

UTT/20/2028/FUL

PROPOSAL: Erection of single storey extension to existing retail store to provide additional sales and back-of-house space and amended car park layout

LOCATION: Tesco Store, Stortford Road, Great Dunmow, CM6 1SF

APPLICANT: Tesco Stores Limited

AGENT: Alsop Verrill Limited

EXPIRY DATE: 13 November 2020 (Extension of time to be agreed)

CASE OFFICER: Clive Theobald

1. NOTATION

- 1.1 UDC Adopted Local Plan: Within Development Limits.
Great Dunmow Neighbourhood Plan (GDNP): Within Town Development Area (TDA).

2. DESCRIPTION OF SITE

- 2.1 The site comprises the existing Tesco retail store with associated car park, service area and petrol filling station which lies on the north side of the B1256 Stortford Road close to the roundabout junction with Woodside Way.
- 2.2 Woodlands Park, a large private housing estate which is still under construction at its northern end, lies to the immediate north of the site, whilst Great Dunmow Primary School lies to the immediate east. A large parcel of land allocated and granted outline planning permission for phased future housing lies to the immediate west across Woodside Way (Land West of Woodside Way). A large housing development has also very recently been granted planning permission for Land South of Stortford Road opposite the application site.

3. PROPOSAL

- 3.1 This full application proposal relates to the erection of a single storey extension to the existing Tesco retail store at Stortford Road to provide 1,054sqm (gross) of additional floorspace to allow the store to stock a wider range of products, including children's clothing, and would also allow more shelf space for popular lines. The extension would have a stated sales area of 790sqm and a "back of house" area of 264sqm (1.054sqm), representing a floor area ratio of 3:1 between retail sales and warehouse space.
- 3.2 It is stated that the proposed store at present only has between 20% to 25% of the selling space needed for some of its most popular lines whereby a larger store would allow the store to stock a wider range of products, including children's clothing, and would also allow for a smoother and more efficient in-house retail operation with resultant less congestion for customers thereby resulting in an improved customer experience within the store.

- 3.3 The proposed extension would involve the loss of 36 no. existing parking spaces at the rear of the site, including disabled parking, although this loss of parking would be compensated through a reconfigured car parking layout. Vehicular access arrangements at the site would remain as existing with the exception of a change in the bend at the front end of the car park, although the proposal would include the widening of the existing pedestrian access from the store car park to Stortford Road to be made suitable for cycle and pedestrian access and connection to the existing footway/cycleway.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The development does not constitute 'EIA development' for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

5. APPLICANT'S CASE

- 5.1 The application is supported by the following reports to inform and justify the proposed development:

- Planning, Design and Access Statement
- Retail Impact & Sequential Assessment
- Transport Statement
- Sustainable Drainage Strategy Report
- Statement Of Community Involvement

- 5.2 The submitted **Planning, Design and Access Statement** sets out the development proposal, explains the reasons for refusal of application UTT/19/0255/FUL for the same development as now applied for, sets out the commercial imperatives for the proposal and makes observations on the officer's delegated report for the refused application.

- 5.3 The submitted **Retail Impact & Sequential Assessment** explains the existing Tesco store within its locational and retail context, the national and local planning policy context, the basis for the assessment study, the methodology for the sequential assessment and its findings, the methodology for the retail impact assessment and its findings, and makes overall detailed conclusions on both assessments, these being as follows;

a. Introduction

- The Uttlesford Retail Study Update identifies capacity for new convenience floorspace for Great Dunmow over the Plan period 2016-2033 of 3,080sqm by 2033. The Retail Study Update and local planning policy acknowledge that it is often not possible to find a site large enough and properly situated to accommodate a retail foodstore capable of meeting the needs of local people. Great Dunmow town centre is constrained as a result of its tight knit historic environment and large amount of listed buildings, and conservation area status. Nevertheless, it is performing relatively well for a town of its size, as observed within the Uttlesford Retail Study Update.
- If the need identified by the Retail Study Update cannot be met locally, people will shop elsewhere, meaning travel that would otherwise be

unnecessary and taking with it expenditure on other types of shopping that could have been done in the town centre. The evidence is compelling that need should be addressed as soon as possible, and not towards the end of the Plan period.

b. The Application Proposal and Recent Past Permissions

- The extension proposed is about 30% smaller in terms of sales floorspace than a development scheme approved by Uttlesford District Council in 2008 and then again in 2013 [UTT/1850/06/FUL and UTT/1928/11/REN], with the proposals supported by Great Dunmow Town Council. The local planning authority considered that development acceptable in principle and in order to approve it, concluded that:
 - it would have a negligible effect on Great Dunmow Town Centre;
 - it would retain trade within the District to the benefit of the town centre;
 - there were no sequentially preferable sites available, suitable and viable;
and
 - it was acceptable on highways, environmental, landscape and Townscape terms.
- The circumstances today mean that these factors still apply, but with greater force. Significant growth in the population of the area served by the store has meant that it has become increasingly busy, which results both in trading and customer conditions that are less than optimal, and an inability of the store to stock both the range and depth of lines that customers require. Further growth is projected in Great Dunmow meaning that the town could almost double in size by 2033. There are about 3,800 homes in the town now, with about 3,000 new homes either under construction, with planning permission or allocated in the Regulation 19 Uttlesford Local Plan. This accentuates the need for more sales and back-up space.
- It is good planning to have this established before new people move into the town, so that they have ready access to good, local shopping facilities an which helps retain trade in the area.
- The width and range of goods in the store now is not big enough. This means that it loses a lot of trade to stores outside the area. The inability to buy various types of non-food goods in the town, such as clothes for children, is a significant problem for many of the store's customers.
- Thus, one of the main factors that led to the approvals in 2008 and 2013, the retention of trade within the District to the benefit of the town centre, is diminished and needs to be remedied.

c. Sequential Test

- The Planning Policy Guidance on the application of the sequential test at paragraph 009 is clear; they need to be proportionate and appropriate for the given proposal.

