

UTT/20/2009/FUL
(Called in by Cllr De Vries if recommended for approval)

Deferred on the 20/1/2021 for the submission of further information

PROPOSAL: Proposal for 5 dwellings with private road access from Radwinter Road

LOCATION: Land To The West Of Radwinter Road, Ashdon

APPLICANT: Mr M White

AGENT: Ian Abrams Architect Limited

EXPIRY DATE: 19/2/2021

CASE OFFICER: Chris Tyler

1. NOTATION

- 1.1 Outside Development Limits
- 1.2 The application was deferred by the planning committee on the 20/1/2021 for the submission of further information in regards to drainage, site levels and layout of the development.

2. DESCRIPTION OF SITE

- 2.1 The site is located off Radwinter Road in Ashdon and comprised of a portion of undeveloped agricultural land, which is sited between the property of Little House to the north to the site and a number of agricultural buildings to the south of the site.

3. PROPOSAL

- 3.1 This application is for the erection of 5 dwellings, with access from Radwinter Road.
- 3.2 The proposal will include the following housing details:

3.3

| Plot | House Type | Bedrooms | Garden | Parking |
|------|-------------------|----------|---------|---------|
| 1 | 2 Storey Detached | 3 | 100sqm+ | 3 |
| 2 | 2 Storey Detached | 4 | 100sqm+ | 3 |
| 3 | 2 Storey Detached | 4 | 100sqm+ | 3 |
| 4 | 2 Storey Detached | 4 | 100sqm+ | 3 |
| 5 | 2 Storey Detached | 4 | 100sqm+ | 3 |

4. ENVIRONMENTAL IMPACT ASSESSMENT

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

Human Rights Act considerations:

There may be implications under Article 1 and Article 8 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application

5. APPLICANT'S CASE

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

5.2 Other documents included:

- Ecology Appraisal,
- Planning and transport statement,
- Arboriculture report,
- Surface water drainage strategy

5.3 Details within the Design and Access Statement include:

This full application relates to a site in Radwinter Road, Ashdon. It is a largely rectangular parcel of arable land with a frontage to the road, located between existing housing and a farmstead. Planning permission was granted in 2018 in outline with all matters reserved except access for the erection of 4 detached houses.

The site has since been purchased by the applicant who wishes to construct 5 detached houses, 1 x 3 bed and 4 x 4 bed, with associated garaging and access. The layout reflects the outline approval, being set back behind a single entrance and private drive but fronting the road. There is a large chestnut tree on the frontage and this will be retained and preserved.

Radwinter Road contains an eclectic mix of housing, and the Conservation Area designation extends up to and including the dwelling immediately to the north of the application site. At the northern, village end of the road it comprises traditional housing, brick cottages, rendered and thatched and tiled cottages, hugging the roadside. Travelling southwards the housing becomes more spacious, set back from the road, and some of this housing is modern.

The dwelling immediately north of the application site is known as 'Little House'. It is a traditional rendered and tiled house, 2 storey, set back behind a well-established native species hedgerow. It is at this point that the character of the road changes, to housing set back behind green frontages, the roadside verges banked up.

This character is evident in the housing opposite the application site that is not incorporated within the Conservation Area designation. This comprises more modern housing, of no particular merit, of varying height, scale and materials.

To the south of the application site is 'Hill Farm'. There is a large barn immediately to the south of the application site, that sits hard on the back edge of, and raised above, the road. This is attached to a more traditional, higher, timber framed and feather edged clad barn that has its side elevation facing the access into the 'Hill Farm' site.

The principle of the development of the site for housing has already been established through the extant outline approval. Whilst the site lies outside the development limits, the Council accepted the following:

- The level of harm would be limited.
- It would fill the gap between housing and agricultural and other buildings.
- It would be opposite other existing housing in the road.
- The site forms part of the village rather than open countryside.
- Its position adjacent to the built-up part of the village ensures its compliance with paragraphs 78-79 of the NPPF.
- Four dwellings can sit comfortably on the site.

The application is in full and shows well-designed, vernacular dwellings that take account of local context. The design incorporates interesting features such as the porches and exposed rafter feet. To the front there is a correct correlation between mass and void and well-proportioned and detailed fenestration. The fenestration to the rear is of a larger scale to optimise the views and open aspect, but this is not visible from the street scene. The materials will be of a high quality, and the rendered and brick elevations under clay tiled roofs reflecting local context.

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The open and rural character of the site will be largely retained when viewed from the frontage. As regards the views from the countryside behind and the public footpath, the site rises up towards the west and then the land beyond the site falls away to the river valley. However, the housing is not sited at the highest point of the site. The gardens rise further, and this in conjunction with the landscaping on the western boundary would ensure that the dwellings are not intrusive when viewed from the countryside.

The visual impact of the development has been minimized through appropriate design and landscaping. This is demonstrated in the application drawings achieved through this proposal.

The increase in the number of dwellings proposed from 4 to 5 does not result in any harm to the rural character of the area or the quality of the scheme and its impact. There remains adequate space between the units and on the outer boundaries to retain a feeling of spaciousness and provide views through to the countryside beyond. Each of the units has a detached cart lodge in the front, but the driveways will be surfaced on a porous gravel surface, with planting, creating a muted appearance. Being cart lodges, it is likely that cars will be parked inside them, and this would reduce any car dominance in the private road.

