enhance opportunities for biodiversity.
- 10.20 The landscaping scheme would incorporate ecological features which would include hibernacula and bat and bird boxes. Additionally, the mix specified for the native hedgerows would incorporate predominantly nut bearing species rather than fruit bearing species alongside species such as field maple in the interests of aircraft safety given the site's location underneath the flightpath to Stansted Airport. An area of existing grassland to the north of the proposed housing area shown within the application site edged in red would be maintained as a grass meadow, which would be accessed between Plots 10 and 11, whilst the dry attenuation basin to be formed on the northern boundary adjacent to the existing rear service road to Great Hallingbury Manor would be planted with a wet wildflower mix (see revised drawings 19-009-02-J and GUA-DR-L-010 Rev P07).

- 10.21 The revised hard and soft landscaping drawings submitted, including the revised Plant Schedule and Outline Soft Landscape Specification, have been considered by the Council's Landscape Officer, who has stated in his revised consultation response received on 11 September 2020 that the overall landscaping strategy and detailed hard and soft landscaping specifications submitted for this DFO scheme are acceptable. Given this assessment, no landscaping objections are raised as a reserved matter under ULP Policy GEN2.

11. CONCLUSION

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

- A Vehicular access arrangements for the proposed development are considered acceptable.
- B The scale of the proposed development is considered acceptable.
- C The layout of the proposed development, including indicated parking arrangements, is considered acceptable.
- D The appearance of the proposed development, which would involve a mix of dwellings styles, is considered acceptable.
- E The hard and soft landscaping measures specified for the proposed development for both external boundary treatments and internal areas are considered acceptable.

RECOMMENDATION – APPROVAL WITH CONDITIONS

Conditions

1. All proposed hard and soft landscape works for external boundary treatments and internal areas for the development scheme as approved shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the dwellings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the visual amenity value of the development in accordance with ULP Policies GEN2, GEN7 and ENV3 of the Uttlesford Local Plan (adopted 2005).

2. Prior to commencement of development, samples of materials to be used in the construction of the external surfaces of the dwellings for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be implemented using the approved materials. Subsequently, the approved materials shall not be changed without the prior written consent of the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

Pre-commencement justification: To ensure that the resulting development does not harm the visual amenities of the area at this semi-rural location.

3. Prior to first occupation, the access as shown in principle on drawing number 163432- 001 Rev B shall be provided with a 5.5m width, 2m footway, and associated clear to ground visibility splays onto Bedlars Green Road of 2.4m x 120m to the south and 2.4 x 74m to the north. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

4. The farm access to the south of the access road as shown in principle on drawing number 163432-001 Rev B shall be provided with clear to ground visibility splay of 2.4m x 25m to the east. Such vehicular visibility splay shall be provided before the access is first used by vehicular traffic and retained free of any obstruction thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

5. The dwellings shall not be occupied until such time as the associated vehicle and cycle parking indicated in principle on 19-009-01 Rev M has been provided and parking bays hard surfaced and sealed and retained for that parking use thereafter.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

6. 5% of the dwellings approved by this permission shall be built to Category 3 (wheelchair user) housing M4 (3) (2) (a) wheelchair adaptable. The remaining dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4 (2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

REASON: To ensure compliance with ULP Policy GEN2 (c) of the Uttlesford Local Plan 2005 and the Council's adopted SPD, "Accessible Homes and Playspace".

7. The proportion of berry-bearing species shown for the indicated soft landscaping works/measures for the housing scheme hereby permitted shall be reduced to less than 20% for each type of planting.

REASON: Flight safety- Bird-strike Avoidance- in order not to result in a block of attractive feeding habitat for hazardous flocking species in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

8. Half of the orchard trees shown for the indicated soft landscaping works/measures for the housing scheme hereby permitted shall be replaced with nut trees or other non-berry and fruit bearing trees.

REASON: Flight safety- Bird-strike Avoidance- alongside the allotments is a small orchard of fruiting trees that has the potential to attract and support a number of hazardous bird species in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

9. The attenuation basin shall not hold open water except during and immediately after a significant rainfall event and will drain to a dry basin within 48 hours.

REASON: Flight safety- Bird-strike Avoidance- a water body would be attractive to hazardous species of birds which, at this location, is an unacceptable risk to flight safety in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

10. All external lighting shall be capped at the horizon.

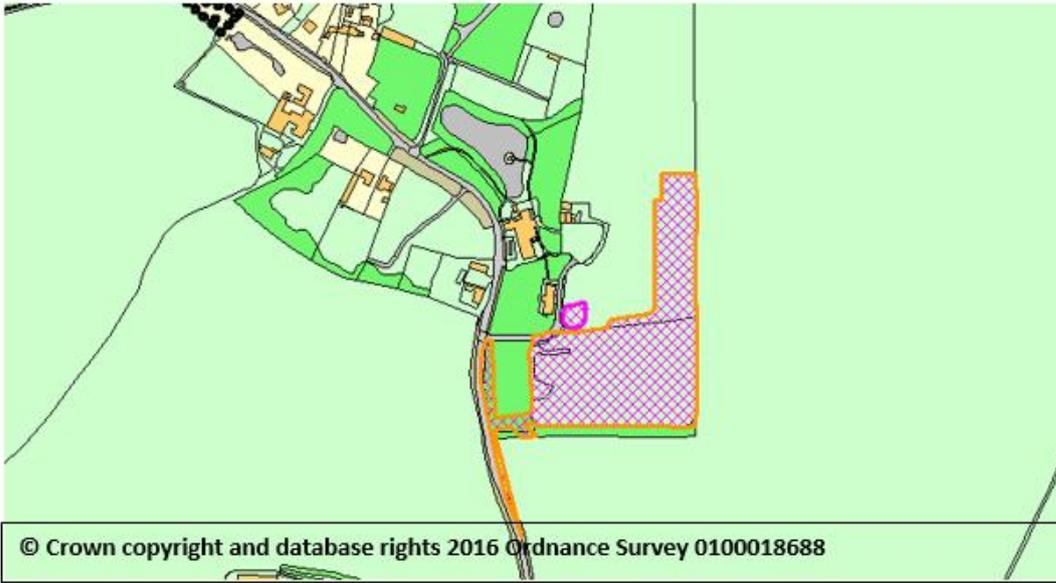
REASON: Flight safety- any lighting at this location has the potential to cause confusion or distraction to pilots in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

11. Robust measures shall be taken by the developer to control any dust and smoke during construction.

REASON: Dust and smoke are hazardous to aircraft engines; dust and smoke clouds are a visual hazard to pilots and air traffic control in accordance with ULP Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

12. Prior to dwelling occupation the dwellings shall be provided with electric vehicle charging points. The charging points shall be fully wired and connected, ready for first use and retained for occupant use thereafter.

REASON: To encourage/support cleaner vehicle usage in accordance with the NPPF and ULP Policies ENV13 and GEN2 of the Uttlesford Local Plan (adopted 2005).



Organisation: Uttlesford District Council
Department: Planning
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