- Following the advice in the Guidance and in the NPPF, the suitability of more central sites to accommodate the proposal has been considered. Whereas there is scope for flexibility in the format and/or scale of the proposal, as evidenced by the smaller scale and different format of the extension now proposed compared with that approved in 2008 and 2013, there is no flexibility in location: an extension to a store to provide additional floorspace and additional ancillary space can only be located adjoining the store for sound operational reasons. That being said, all the sites considered in this assessment are much too small to accommodate the floorspace required and would make a very limited contribution to the functioning and efficacy of the store or the town centre. As there are no suitable sequentially preferable locations, the sequential test is passed.
- The considerations identified within the Planning Policy Guidance at paragraph 011 have all been fulfilled. The out of centre location is well connected to the town centre and is thus a preferred location of its type.

d. Impact Test

- The steps required to be taken in applying the impact test identified in paragraph 018 of the guidance have been followed and a satisfactory set of outcomes has resulted.
- The proposed development will not undermine Great Dunmow town centre and will help to support it by enabling people to shop locally, purchasing goods and services in its shops and services and not Bishop's Stortford, Braintree, Chelmsford or other distant towns. It will not have any material effect on the viability and vitality of any other centre, but will enable more shopping to be done by local people in Great Dunmow and not in mainly freestanding stores elsewhere.

e. Policy

- Policy RS2 of the adopted Local Plan 2005 recognises the constraints imposed upon development in historic town centres.
- Policy RET1 of the emerging Uttlesford Local Plan 2033 is clear that *new retail floorspace will be supported where it is directly consistent with identified need.*
- The recognition within Policy RET1 of capacity for 'a large sized foodstore' in Great Dunmow, and which is based on the Uttlesford Retail Study Update of May 2018, is highly pertinent to this retail assessment.
- Of great importance, it is considered that the development proposed will help realise the principles and core objectives of the Great Dunmow Neighbourhood Plan and make its own contribution to the achievement of The Vision Statement.

f. Overall Conclusions

- It is, therefore, concluded that the proposed extension of the existing store represents the most appropriate solution to provide additional much needed convenience provision within Great Dunmow.

5.4 The submitted **Statement of Community Engagement** explains the various means by which Tesco Stores Limited have publicised its proposed extension scheme to the wider community, these being as follows;

As Tesco's proposal is a 'major application', proper public relations engagement was carried out prior to and after the submission of planning application UTT/19/0255/FUL. The principal issues addressed were:

- Enhancement to shopping facilities at, and conditions within and outside, the extended store;
- No perceptible increase in vehicular traffic as a consequence of the Extension proposed;
- Reduction in need for people to travel to buy certain goods available at larger superstores outside the area;
- Improvement to the amenity and outlook of those living closest to the store as there would be no need for the erection of a temporary warehouse as happens in the lead-up to Christmas and in the weeks afterwards and less activity at that end of the car park;
- No adverse effect on Great Dunmow Town Centre;

5.5 Measures taken in the public relations engagement included:

- Wrote to UDC Councillors May 2019, see example letter at Appendix 1.
- Letters to local residents and in-store poster about the proposed extension (see Appendices 2 and 3).
- Meeting with and presentation to Great Dunmow Town Council and which in its consultation response about the planning application wrote:

"The Town Council supports this application. We request that disabled parking bays are located close to the front entrance to the store. Disabled parking bays are located close to the front entrance to the store as is shown on the submitted drawings".

- Members of Tesco's communications team spoke to Ward Members to see if they had any issues relating to the store. None were raised. One Ward Member alerted Tesco to the possibility of creating a footpath for pupils of the neighbouring Woodlands Park Primary School to use to access the school to increase their safety. Discussions continued on and off for much of the time that the planning application was with the local planning authority.

5.6 The applicant has provided a detailed response dated 13 October 2020 to the initial consultation response received from the UDC Acting Economic Development Officer [see further below in this report] in relation to the currently submitted proposal, which is as follows;

Background to the Planning Application Proposal

5.7 "The need for a proportionate Retail Impact and Sequential Assessment was confirmed at a pre-application meeting between representatives of Tesco Stores Ltd and the LPA (Karen Denmark) on the 14th March 2019. The main reasons for this being that:

- i. The extension would provide an additional 790 sqm of retail sales floorspace;

- ii. Uttlesford District Council twice in the recent past (2008 and 2013) has approved an extension to the store larger than that now proposed (1,242 sqm net);
- iii. Planning permission was granted by Uttlesford District Council on 1st October 2008 for 'extensions of existing class A1 retail store, alterations to existing car park' (UTT/1850/06/FUL). The total extended space amounted to 1,242 sqm of net floorspace; and
- iv. The planning permission was renewed with a further grant of consent on the 3rd September 2013 (UTT/1928/11/REN). The principle of the proposal therefore remained acceptable.

The local planning authority considered those proposed developments acceptable in principle and, in order to approve them, concluded that:

- i. it would have negligible effect on Great Dunmow Town Centre;
- ii. it would retain trade within the District to the benefit of the town centre;
- iii. there were no sequentially preferable sites available, suitable and viable; and
- iv. it was acceptable on highways, environmental, landscape and townscape terms.

Great Dunmow Town Council also supported the 2008 and 2013 proposals.

In respect of reason for refusal reason 2 of subsequently submitted and refused planning application UTT/19/2055/FUL [see Planning History below] a Sustainable Transport Contribution of £197,000 has been agreed with Essex County Council Transportation and Smarter Travel.

- 5.8 Savills in its Retail Study Update for Uttlesford District Council published on the 9th May 2018 set out the convenience floorspace capacity for Great Dunmow over the Plan period 2016-2033. It is clear that significant expenditure growth is expected and which will result in a convenience floorspace need of 3,080 sqm by 2033. We should emphasise that this is retail sales floorspace and not 'sales floorspace' which covers a larger area as it includes all areas to which the public is admitted.

As a matter of planning policy, the applicant did not have to submit a Retail Impact Assessment. One was prepared and submitted essentially to give comfort to officers and Councillors of the local planning authority and to Great Dunmow Town Council and the general public.

Great Dunmow Town Council confirmed its support for the development proposed by planning application UTT/19/2055/FUL in its undated consultation response submitted to the District Council.