6. RELEVANT SITE HISTORY

6.1 UTT/18/1429/OP

Outline application, with all matters reserved except for access, for a residential

development of 4 no. detached houses together with access to Radwinter Road.

APPROVED- 27/9/2018

7. POLICIES

7.1 National Policies

National Planning Policy Framework (2019)

7.2 Uttlesford Local Plan (2005)

Policy S7 – The countryside

Policy GEN1- Access

Policy GEN2 – Design

Policy GEN3 -Flood Protection

Policy GEN4- Good Neighbourliness

Policy GEN5- Light pollution

Policy GEN6- Infrastructure to support development

Policy GEN7 - Nature Conservation

Policy GEN8- Vehicle Parking Standards

Policy H9- Affordable Housing

Policy H10- Housing Mix

Policy ENV1- Design of development within the conservation area

Policy ENV2- Development affecting Listed Buildings.

Policy ENV3- Open Space and Trees

Policy ENV5- Protection of Agricultural Land

Policy ENV11- Noise generators

Policy ENV13- Exposure to poor air quality

Policy ENV14- Contaminated land

7.3 Emerging Ashdon Neighbourhood Plan

7.4 Supplementary Planning Documents/Guidance

Uttlesford Local Residential Parking Standards (2013)

Essex County Council parking Standards (2006)

Supplementary Planning Document- Accessible homes and play space homes

Essex Design Guide

8. PARISH COUNCIL COMMENTS

The Parish Council are in receipt of the above application on what was agricultural land at Hill Farm, Ashdon. Members met on site on Tuesday 1st September to discuss the application in detail and wish to bring to your attention the following points which they consider to be of cardinal importance regarding this application;

1. History.

- 2018. Outline permission was granted for a development of 4 dwellings with access from Radwinter Road. All matters were reserved except for access
- The PC strongly objected and attended the planning meeting to raise those objections
- Permission was granted subject to approval of details of layout, scale, landscaping and appearance

- The Planning Committee requested full details of a suitable drainage scheme to be included in reserved matters application.

Current Application.

- The current application is not a reserved matters application for the previous application but is now a new full application.
- The principle of a sustainable development on the site has been established with the granting of outline permission in the context of the National Planning Policy Framework's tilted balance test.

3. Major Constraints to development on this site

- Topography both within the site and the wider landscape setting
- Drainage
- Existing arboreal features in the shape of a very fine veteran horse chestnut tree
- Banked frontage to Radwinter Road
- Adjacent to the Conservation Area with some fine Edwardian and listed buildings

4. Sustainability

- All developments must meet economic, social and environmental objectives as stated in the NPPF
- What, if any, are the economic objectives or benefits from this proposal?
- Social Objectives:-

Transport.

Public transport in the village is very limited with no bus service on Radwinter Road. This is not mentioned in the application.

Pedestrian Safety.

There is no existing footway to the village on Radwinter Road south of the Chapel Car Park. The footway from the Chapel Car Park to the village is in a very poor state of repair and requires urgent attention from Highways. No extension is proposed to that footway. There is, therefore, no pedestrian access to the village. This is particularly worrying for children trying to access the school and will currently mean the use of a car.

Use of Village Facilities. Currently not accessible from the site other than by car

5. Environmental objective

It is essential that any proposed development contributes to protecting and enhancing the natural, built and historic environment.

Topography.

- The site is in an elevated position above the river valley slopes and thus is highly visible from many parts of the village including from the extensive footpath network, the Conservation Area at Church End and the ancient Glebe lands.
- It has a 1:10 gradient from west to east dropping sharply to Radwinter Road causing extensive water run off
- It has a steep slope from south to north which, in times of heavy rain and throughout the winter months, has caused flooding issues downhill from the site and particularly to the property known as "Little House" a substantial Edwardian property in the adjacent Conservation Area.
- The site is sharply elevated from Radwinter Road thus there is no level access to the site from the highway

- The entire valley of the Bourne is riddled with springs one of which rises adjacent to the chestnut tree and flows directly onto the highway. The above points raise the two main issues;

1. Potential flooding from the site and the requirement for an adequate drainage system.

Drainage.

Current drainage is to a ditch at the northern edge of the site and two water outlets one Radwinter Road, the other to a ditch. None of the aforementioned are shown on the application.

Maintenance of any drainage system is paramount. What maintenance will be put in place to prevent flooding and damage to adjacent properties? Water run off into Radwinter Road has worsened since cultivation of the site ceased. This will only be exacerbated with the effects of climate change and will be added to by the lack of pedestrian access to the village.

Groundwater flooding has been, and continues to be, a major issue for properties downhill of the site. Run off from the site has made the footpath impassable and has badly affected the growth of vegetation in the conservation area. It is noted that some of the properties downhill of the site have historic natural ponds in their gardens which would be fed from the natural run off from this site.