Savills' Review of the Retail Impact and Sequential Assessment for planning application reference UTT/19/2055/FUL

- 5.9 Savills was asked to review the document described above, with the cost borne by Tesco Stores Limited. Karen Denmark, the Planning Case Officer for that application, summarised the advice received in her delegated report:

"The proposals have been independently assessed and it is concluded that the proposals meet the sequential test. However, concerns have been raised in respect of the impact test. The applicant's information estimates that the proposed extension would generate a turnover of £3.893m at the design year (2022) when

trading patterns have settled. This is estimated to draw 8.7% of the existing trade from the town centre. No evidence is provided by the applicant as to where the remaining 91.3% of the trade will be diverted from”.

Correction: Appendix 8 to the Retail Impact and Sequential Assessment accounted for the derivation of every penny of the additional turnover from convenience goods attributable to the proposed extension.

The delegated officer report continued:

“On this basis, it is considered that the applicant has significantly underestimated the impact on the town centre. The applicant has estimated that the impact on the town centre Co-op store would be around 3.2%. However, the independent analysis estimates that this impact may in fact be as high as 15%”.

Response: On the 15th November last year, we wrote in a letter to Karen Denmark on Savill's assessment of the Retail Impact and Sequential Assessment:

“The only vaguely comparable store is the Co-operative on White Street, a very small store that has continued to trade and apparently flourish in the almost 25 years since the Tesco store first opened. The Retail Study Update demonstrates that it performs better than the average Co-operative store. It is simply most unlikely that any customers after almost 25 years of co-existence would desert the Co-operative store for the Tesco store as proposed to be extended to a material extent. It would continue to function and to provide a service to its shoppers and to fulfil the role that it has fulfilled as part of the town centre shopping offer”.

The delegated officer report continued:

“Notwithstanding this, the assessment is unlikely to have an impact that could be deemed ‘significant adverse’. It is also noted that there is no assessment of the effect of the proposals on non-food shopping despite including 40% comparison sales floor space”.

Correction: the Retail Impact and Sequential Assessment dealt with this subject extensively, though not with the fine level of detail used in connection with expenditure on and turnover from convenience goods.

Looked at another way, the extension proposed will result in approximately 310sqm of new comparison goods sales floorspace. This could potentially have a trading density up to £13,000 / square metres. If so, the £4.030m turnover would still leave £9.619m to be spent in local shops and elsewhere. This is equal to about three quarters of the comparison goods turnover of Great Dunmow town centre predicted for 2022 (Table 13, page 54). This in itself indicates the extent of surfeit of expenditure over floorspace. No harm would be caused to Great Dunmow town centre by this element of the proposal either.

The advice continued:

“Notwithstanding this, there is very limited comparison shopping provision in Great Dunmow and it is considered that the proposals are unlikely to have a significant adverse effect on the vitality and viability of Great Dunmow Town centre overall”.

Sustainable Development

- 5.10 The following paragraphs have been extracted from the Conclusions to the Retail Impact and Sequential Assessment in amplification of the four factors that led to the approval of the larger extension in 2008 and 2013 set out at bullet e under the heading 'Background to the Planning Application Proposal on page 2 above.

"The circumstances today mean that these factors still apply, but with greater force. Significant growth in the population of the area served by the store has meant that it has become increasingly busy, which results both in trading and customer conditions that are less than optimal, and an inability of the store to stock both the range and depth of lines that customers require. Further growth is projected in Great Dunmow meaning that the town could almost double in size by 2033. There are about 3,800 homes in the town now, with about 3,000 new homes either under construction, with planning permission or allocated in the Regulation 19 Uttlesford Local Plan. This accentuates the need for more sales and back-up space". [8.4].

"It is good planning to have this established before new people move into the town, so that they have ready access to good, local shopping facilities and which helps retain trade in the area". [8.5]

"The width and range of goods in the store now is not big enough. This means that it loses a lot of trade to stores outside the area. The inability to buy various types of non-food goods in the town, such as clothes for children is a significant problem for many of the store's customers".

"Thus, one of the main factors that led to the approvals in 2008 and 2013, the retention of trade within the District to the benefit of the town centre, is diminished and needs to be remedied". [8.7]

Specific Economic Benefits of the Proposal

- 5.11 There are a number of specific factors about the proposed development that add to its being an entirely sustainable development, with clear economic benefits. It has been confirmed to us that the proposed extension is one of Tesco's priorities in its growth plan for the near future. The objective is to have all the work subject to this planning application completed in 2021.

Tesco's store productivity team has run a model based on similarly-sized stores in the area to predict potential increase in staffing numbers arising from the proposed extension. As a consequence, we have been informed there would be an increase of 30-40 employees, working on average 22 hours a week.

This information was provided to us indirectly by the Corporate Research Unit at Tesco's Stores Ltd, and is based on comparable stores at Bishop's Stortford, Harlow (Edinburgh Way) and Braintree (Marks Farm);

This information has been supplied to the local planning authority for its use only and should not be shared with any third party without the express written consent of Tesco Stores Limited.

You will be aware that the Great Dunmow Neighbourhood Plan on page 122 reports that:

"The out-of-town supermarket (Tesco) and Helena Romanes School are the town's two biggest employers..."

Great Dunmow Town Council has confirmed its support for the development proposed by planning application UTT/20/2028/FUL”.

6. RELEVANT SITE HISTORY

6.1 The following determined applications by the Council are relevant to the current application proposal:

UTT/1850/06/FUL – Extension of existing retail store and alterations to car park - Approved 1 October 2008 – scheme not implemented.

UTT/1928/11/REN – Renewal of planning permission UTT/1850/06/FUL - Approved 3 September 2013 – scheme not implemented.

6.2 Both of these earlier proposals sought two extensions to the sales area comprising 1,242sqm in total, with one proposed on the northern side of the store and one on the southern side with an additional bulk store extension on the southern side also. The original of these applications was made as part of the company’s overall development programme, wherein it sought to facilitate improvements to stores within its estate in readiness for actual implementation. The Council understands that implementation of the original permission did not prove optimal in the timeframe and the renewal application was submitted simply to keep the original permission alive.

6.3 In August 2019, the Council received a further planning application for the erection of a single storey extension to the existing Tesco Retail Store, Stortford Road to provide additional sales and back-of-house space and amended car park layout under ref; UTT/19/2055/FUL comprising a reduced floorspace of 1,054sqm. The delegated officer’s report for the proposal stated that independent analysis estimated that resultant impact on Great Dunmow High Street could be as high as 15%. Notwithstanding this, the officer’s report concluded that the assessment was unlikely to have an impact that could be deemed ‘significant adverse’. The report also noted that there was no assessment of the effect of the proposal on non-food shopping despite including 40% comparison sales floor space. Notwithstanding this, the report further concluded that there was very limited comparison shopping provision in Great Dunmow and it was further considered that the proposal was unlikely to have a significant adverse effect on the vitality and viability of Great Dunmow Town centre overall.

6.4 In terms of highways impact, ECC Highways identified that the existing Tesco car park had around 30% spare capacity during weekdays and 17% at weekends meaning that the proposed extension could be accommodated at the site without resulting in car parking displacement. It was also noted that there were committed housing developments in the immediate area to the site which would be increasing vehicle capacity at the local Woodside Way junction, and, as such, that the most effective way to mitigate the impact of the proposed development would be to increase the level of accessibility of the site for residents of Great Dunmow who did not currently have access to the store.

6.5 In order to facilitate this improved accessibility, the Highway Authority recommended that contributions to enhance local bus services and improve the cycle access to the site from the town centre be secured to mitigate these impacts whereby this off-site sustainable transport commuted sum contribution could be secured by way of a s106 legal obligation. The applicant indicated that it was

willing to comply with this request, although the submitted application as submitted for determination did not have a legal mechanism accompanying it.

6.6 It was for noted for the submitted application that the potential for a footpath link from the adjacent Great Dunmow Primary School to the Tesco store had been requested. However, the officer's report stated that whilst this would improve accessibility to the local school and help to alleviate congestion at pick up and drop off times, the provision of the footpath link was not necessary or related to the proposed development and that this possible link would need to be pursued directly with the applicant outside of the planning system.

6.7 On 20 April 2020, the Council refused application UTT/19/2055/FUL under its delegated powers for the following reasons:

- 1 Insufficient information has been submitted with the application to demonstrate that the increase to flood risk elsewhere would not arise as a result of the proposal. This is contrary to Uttlesford Local Plan Policy GEN3 (adopted 2005) and paragraph 163 of the National Planning Policy Framework.
- 2 The application does not contain any mechanism to secure the sustainability and accessibility measures required to mitigate the impacts of the proposal. This is contrary to Uttlesford Local Plan Policies GEN1 and GEN6 (adopted 2005) and the National Planning Policy Framework.

7. POLICIES

National Policies

National Planning Policy Framework (NPPF)

Uttlesford Local Plan (2005)

ULP Policy S1 – Settlement boundaries for the Main Urban Areas
ULP Policy E3 – Access to Workplaces
ULP Policy RS1 – Access to Retailing and Services
ULP Policy GEN1 – Access
ULP Policy GEN2 – Design
ULP Policy GEN3 – Flood protection
ULP Policy GEN4 – Good Neighbourliness
ULP Policy GEN5 – Light Pollution
ULP Policy GEN6 – Infrastructure Provision to Support Development
ULP Policy GEN7 - Nature Conservation
ULP Policy GEN8 – Vehicle Parking Standards
ULP Policy ENV11 – Noise generators
ULP Policy RS2 – Town and Local Centres

Supplementary Planning Documents/Guidance

None

Other Material Considerations

Great Dunmow Neighbourhood Plan (GDNP)

GDP Policy DS1: TDA – Town Development Area
GDP Policy GA3 – Public Transport

Essex Design Guide
ECC Parking Standards – “Design and Good Practice” (September 2009)
UDC Parking Standards (adopted February 2013)

8. PARISH COUNCIL COMMENTS

8.1 The Town Council supports this application.

9. CONSULTATIONS

Essex County Council Highways

9.1 Note:

This application was accompanied by a Transport Assessment, which is the same as the one submitted in the previously submitted application and which has been reviewed by the highway authority in conjunction with a site visit and internal consultations. The assessment of the application and Transport Assessment was undertaken with reference to the National Planning Policy Framework 2019 and in particular paragraphs 108 – 109, the following was considered: access and safety; capacity; the opportunities for sustainable transport; and mitigation measures.

The extended store provides 362 car parking spaces (there are currently 360) and 28 new cycle parking spaces (there are currently none). The developer’s surveys have shown that the car park has 30% spare capacity in the week and 17% on Saturdays.

Bearing in mind that there are committed developments in the area which will be increasing the capacity at the local junction, the most effective way to mitigate the impact of this development is to improve the sustainable access to local people and employees and increase the accessibility of the site for local residents of Great Dunmow who do not currently have access by bus to the store. Therefore this response includes recommendations for contributions to enhance local bus services and improve the cycle access to the site from the town centre.

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

Essex County Council SuDS

9.2 As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since the 15th April 2015.

In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:

- Non-statutory technical standards for sustainable drainage systems
- Essex County Council’s (ECC’s) adopted Sustainable Drainage Systems Design Guide
- The CIRIA SuDS Manual (C753)

- BS8582 Code of practice for surface water management for development sites.

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 subject to recommended conditions, including the submission of a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development.

Essex County Council Minerals

- 9.3 The Mineral Planning Authority has no comment to make in relation to this application as the area of the proposed development site located within the sand and gravel Mineral Safeguarding Area is below the minimum Minerals Local Plan 2014: Policy S8 threshold of 5ha.

Anglian Water

ASSETS

Section 1 - Assets Affected

- 9.4 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

“Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991 or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

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

Section 3 - Used Water Network

This response has been based on the following submitted documents: SUSTAINABLE DRAINAGE STRATEGY REPORT. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection. (1) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development

Services Team 0345 606 6087. (2) INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. (3) INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. (4) INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087. (5) INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. The surface water drainage proposal is to discharge flows to the surface water drainage system in Stortford Road, this system is not an Anglian Water owned asset. The developer will need to seek the permission of the owner. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Section 5 - Trade Effluent

The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.