A major concern regarding the access road to the site, which it is noted will be un-adopted, will be the surface water run off onto the highway. It should be noted that the highway drainage is totally inadequate with run off starting at the top of the hill at Goldstones Farm some 800m to the south. Drainage from the fields and highway surface gathers as it flows down hill bringing debris with it, blocking the gullies and causing a water torrent to flow down the road. At Hill Farm the drainage from the buildings is directly onto the highways via a culvert and a downpipe from the building adjacent to the road. From Hill Farm to Crown Hill in the centre of the village, the road is often littered with gravel washings, all gullies are blocked and, despite constant representations to the County Council no improvements or any remedial action is ever taken. Flooding at Crown Hill is already a major concern with the Village Hall, White Horse House, Wittenham Cottage and The Old Fox being at particular risk. Run off from the site will also bring pollution to the main water course if no catchment is put in place. This applies both to surface water run off to Radwinter Road and also from the proposed attenuation measures to the river via the 6" pipe. Pollution will include run off from domestic use i.e. car washing, and hard water run off from both the access road, patios, roofs and hard standings. The village is prone to very bad flooding with up to 20 properties being badly affected. Ashdon Flood Group have great concerns over the current situation let alone additional run off as proposed from this development whether it be directly to the river or surface water run off down the road.

2. Visual intrusion into the landscape.

Uttlesford Local Plan 2005 policy requirements GEN 2:-

"Is development well designed? Does it add to the overall quality of area? Is it visually attractive? Is it sympathetic to local character? Does it protect or enhance the particular character of the countryside within which it is set? Is it in character with its surroundings and will it have a significant impact on the countryside in context of existing development? Is it compatible with scale, form and layout of surrounding buildings?"

Alison Farmer Associates - Ashdon Landscape Appraisal 5.3 Detailed Assessment

Tables for Ashdon and Church End. Page 31.

“Land north of Hill Farm, off Radwinter Road (current application). Development on this site should be located on the lower slopes below the 80m contour line and associated with a strong vegetated western edge to the site to reduce visual effects of development rising up the valley slopes or coalescing with Hill Farm, when viewed from Church End and Harcamlow Way. Single storey properties to reduce visual intrusion may be appropriate and any development will need to satisfactorily address flood risk to neighbouring properties due to variations in elevation. Similarly, care should be taken to avoid adverse effects on the visual amenity of adjoining properties and adverse effects on the adjacent Ashdon Conservation Area.”

The current application fails to meet the above as laid down in Ashdon Neighbourhood Plan Landscape Appraisal.

Suggestions to meet the requirement:-

- Reduce number of houses to 4 in line with the outline permission
- Reduce height of housing – 1 or 1.5 storey – compatible with houses opposite, this would help ameliorate the adverse visual effects on the adjoining properties, the rural views and on the Conservation Area.

- Reduce height and scale of carports/garages.

Clarification is also required on the following:-

- On footpath boundary treatment and landscaping to shield footpath and Conservation Area from new development.
 - On landscaping on western boundary to minimise visual intrusion of development from across the valley.
 - On landscaping fronting Radwinter Road.
 - Future maintenance of all drainage systems eventually installed including the tank under plot 5 and the run off pipe to the river
 - Future maintenance of the un-adopted road
 - Future maintenance of the communal green space and measures to prevent parking on that space
 - Responsibility for the upkeep and good keeping of the very fine horse chestnut tree
 - Gravel traps to prevent any matter from the driveway surface entering Radwinter Road at the ingress and egress
 - Hedging and vegetation fronting Radwinter Road
 - Landscape screening of the footpath and conservation area to the north
- You will note from the above that the Parish Council has grave reservations regarding this application and request that you call it in to enable it to be given greater consideration.

9.0 ASHDON NEIGHBOURHOOD PLAN STEERING GROUP

9.1 Our comments are based on the following specific evidence base data (all of which is available on our website at www.ashdonplan.co.uk):-

1) A questionnaire survey undertaken in Autumn 2019 as part of the NP first public consultation which sought the view of the local community. The following results are relevant to this application:

- a) 71% of respondents made positive observations on environmental matters including the beautiful countryside, peace and quiet and many footpaths that connect the village with the wider hilly landscape and views. People wanted to see these qualities conserved and enhanced.
- b) 65% of respondents raised concerns regarding increasing levels of traffic
- c) 19.2% of respondents mentioned the lack of sustainable transport options with the reliance on the car to get to work and college. The lack of a bus service is a key

issue

d) Flooding was seen as a key issue – surface and groundwater and better river management and maintenance were all raised as issues to address– with respondents expressing the need to consider the impact of any new housing on flooding issues for the village and any flood management to be considered in the context of global climate change.

e) 31% of respondents commented on housing development in Ashdon with nearly half of these mentioning the need for more affordable housing in Ashdon and a large proportion also mentioning the need for new housing to be in keeping with its setting - highlighting the need for tree screening and use of traditional materials. Housing for ‘downsizers’ was also mentioned.

2) The Ashdon Neighbourhood Plan Landscape Appraisal dated March 2020 undertaken by Alison Farmer Associates - This independent report was commissioned by the Ashdon Neighbourhood Plan Steering Group given the importance of environmental matters highlighted by the first public consultation. Alison Farmer Associates specifically considered the site from a landscape sensitivity perspective (see pages 30-32 of her report). She made the following observation:

“Land north of Hill Farm, off Radwinter Road (current application). Development on this site should be located on the lower slopes below the 80m contour line and associated with a strong vegetated western edge to the site to reduce visual effects of development rising up the valley slopes or coalescing with Hill Farm, when viewed from Church End and Harcamlow Way. Single storey properties to reduce visual intrusion may be appropriate and any development will need to satisfactorily address flood risk to neighbouring properties due to variations in elevation. Similarly, care should be taken to avoid adverse effects on the visual amenity of adjoining properties and adverse effects on the adjacent Ashdon Conservation Area.”