“An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.”

MAG London Stansted Airport

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

Advisory:

The applicant's attention is drawn to the new procedures for crane and tall equipment notifications that will be effective from October 2020, please see: <https://publicapps.caa.co.uk/docs/33/CAP1096%20Crane%20user%20guidance%20Edition%202.pdf>

UDC Economic Development Officer

- 9.6 The aim of the Uttlesford Economic Development Strategy 2018 – 21 is sustainable economic growth across the district, with a focus on several specific areas of priority work. These include the visitor economy, which itself includes the town centres, including Great Dunmow. This planning application for an extension to the existing Tesco store site in Dunmow suggests economic growth, but identifies that the extension will not create any additional jobs, and that some of the additional space will be used to offer a wider variety of items to customers. The result of a wider offer may be further competition between the store and town centre businesses, putting local businesses under additional pressures at this most difficult time. Nationally town centres are suffering reduced footfall and shop closures due to a move to online shopping in recent years, and a change that has been speeded up by the global Covid-19 pandemic. In addition, the pandemic resulted in non-essential store closures for almost three months, and is yet to see footfall restored to pre-pandemic levels. Essential stores such as Tesco's remained open "feeding the nation". It is unclear from the submitted reports exactly what the additional offer would include and more information is required before an informed response can be submitted.

From an Economic Development perspective this application cannot be supported at this time. The extension does not create more jobs, but instead may create more competition with the town centre businesses. Information is necessary to determine whether the store plans to offer goods that are or are not available in Dunmow town centre and a further review will then take place.

A response has been received from the UDC Acting Economic Development Officer dated 29 November 2020 in response to the applicant's response dated 13 October 2020 to her original consultation response received above, which is as follows;

- 9.7 "The original intention of the Economic Development Strategy 2018-21 was to create sustainable business growth across the district. The arrival of the COVID-19 pandemic in March 2020 changed the priorities of local businesses and of the Council's Economic Development Team.

The coronavirus pandemic in 2020 continues to impact on the local economy and, as we re-open from the second national lockdown, many businesses are being pushed to the limit. Sectors hit the hardest include aviation and transport, non-essential retail, hospitality and personal services and the supply chains that are linked to these sectors. The Council's Cabinet recently considered and approved

an Economic Recovery Plan for the period up to 31/3/2022, intended to establish a framework for priority actions in the coming months. That Plan will be considered by Council on 8th December 2020.

The Plan contains four key work themes, which are:

1. Business Engagement and Support
2. Information, Advice and Guidance
3. Skills and Training
4. Creating Jobs / Inward Investment

The Plan looks to prioritise action that supports hardest hit businesses and unemployed residents, while offering opportunities to diversify business models, learn new skills, and encourage entrepreneurial activity. Some of those hardest hit businesses are in the town and village centres across the district, including Great Dunmow.

The Economic Development Team have been proactively addressing town centre issues highlighted by the pandemic, the rise of on-line shopping, the decline of the High Street and of national retail chains and support for the “shop local” campaign. The Council are working in partnership with a social media training company and an on-line shopping platform to offer a “shop local” experience to the district’s residents, a home delivery service and to support businesses across the district to provide their products on-line, to maximise the impact of their social media activity and to learn new skills that will help them to survive.

The Economic Development Team cannot support activity that could further damage the town centre businesses at a time when they are under so much pressure. A physical extension of a supermarket on the outskirts of the town with an extension to their range of goods on offer [as now proposed by Tesco Stores] would encourage customers away from the town centre. It would also act as a deterrent for other businesses to move into the town centre offering those same goods.

I am therefore not in support of this planning application.

UDC Environmental Health Officer

9.8 Recommendation:

I note the previous comment in respect of application No. UTT/19/2055/FUL and, with the application remaining silent in respect of any mechanical plant, I recommend the following condition be attached:

Prior to the commencement of development, details of any plant, machinery or equipment to be installed as part of this development shall be submitted in writing to the Local Planning Authority for approval. Noise resulting from the use of any installed plant machinery or equipment shall not exceed the existing background noise level when measured or calculated according to BS4142:2014 Method for rating industrial noise affecting mixed residential and industrial areas.

10. REPRESENTATIONS

10.1 Two representations received. Neighbour notification period expires 11 September 2020. Advertisement expires 17 September 2020. Site notice expires 24 September 2020.

10.2 Support: 0, Object: 2

Summary of representations as follows:

- Accepted that the current Tesco store is not adequate to meet growing demand, which needs to review/increase. However, the submitted planning statement actually suggests that the proposed extension is about meeting increased footfall, not improving the experience of existing shoppers as the application claims.
- The proposed store extension would reduce even further the prospect of a competitor seeking to open in the town to encourage viable competition and to bring down prices, which would be a better option for residents.
- Only other supermarket in the town is the Co-op, which is not large enough to cater for the requirements of this fast growing town.
- Proposed extension will have a negative impact on nearby residents who already have to contend with the current volumes of traffic 24/7 and whose quality of life is already impacted.
- Shopper experience would be greatly enhanced by having a variety of options through a different provider rather than through the one.
- Consideration should be given to equally distributing retail demand and its impact on local residents by having a store on the east side of the town which will also increase variety and bring in healthy competition. This deficiency will not be helped by this application.
- Should planning permission be given then it is paramount it be with a condition that no heavy goods vehicles or plant access the site before 0800 hours or exit after 1800 and that no construction work take place outside of these hours either.

11. APPRAISAL

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

- A The principle of retail development (NPPF, ULP Policy S1; GDNP Policy DS1);
- B The effect on the economic viability of Great Dunmow (NPPF, ULP Policy RS2);
- C Flood risk (NPPF; ULP Policy GEN3);
- D Transport, traffic, access and parking issues (NPPF, ULP Policies GEN1, GEN8, E3 and RS1, GDNP Policy GA3);
- E Design including proposed materials, landscaping and lighting (NPPF, ULP Policies GEN2, GEN4 and GEN5);
- F Impact on residential amenity (NPPF, ULP Policies GEN4 and ENV11);
- G Impacts on ecology (NPPF, ULP Policy GEN7).

A Principle of retail development (NPPF, ULP Policy S1; GDNP Policy DS1)

11.1 The application site is located within the development limits of Great Dunmow whereby UDC Policy S1 of the Uttlesford Local Plan and Policy DS1 of the GDNP apply. These dictate that development is appropriate within these areas if compatible with the character of the settlement and its setting. In this respect, the proposed retail extension is located within the confines of the existing store site, which has very well defined boundaries. Views of the extension and other

associated works would not be visible from outside of the boundaries of the site to a degree where the proposal could be considered to be visually intrusive within the site's immediate setting. As such and when viewed in the context of the existing building and use of the site as a retail store, the principle of the development is acceptable and in accordance with development plan policies S1 and DS1.

- 11.2 The extension of the existing Tesco store at Stortford Road as proposed has previously been assessed by the Council as being favourable under the required sequential test for application UTT/19/2055/FUL given its relative closeness to the town centre and adjacent housing developments with good road and public transport links and this remains the case for this current application where in essence the application has been submitted to overcome the reasons for refusal as cited for application UTT/19/2055/FUL (see above).

B The effect on the economic viability of Great Dunmow (NPPF, ULP Policy RS2)

- 11.3 The applicant has stated in the submitted application for this proposed store extension that the width and range of goods presently being sold in the store is not big enough to accommodate customer needs and expectations. This has meant that the store is currently losing a lot of trade to stores outside of the Great Dunmow catchment area. Also, it has been identified that the inability to buy various types of non-food goods in the town, such as clothes for children, is a significant problem for many of the store's existing customers.
- 11.4 The store extension proposed is approximately 30% smaller in terms of sales floorspace than the store extension scheme approved by Uttlesford District Council in 2008 and then again in 2013 (UTT/1850/06/FUL and UTT/1928/11/REN), where both of those proposals were supported by Great Dunmow Town Council. It should be emphasised that the additional floorspace proposed is retail sales floorspace and not 'sales floorspace' which covers a larger area as it includes all areas to which the public is admitted.
- 11.5 It is evident from the retail impact assessment which has been carried out on behalf of the applicant for this proposal that there is an identified commercial need for the existing Tesco store to be extended where at present the store only has between 20% to 25% of the selling space needed for some of its most popular lines whereby a larger store would allow the store to stock a wider range of products, including children's clothing, and would also allow for a smoother and more efficient in-house retail operation with resultant less congestion for customers thereby resulting in an improved customer experience within the store.
- 11.6 It is considered that the proposed store extension would not undermine the vibrancy and vitality of Great Dunmow town centre, but would rather help to support it by enabling people to shop locally, purchasing goods and services in its shops and not further afield in Bishop's Stortford, Braintree, Chelmsford or other distant towns where the delegated officer report for application UTT/19/2055/FUL concluded that the proposal would not have a significantly adverse effect on Great Dunmow town centre. The proposal should also be seen in the context of the planned increase in the population of the town, mainly on its west side, whereby the Tesco store is convenient to these areas. The proposed store extension is again supported by Great Dunmow Town Council and would be in broad compliance with the principles and core objectives of the Great Dunmow Neighbourhood Plan.

C Flood risk (NPPF; ULP Policy GEN3)

- 11.7 Uttlesford Local Plan Policy GEN3 seeks to prevent increased flooding. Paragraph 163 of the NPPF requires development to not increase the risk of flooding elsewhere. The previous store extension proposal submitted for this site under ref; UTT/19/2055/FUL was refused as the submitted FRA for that application failed to demonstrate that the proposal would not result in increased flooding elsewhere contrary to ULP Policy GEN3 and paragraph 163 of the NPPF (refusal reason No.1).
- 11.8 The current application is accompanied by an updated Flood Risk Assessment for the submitted extension scheme. The Lead Local Flood Authority in their consultation response dated 29 October 2020 have not objected to the granting of planning permission for the scheme after reviewing the Flood Risk Assessment and associated documents in relation to discharge rates and appropriate treatment for surface water quality subject to recommended conditions, namely the submission and approval of a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, submission and approval of a maintenance plan detailing the maintenance arrangements, including who is responsible for different elements of the surface water drainage system and the maintenance activities/ frequencies, and the maintenance of yearly logs.
- 11.9 On this basis, the proposal would now accord with NPPF advice and ULP Policy GEN3 relating to flood risk whereby the Lead Local Flood Authority's flood risk objection to application UTT/19/2055/FUL as reflected in refusal reason No.1 for that previously determined application has now been overcome.

D Transport, traffic, access and parking issues (NPPF, ULP Policies GEN1, GEN8, E3 and RS1, GDNP Policy GA3)

- 11.10 The application is supported by a Transport Assessment that assesses the impact of the proposal on the existing local highway network. The Highway Authority have noted as with application UTT/19/2055/FUL that the existing store car park has around 30% spare capacity during weekdays and around 17% at weekends. It has also been noted that there are committed developments in the area which will be increasing the capacity at the local Woodlands Park roundabout junction.
- 11.11 The extension would be located on the area of car park which currently has 36 parking spaces, including 14 disabled spaces. The proposed store extension would result in the loss of these parking spaces, although the store as extended would still provide a total of 362 spaces where there are currently 360, including the provision of 24 additional disabled spaces, whilst the proposal would provide a total of 28 cycle parking spaces where currently there are none.
- 11.12 This parking compensation would be achieved through the reconfiguration of the existing car park layout by removing the central in-out vehicle corridor through the car park as it exists now whereby vehicles would continue to move around the two way western perimeter as existing (unchanged) and back down in front of the store as existing (unchanged). This change in vehicle flow arrangement would result in the extended curvature of the bend at the car park entrance. Additional parking to make up the remainder of the lost spaces would be achieved by removing the recycling point at the front of the site presently provided by Tesco as a public service where there is no statutory requirement to provide this which is

considered to be unsightly and which has resulted in significant issues regarding dumping of rubbish that is not suitable for recycling. Additionally, the removal of this recycling area would visually improve the approach into the car park. Car parking standards for retail stores are the maximum parking bay standards whereby these standards would be replicated for this proposal.