3) The Ashdon Character Assessment prepared by an army of volunteers recruited at the Neighbourhood Plan initial consultation event in October 2019 - The volunteers prepared a ‘snapshot’ of the village - a record of the street scene. They each picked an area to cover in detail along with photographs. These detailed reports were returned in the Spring of 2020 and summarized into one large document ‘Ashdon Character Assessment’ (also available on our website www.ashdonplan.co.uk). We would draw your attention to: -

a) The Summary Assessment – specifically: -

(1) Section 2 - Community Design Priorities for Ashdon – (pages 6 to 11)- these pages summarise in one place: -

- Guidelines identified for Ashdon by Chris Blandford Associates for UDC in 2006
- Emerging design themes for Ashdon Parish (Volunteer work 2020)
- Guidelines identified by Alison Farmer’s Landscape Appraisal (2020)

(2) Section 4.2 - Detailed character area summary for Ashdon Village Centre which summarises in tabular form the character area detail of the Radwinter Road – see the first 2 columns of the table (pages 24 to 36)

b) The detailed character area report for the Radwinter Road – ‘Ashdon Village Centre- Radwinter Road – Area 1’ which gives a more detailed overview of the road with pictures of every house on the road.

Given the above we wish to make the following comments on the application: -

1. This is a very sensitive site,being: -

- Outside the current development limits of the village in a rural setting
- Immediately adjacent to the Ashdon Village Conservation area and its historic buildings and gardens

- In an elevated position rising up from the river valley and visible from many places within the village and the footpath and bridleway network
- A site with a history of flood-related issues
- Steeply banked above a busy rural lane which was not designed for the speed, bulk and volume of traffic it encounters today

2. The current proposal does not appear sensitive to its landscape setting and adjacent buildings and are thus not in accordance with GEN 2 of the UDC Local Plan 2005: -

- The original outline planning application on this site was for four houses; there are five on this new application, which contributes to a crowded site without capacity for drainage being dealt with sustainably on-site.
- Views into the site need to be considered further due to its elevated position and its proximity to the Conservation Area
- Landscaping of the site is fundamental to its character, especially its boundary treatment. As such it is a key consideration to how it sits in this rural setting and much more detail is needed on the new planting and the maintenance of this and the protection of the veteran Chestnut tree to ensure that this development can make a positive contribution to the Parish Landscape
- The sheer height, mass of the houses and garages, and design (particularly the west elevations) go against several of the emerging design themes for the Ashdon Neighbourhood Plan; namely:
 - Residential development within the village should be appropriate to the existing fine grain and character of the village, and its close relationship to the rural landscape.
 - All in-fill developments should be design-led and sensitive to the landscape setting and adjacent buildings.
 - The two conservation areas and their settings should be conserved and enhanced
 - New developments should preserve key views within the Parish

3. The current proposals do not address the current flood and water- related issues from this site which is situated on a hill, which itself is part of the river valley, falling away at the back to the River Bourne and at the front facing the downhill sloping road to the middle of the village and hence into the Bourne.

- To the northern border of the site there is a ditch/watercourse, dug some years ago to alleviate the flooding onto the neighbouring properties and the Conservation Area. Currently this ditch has no proper outlet and runs into a boggy corner of the site and then onto Radwinter Road. Any changes to this rather unorthodox but serviceable method of drainage will need to be assessed and will require a Flood Defence Consent S23 license. In the application the boggy corner is the site of the electricity sub-station.
- At the front of the site there is an historic spring, which runs onto the Radwinter Road, adding to the erosion of the verge.
- Local surface water runoff from the site onto the Radwinter Road is also not addressed. The application advises that the inner road will be permeable gravel but in Radwinter Road current residents' experience, steep gravel driveways are swept away in flash floods. The Radwinter Road drains are perpetually blocked by gravel, stones and debris and there is considerable erosion to the side of the road surface. This surface water run-off then makes its way into the Bourne at the bottom of the Radwinter Road.
- If the surface water cannot be discharged into the foul sewer, the application

proposes to take the rainwater from the roofs of the houses, garages and the hard-standing into a plastic tank, situated in the garden of Plot 5, to be discharged via a pipe, across two fields and directly into the River Bourne. The Neighbourhood Plan Group question the hydrology figures to make this a sustainable solution as flows from the site need to be restricted to reflect the current 'greenfield' run-off. We suspect that either of the solutions proposed will exacerbate flooding to properties down-river. Flooding is already a recurrent problem in the village and the foul drains are unable to cope when flooding occurs. Environmentally we would also question the possibility of pollution from garage areas etc into a river teeming with fish and the wildlife. This discharge of water into the Bourne would also need a Flood Defence Consent (S23 license). The current proposals are also contrary to GEN 3 of the UDC Local Plan 2005.