- 11.13 The proposed adjustments to the existing store parking arrangements have been assessed by the Highway Authority who, as with application UTT/19/2055/FUL, have not raised any highways or transportation objections to the scheme where the proposed customer parking provision would be acceptable taking into account the increased cycle store provision proposed and the agreement by the applicant to make a sustainable transport financial contribution in the sum of £197,000 (indexed from the date of this recommendation) to fund improvements to sustainable transport connections to and from the store to increase the overall accessibility of the site for those local residents of Great Dunmow who do not currently have access by bus to the store. Such a sustainable transport initiative would be directly consistent with GDNP Policy GA3 which states that *“New developments should be integrated into the local bus network and appropriate public transport infrastructure and support for services will be sought where appropriate from developers to ensure this”* (where Position GA-A: Public transport states that *“Great Dunmow Town Council will continue to work with bus operators and other stakeholders to improve public transport services to and from Great Dunmow”*).
- 11.14 This financial contribution as a commuted sum would in particular provide an enhanced bus service between the store, the town centre and local residential areas, improving the frequency, quality and geographical cover of bus services to the site and fund improvements to the cycle and pedestrian links from the store to the town centre and local residential areas. This may include, but would not be limited to, improvements and extensions to existing cycle ways, crossing points and signage. The financial contribution could be secured by way of s106 legal obligation if Members were mindful to grant planning permission for the current application proposal.
- 11.15 Subject to a legal agreement being entered into, the scheme is considered acceptable under ULP Policies GEN1 and GEN8 and GDNP Policy GA3.

E Design including proposed materials, landscaping and lighting (NPPF, ULP Policies GEN2, GEN4 and GEN5)

- 11.16 The proposed extension would be a modern modular flat roofed design representative of many new retail stores using cladded panels and a larch timber rain screen rather than the existing brick composition of the original store whereby the same cladding design was shown for application UTT/19/2055/FUL. The external cladding is proposed to be brown and Oyster Grey which would respect the characteristics of the existing building, whilst the principal elevation onto the car park would be a large glazed screen with aluminium framing again as shown for application UTT/19/2055/FUL. The use of materials can be controlled by the imposition of a condition.
- 11.17 The site already benefits from a substantial landscaped strip which was planted following the construction of the store and Officers consider this landscaping protection to be adequate whereby no further changes to the existing landscaping measures are proposed, notwithstanding the slight change in banking profile at the front of the site to accommodate the new curvature of the entrance road

arrangement. No significant changes are proposed to the current levels of artificial lighting within the site. The proposal would therefore comply with ULP Policies GEN2, GEN4 and GEN5 in terms of design.

F Impact on residential amenity (NPPF, ULP Policies GEN4 and ENV11)

- 11.18 In terms of residential amenity the closest residential properties are those of Barberry Path, which are located adjacent to the north-eastern corner of the site and Woodlands Park Drive beyond this. Other properties are located further to the north, but are separated by Woodlands Park Drive. The development will be confined within the existing site, which is screened partly by banking and mature landscaping whereby these features will mitigate most if not all of the possible effects of the development on neighbouring residential amenity in terms of any increased noise and disturbance at the site. The proposal has been considered by the UDC Environmental Health who have not raised any residential amenity objections subject to a condition requiring the submission of details for approval of the location and type of any plant, machinery or equipment prior to installation. This will ensure that noise impacts can be assessed to protect residential amenity in accordance with ULP Policies GEN4 and ENV11.

G Impacts on ecology (NPPF, ULP Policy GEN7).

- 11.19 The application is accompanied by a Biodiversity Checklist in which it is stated that the proposal would not have a harmful effect on protected or priority species. The store extension would be formed on an existing car park apron within the curtilage of the site whereby this siting would not have any perceived harmful effects on ecology as confirmed for previously determined application UTT/19/2055/FUL and no objections are raised under ULP Policy GEN7.

12. CONCLUSION

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

- A The proposed extension to this existing retail store is considered acceptable in principle as the site is located within development limits for both the Council's adopted local plan and the Great Dunmow Neighbourhood Plan and would also meet the retail sequential test to be applied in terms of store location and as the proposal relates to an extension to an existing retail store.
- B The proposed store extension would not have a significantly adverse effect on the vibrancy and vitality of Great Dunmow Town Centre as evidenced within the application submission whereby the same retail impact was noted in the delegated officer's report for application UTT/19/2055/FUL. The comments of the Council's Acting Economic Development Officer regarding the current retail health of the town centre, particularly following the impact of Covid 19 have been noted, although it is the case that the applicant has properly evidenced the application proposal on its merits in terms of identifying these impacts in adherence to national planning policy and relevant local plan policy where it is noted that Great Dunmow Town Council are in support of the application without any provisos.
- C The Lead Local Flood Authority have not objected to the granting of planning permission for the submitted scheme after reviewing the updated Flood Risk Assessment and associated documents subject to recommended conditions. As such, the Lead Local Flood Authority's flood risk objection against application

UTT/19/2055/FUL as reflected in refusal reason No.1 for that previously determined application has now been overcome through the current application.

- D The proposal is acceptable in transportation terms, whilst the existing store car park has the capacity to accommodate the store extension through a reconfigured parking layout. The proposal would also improve cycle provision, whilst the applicant has agreed to make a sustainable transport financial contribution in the sum of £197,000 to fund improvements to sustainable transport connections to and from the store to increase the accessibility of the site for local residents of Great Dunmow who do not currently have access by bus to the store.
- E The design of the proposed store extension, including proposed materials, landscaping and lighting is considered acceptable.
- F The proposal would not have any significant effects on residential amenity subject to the location and type of any plant, machinery or equipment to be agreed prior to installation.
- G The store extension would be formed on an existing car park apron within the curtilage of the site whereby this siting would not have any harmful effects on ecology as confirmed for previously determined application UTT/19/2055/FUL.