4. Integration of site into the neighbourhood:-

- *Use of facilities* – there is currently no shop, pub or post office in Ashdon
- *Public transport* (GEN 1 of the UDC Local Plan 2005)

The application states that there are three methods of public transport in the village, which would serve the site: -

1. The number 59 bus, unfortunately the 59 bus only runs until 2.35pm, after which there is no bus, so does not provide a service for commuting back from work etc.
 2. The Dart Bus - this does not come to Ashdon.
 - 3 The Uttlesford Community bus, which is run by a charity and caters for the elderly and particularly wheel-chair users and is not classed as public transport.
- There are no effective public transport options for this site, so this development encourages car dependency.

• *Traffic and footpath*

1. The Radwinter Road is a fast, busy road which is also widely used for large, heavy farm vehicles
2. There is no pavement where the site opens onto the highway so pedestrian safety would be an issue.

• *Considerate neighbour* (GEN 4 and 5 of the UDC Local Plan)

The design of the development with its inner road could appear rather 'urban' in such a rural setting characterised by properties with either single or shared drives. We request that consideration be given to the following observations:

1. Height and form of housing has little regard for adjacent housing and garages on the Radwinter Road given the elevated site position.
2. Location of new electricity sub-station so close to existing properties should be reconsidered.
3. Light pollution should be kept to a minimum in this rural location.
4. The distinction between public and private space needs to be made clearer in the design and a management and maintenance plan agreed for the road, drainage, landscaping, veteran chestnut tree etc.

The National Planning Policy Framework (NPPF) requires that any development has to meet economic, social and environmental objectives to be regarded as a sustainable development.

- Does the site provide an economic benefit for the village? It is unlikely that employment will be provided for the village.

- Does the site provide a social objective? - public transport is limited, pedestrian safety is questionable, and the village currently does not have a working pub or a

shop.

- Does the site 'contribute to protecting and enhancing the natural, built and historic environment'? The Neighbourhood Plan Steering Group would argue that, in its current form, the proposed development does little to fulfil this condition.

In conclusion, the Neighbourhood Plan Steering Group acknowledge that this site is difficult to develop due to its topography and hydrology. We are, however, mindful that, although this is a new application, there is existing outline planning for four houses on the site with one access point. Limiting the number of houses permitted on the site, reducing the scale, height and bulk of the houses and garages, taking a fresh look at the drainage and potential flooding issues, and providing extensive landscaping to screen the buildings on each border could provide a way forward for a detailed application.

The Neighbourhood Plan Steering Group object to the application in its current form. Physical constraints at the northern and southern access points.

We have concerns that the use of physical constraints (ie gates) should not be urban in character, adversely affecting the rural street scene. In line with the emerging Design Code for the village we would recommend that if automatic gates are necessary then they should be traditional in design with an open frontage appearance to ensure that they are in keeping with the village architecture. See picture below for an example of a rural design of automatic self-opening and closing gates, note pedestrian side-gate on left. The use of brick pillars and other urban designs should be avoided.

10. CONSULTATIONS

The Highways Authority

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

1. Prior to occupation of the development, the northern access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 43 metres, as measured from and along the nearside edge of the carriageway (including any necessary regarding works). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. Reason: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety.

2. Prior to the first occupation of the development, the private drive access arrangements as indicated on DWG no. 14946/06 shall be provided and shall be retained in perpetuity for the intended purpose. Reason: To ensure that vehicles can enter and leave the highway in a controlled manner, in the interests of highway safety.

3. Prior to occupation of the development the one-way control system of the vehicular access points shall be provided, to include but not limited to:
 - i. The southern access point must be entry only and the physical restraint (i.e. gate) shall open only into the site by electronic detectors on the highway side of the development and be provided a minimum of 6 metres from the carriageway edge.
 - ii. The northern access point must be exit only and the physical restraint (i.e. gate) shall have detectors inside the site to allow vehicles to leave the site.
 - iii. Appropriate signage at the entry and exit access points, clear of the highway.
 - iv. Appropriate signage within the development site.

The proposed scheme shall be submitted to and approved in writing by the Local

Planning Authority, in consultation with the Highway Authority, and be retained and maintained for the life of the development.

Reason: To ensure appropriate access is provided, in the interests of highway safety.

4. The gradient of the proposed vehicular accesses shall be not steeper than 4% (1 in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1 in 12.5) thereafter. Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

5. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary. Reason: To avoid displacement of loose material onto the highway in the interests of highway safety.

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

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

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

7. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans has been provided. The vehicle parking area and associated turning area shall be retained in this form at all times.

Reason: To ensure that appropriate parking and turning is provided in the interests of highway safety.

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

UDC Environmental Health

- 10.2 I have no objection to this application. However whilst the Council has no reason to believe this site is contaminated however, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site therefore the following condition is requested should permission be granted;

If during any site investigation, excavation, engineering or construction works evidence of land contamination is identified, the applicant shall notify the Local Planning Authority without delay. Any land contamination identified, shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

Further, given the site location, I would recommend the following condition be attached to any consent:

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

Ecology Consultant:

- 10.3 No objection subject to securing biodiversity mitigation and enhancement measures. We have reviewed the documents submitted in support of the above scheme including the Preliminary Ecological Appraisal (T4 Ecology Ltd, June 2020), Proposed Site Plan (Ian Abrams, July 2020); Magic Maps and aerial photos relating to the likely impacts of the development on designated sites, protected & Priority species and habitats, and identification of proportionate mitigation and enhancement.
- We are satisfied that there is sufficient ecological information available for determination.
- This provides certainty for the LPA of the likely impacts on designated sites, protected and Priority species and, with appropriate mitigation measures and biodiversity enhancements secured, the development can be made acceptable.