RECOMMENDATION – APPROVAL WITH CONDITIONS WITH S106 AGREEMENT

- (1) The applicant be informed that the committee be minded to refuse planning permission for the reasons set out in paragraph (3) below unless by 16 January 2021 the freehold owner enters into a binding agreement to cover the matters set out below under Section 106 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991 in a form to be prepared by the Head of Legal Services, in which case he shall be authorised to conclude an agreement to secure the following:**
 - (i) Payment of a financial contribution totalling £197,000 (indexed from the date of this recommendation) to fund improvements to sustainable transport connections to and from the store to increase the accessibility of the site for local residents of Great Dunmow**
 - (ii) Submission of a Travel Plan**
 - (iii) Pay the Council's reasonable legal costs**
 - (iv) Pay the monitoring fee**
- (2) In the event of such an agreement being made, the Assistant Director Planning shall be authorised to grant permission subject to the conditions set out below.**
- (3) If the freehold owner shall fail to enter into such an agreement, the Assistant Director Planning shall be authorised to refuse permission at his discretion at any time thereafter for the following reasons:**
 - (i) Non-payment of a financial contribution totalling £197,000 (indexed from the date of this recommendation) to fund improvements to sustainable transport connections to and from the store to increase the accessibility of the site for local residents of Great Dunmow**
 - (ii) Non-submission of Travel Plan**
 - (iii) Non-payment of the Council's reasonable legal costs**
 - (iv) Non-payment of the monitoring fee**

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. Prior to commencement of development, samples of materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. 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 UDC Policy GEN2 of the Uttlesford Local Plan.

3. Prior to first beneficial use of the extended store the pedestrian access from the car park to Stortford Road shall be widened to a minimum of 3m and made suitable for cycle and pedestrian access and connected to the footway/cycleway as shown in principle on drawing number 102370 PL(90)200 Rev D.

REASON: To provide safe and suitable access for pedestrians and cyclists in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

4. Prior to first beneficial use of the extended store the 28 cycle parking places as shown in principle on drawing number 102370 PL(90)200 Rev D shall be provided. The facility shall be secure, convenient, covered and retained at all times for that purpose.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

5. Prior to first beneficial use of the extended store the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, shall be surfaced, sealed and marked out in parking bays. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

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

6. Prior to first beneficial use of the extended store a financial contribution payment of £197,000 (indexed from the date of this recommendation) shall be made by the applicant/developer to the relevant authority to fund improvements to sustainable transport connections to the store, in particular an enhanced bus service between the store, the town centre and local residential areas improving the frequency,

quality and geographical cover of bus services to the site and to fund improvements to the cycle and pedestrian links from the store to the town centre and local residential areas. This may include, but not be limited to, improvements and extensions to cycle ways, crossing points and signage.

REASON: To improve the accessibility of the development by bus and cycle for employees and customers in accordance with ULP Policies GEN1 and GEN6 of the Uttlesford Local Plan (adopted 2005).

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

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates from the extension to 6l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change subject to agreement with the relevant third party. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Final modelling and calculations for all areas of the drainage system.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure the effective operation of SuDS features over the lifetime of the development and to provide mitigation of any environmental harm which may be caused to the local water environment in accordance with the NPPF and ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005). Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

8. Prior to occupation a maintenance plan detailing the maintenance arrangements, including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed in writing by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure

mitigation against flood risk in accordance with the NPPF and ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005). Failure to provide the above required information prior to occupation may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

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

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk in accordance with the NPPF and ULP Policy GEN3 of the Uttlesford Local Plan (adopted 2005)

10. There shall be no floodlighting or other form of external lighting constructed within the application site without the prior written consent of the local planning authority.

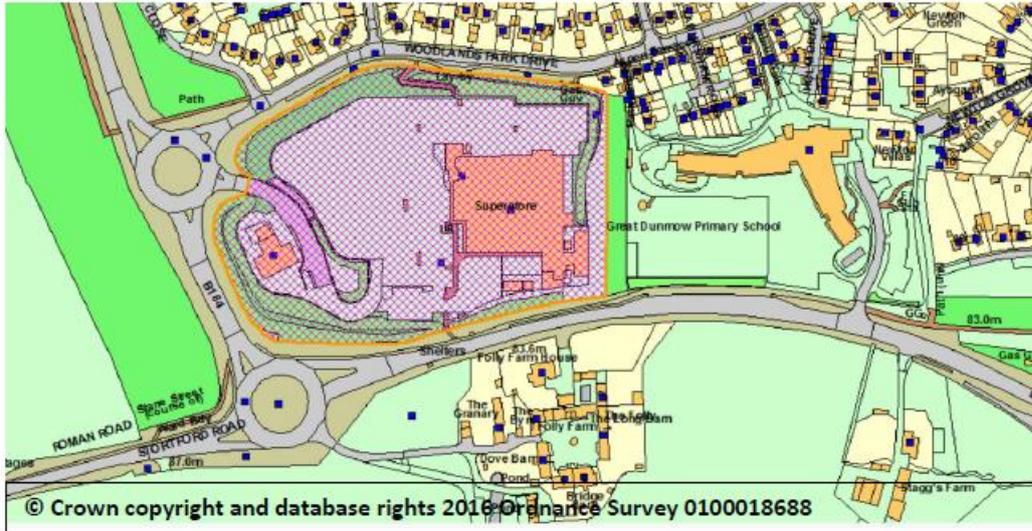
REASON: To protect the amenities of the occupiers of adjoining properties in accordance with ULP Policy GEN2 of the Uttlesford Local Plan.

11. Prior to the commencement of development details of any plant, machinery or equipment to be installed as part of this development shall be submitted in writing to the Local Planning Authority for approval. Noise resulting from the use of any installed plant machinery or equipment shall not exceed the existing background noise level when measured or calculated according to BS4142:2014 Method for rating industrial noise affecting mixed residential and industrial areas.

REASON: To protect the amenities of the occupiers of adjoining properties in accordance with UDC Policy GEN2 of the Uttlesford Local Plan.

12. There shall be no pharmacy, Post Office, optician, dry cleaners (including agency) or hairdressers/beauty salon on the premises.

REASON: In the interests of maintaining the vitality and viability of the town centre in accordance with ULP Policy RS2 of the Uttlesford Local Plan.



Organisation: Uttlesford District Council

Department: Planning

Date: 30 NOVEMBER 2020