Conservation Officer:

- 10.4 Built Heritage Advice pertaining to an application for five dwellings with private road access from Radwinter Road, garden, landscaping and new wild planted shared green space. This application follows-on from the approved Outline Application, UTT/18/1429/OP for the development of four detached dwellings with all matters reserved except for access.

The application site is located at the southern approach and entrance into the Ashdon Conservation Area, the existing site is an area of undeveloped agricultural land which positively contributes to the rural character and setting of the Conservation Area. Immediately east and across the road from the site are modern dwellings that developed in a linear manner along the road. To the north, within the Conservation Area, are the Grade II listed buildings The Old Smithy (list entry number: 1322419) and Barn to south of Tudor Croft fronting Road (list entry number: 1170222).

Relevant to the existing previously consented Outline Application, I do not consider the proposals to cause any additional harm to the character or appearance of the Conservation Area. Therefore, I have no objection to the proposals, were permission to be granted I request the following conditions are attached:

- Prior to their first use on site, samples of the materials to be used on the external finishes should be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details and permanently maintained as such.
- Details of all hard and soft landscaping and boundary treatments must be approved in writing by the local planning authority prior to works commencing.

10 REPRESENTATIONS

10.1 A number of objections have been received, comments include:

- The outline planning permission is for 4 dwellings not 5
- Increase in traffic and an impact to highway safety,
- Intrusive to the site,
- Increase in flooding,
- Site is adjacent conservation area and footpath,
- Design of the houses not in keeping with the existing settlement,
- The size and the position of the dwelling will impact the wider landscape of the area,
- Objection to the positioning of the electric substation,
- Overshadowing and loss of light to neighbouring properties,
- Loss of privacy to neighbouring properties,
- Sewers need upgrading to deal with accommodate new development,
- Increase in light pollution,
- The ground levels should be reduced
- Insufficient consultation regarding flooding,
- Overdevelopment of the site,
- No provision of affordable houses,
- Loss of agriculture land,
- The submitted plans are incorrect,

One letter of support has been received,
One letter of neutral comments have been received.

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

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

- A Location and principle of housing (ULP Policies S7, ENV5 and the NPPF)
- B Character and Design (ULP Policies S7, GEN2, ENV1, ENV2, ENV3 and the NPPF)
- C External and internal space (GEN2, NPPF, Technical Housing Standards 2015)
- D Neighbouring Amenity (GEN2, NPPF)
- E Access and Parking (GEN1, GEN8, Uttlesford Local Parking Standards, Essex County Council Parking Standards 2009 and the NPPF)
- F Protected species and biodiversity (ULP Policy GEN7 and the NPPF)
- G Flood risk (ULP Policy GEN3 and the NPPF)
- H Infrastructure (GEN6 & PPG)
- I Affordable housing (H9 & the NPPF)
- J Housing mix (H10 & SHMA)
- K Contamination (ULP ENV14)
- L Exposure to poor air quality (ULP ENV13)
- M Light pollution (ULP Policy GEN5)
- N Housing Supply (NPPF)

A Location and principle of housing (ULP Policies S7, ENV5 and the NPPF)

11.1 Outline planning permission was approved under the application UTT/18/1429/OP for 4 dwellings and access, therefore the principle and location for housing on this site has been established.

- 11.2 This application seeks full planning permission and increases the proposal from 4 to 5 dwellings, the detailing of this will be a considered in the following paragraphs.
- 11.3 ULP Policy ENV5 seek to prevent significant losses of the best and most versatile (BMV) agricultural land, this is consistent with the aims of the NPPF. While the site is classified as Grade 3, which is regarded as BMV land, the development would not represent a significant breach of these policies because the land is small in agricultural terms and the high quality of land across the majority of the district means that some loss is inevitable. Again, this matter has been considered as part of the previous outline consent.

B Character and Design (ULP Policies S7, GEN2, ENV1, ENV2, ENV3 and the NPPF)

- 11.4 ULP Policy S7 of the Uttlesford Local Plan states that the countryside will be '*protected for its own sake*', that '*development in the countryside will be strictly controlled*', and that '*permission will only be given for development that needs to take place there or is appropriate to a rural area*'. It goes on to state that development should '*protect or enhance the particular character of the part of the countryside in which it is set*'.
- 11.5 ULP Policy GEN2 advises development will not be permitted unless it is compatible with the scale, form, layout, appearance and materials of the surrounding buildings.
- 11.6 ULP Policy ENV3 considers the loss of traditionally opens spaces and trees and advises development will not be permitted the need of the development outweigh ether amenity value.
- 11.7 ULP Policy considers the design of development within Conservation Areas and advises development will not be permitted unless the development preserves or enhances the character and appearance of the essential features of the Conservation Area.
- 11.8 The residential development of the site and introduction 5 dwellings would inherently harm the rural character of the area. However, it is considered that the level of harm in this instance would be limited. The development would fill a gap between the housing to the north and various agricultural and other buildings to the south of the site. The dwelling would be positioned opposite existing housing lining the eastern side of Radwinter Road. Overall, it is considered that the site gives the impression of forming part of the village rather that the surrounding countryside.
- 11.9 It is noted a number of objections have been raised in regards to the impact the development will have to the character of the site and its surroundings.
- 11.10 Although the layout of the development has changed from the previously approved outline planning permission and the positioning of the dwellings are set back further into the site and set beyond the existing building line of the neighbouring residential dwelling and agricultural barns. The front of the site will set back from the highway to the front of the site and with the appropriate landscaping will not have a harmful impact to the character of the street scene. It is acknowledged this will result in some encroachment into the countryside, however this will be limited. The increase of a further single dwelling does not result in a significant increase of dominant built form, hard surfaces and will include enhanced landscaping.
- 11.11 The proposal will be seen from views outside of the site, to the east of the as the

ground levels of increase from the River Bourne and beyond to public right of ways to the east of the site and Church Hill. The views from Church Hill will be from afar and will be screened by existing landscaping features. The existing views already includes some built form and it is acknowledge the proposed dwelling will result in the introduction of new built form that will change the character of the site. That being said the position of the dwellings and existing and proposed enhanced landscaping will ensure the proposal will not have any significant harmful impact to the character of the site and surrounding area.

- 11.12 Due consideration has been made to the documents set out in the emerging neighbourhood plan, this hold some but limited weight. The details set out in the emerging neighbourhood plan landscape appraisal (Alison Farmer Associates) specifically considered the site from a landscape sensitivity perspective. The viewpoints 5 and 6 set out on Figure 3 clearly demonstrates the direction of these do not include the application site and focus mainly to the north of the site. The site is also outside the area to the rear of the site listed as important open space.
- 11.13 The emerging neighbourhood plan documents also advises the development on this site should be located on the lower slopes below the 80m contour line and associated with a strong landscape boundary to the west of the site. The positioning of the development within the 80m contour line is to ensure there is sufficient root protection around the mature tree to the front of the site. This is demonstrated on the submitted cross section plan. The majority of the development is with the 80m contour line, enhanced landscaping would mitigate any visual impact.
- 11.14 In regards to the design and appearance of the development, the dwellings will be of a traditional form and appearance that would be comparable to other local residential developments. The layout of the scheme ensures the properties will have sufficient private amenity space; this is contributed by the distance between properties and landscaping features. The use of a mix of external finishing materials ensures the development will provide a visual interest and breaks up the building mass. From the plans submitted it is considered the design of the dwellings are appropriate and include a traditional form, appropriate scale and use of materials compatible with the character of the site and its surroundings.
- 11.15 Some landscaping details have been submitted with the application, this includes Boundary hedging, wildflower meadow and new tree planting. The majority of the trees and hedgerow to the boundary will be retained however it is considered further details of the landscaping will be required prior to the commencement of the development, as such this should be included if the application is approved. Landscape Officer has been consulted, no objections of further recommendations have been made.
- 11.16 The application site is to the south of the Conservation Area, also to the north of the site is the Grade II listed property (The Old Smithy). The Council's Conservation Officer has been consulted in regards to the proposal and advises no objections are raised in regard to the harm to the character of the conservation area or setting of the listed buildings, subject to conditions for the submission of further information of the external materials and landscaping.
- 11.17 Taking into consideration the above assessment the design of the proposal will not have a significant harmful impact to the character of the site, street scene or surrounding area. As such the proposal is in accordance with ULP Policies S7, GEN2, ENV1, ENV2, ENV3 and the NPPF and the emerging Ashdon

Neighbourhood Plan.

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

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

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

- 11.19 The proposed development does not compromise neighbouring amenity in terms of unacceptable loss of light, over shadowing or overbearing impacts due to the distances between proposed dwelling and distance between the neighbouring sites. Plot 5 will be next to the neighbouring site of "Little House" however taking into consideration the separation distance, siting/ orientation of the proposed dwellings and existing boundary treatment the development will not result in any significant overlooking or loss of privacy that will have a harmful impact. It is therefore concluded that the proposed scheme accords with the above policies.

- 11.20 ULP Policy GEN4 and ENV11 advises that development will not be permitted where noise would cause a material disturbance to occupiers to surrounding properties. The introduction of the dwellings will result in an increase of noise and disturbance, mainly due to the increase of vehicular movement within the site, that being said this would be consistent to the other residential development along Radwinter Road. As such I do not consider the disturbance would be of a significant level that will result in a material harmful impact to the amenity of the existing neighbouring occupiers. As such the proposal is in accordance with ULP Policy GEN4 and ENV11.

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

- 11.21 Policy GEN1 states that development would only be approved when satisfactory safe access can be provided. The proposal includes a separate vehicle entrance and exit access arrangements to the front of the site linking to Radwinter Road. The Highways Authority has been consulted in regards to the application and does not object to the development subject to the imposition of conditions. As such it is considered the proposal will not have any harmful impact to highway safety and the proposal complies with ULP Policy GEN1.

- 11.22 ULP Policy GEN8 considers the whether the development will have appropriate parking provision, this also in accordance with the adopted Uttlesford Neighbourhood Parking Standards (2013), and Essex County Council Vehicle Parking Standards (2009).

- 11.23 Each dwelling will include off street parking that is in accordance with adopted standards, a further 2 unallocated visitor parking spaces will be provided within the site. The parking provisions also accord with the recommended parking sizes within the Essex County Council Vehicle Parking Standards (2009). As such it is considered the proposal complies with ULP Policy GEN8 and the Uttlesford Neighbourhood Parking Standards (2013).

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

11.24 Policy GEN7 of the Local Plan states that development that would have a harmful effect on wildlife will not be permitted unless the need for the development outweighs the importance of the feature of nature conservation. Where the site includes protected species, measures to mitigate and/or compensate for the potential impacts of development must be secured. A protected species survey has been submitted with the planning application, Essex County Council Ecology has been consulted in regards to the proposed development and has made no objections subject to conditions. It is therefore unlikely the proposed development will have harmful impact to adverse impact on protected species caused and therefore complies with Policy GEN7.

G Flood risk (ULP Policy GEN3 and the NPPF)

11.25 It is noted a number of objections have been raised in regards to the development resulting in an increase in flooding to the surrounding areas. Policy GEN3 contains the Local Plan policy for flooding, although this has effectively been superseded by the more detailed and up-to-date flood risk policies in the NPPF and the accompanying PPG. The site is not in an area at risk of flooding and, as the proposal is not a 'major development'; national policy does not require the use of a sustainable drainage system. That being said the application includes a surface water strategy.

11.26 The water strategy report advises that the discharge of water off the site is the only viable solution for drainage and will include storage tank to the rear of Plot 5 and attenuated discharge to the west of the site into the River Bourn and demonstrated in the submitted drainage plan. It is noted that surface water will be collected within the site.

11.27 Taking into consideration these the use of the additional sustainable drainage scheme and drainage scheme that would be implemented through the Building Regulations process. It is therefore concluded that the proposal would not give rise to any significant adverse effects with respect to flood risk, such that it accords with the policies in the NPPF and PPG.

H Infrastructure (ULP GEN6 & PPG)

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

I Affordable housing (ULP H9 & the NPPF)

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

J Housing mix (ULP H10 & SHMA)

11.30 Policy H10 requires that small market housing comprises a significant proportion of the total number of units. The Council's Housing Enabling Officer has not made any objections or further recommendations to the proposed scheme. The proposed 3 bedroom home and larger homes are pursuant to identified needs within the Strategic Housing Market Assessment, therefore, the mix is in accordance with the

ULP Policy H10 and is meeting local and district wide needs and provide appropriate market housing for the area in this regard.

K Contamination (ULP ENV14)

- 11.31 ULP Policy ENV14 considers the impact of contamination of the site and its impact to the proposed development. The application site may have the potential risk of contamination and therefore the UDC Environmental Health Officer has been consulted. No objections have been made subject the imposition of a planning condition. As such it is considered the development will not result in any harmful impact due to contamination risks and the proposal accords with ULP Policy ENV14.

L Exposure to poor air quality (ULP ENV13)

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

M Light pollution (ULP Policy GEN5)

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

N Housing Supply (NPPF)

- 11.34 The NPPF describes the importance of maintaining a five-year supply of deliverable housing sites. The Council's housing land supply currently falls short of this and is only able to demonstrate a supply of 3.11 years (Five Year Housing Land Supply update April 2020).
- 11.35 Paragraph 11 of the NPPF considers the presumption of sustainable development, this includes where there are no relevant development plan policies, or where policies which are most important for determining the application are out-of-date. This includes where the five year housing supply cannot be delivered.
- 11.36 Therefore a balance approach should be applied in the assessment of the proposed development and whether the potential harm the development might cause 'significantly and demonstrably' outweighs the potential positive outcomes of the development as a whole.
- 11.37 The proposed scheme provides a five dwellings. The scheme has a small modest economic benefit, this includes employment during the construction and the potential of contribution to local services, and these are a modest level of economic benefit

- 11.38 The Highways Authority, Environmental Health and Ecology consultants have not raised objections to the scheme and the scheme is not in a flood sensitive area. These elements weigh in the scheme's favour.
- 11.39 Although the proposal will result in the loss of some open green land it is not considered this will have a harmful impact to the open character of the countryside location and its surroundings. Also the dwellings will have a positive contribution to housing supply of which the Council cannot demonstrate a 5 year housing supply. Overall it is considered the benefits of the scheme outweigh the any limited harm that may occur from the scheme.

12 CONCLUSION

- A The principle to develop the site has been established under the previously approved outline planning permission for 4 dwellings.
- B The layout, scale and appearance of the development is considered appropriate in terms of the character of the site and surrounding area. The size of amenity areas and parking provisions are acceptable. The development accords with ULP Policies S7, ENV3, GEN2 GEN8 and the NPPF.
- C The submitted layout plans show that impacts on residential amenity are likely to be insignificant and therefore accords with ULP Policies GEN2 and GEN4.
- D The proposed highway access is not considered to have any harmful impact to highway safety and in accordance with ULP Policy GEN1.
- E The proposal would not be harmful to protect/priority species subject to conditions and in accordance with ULP Policy GEN7.
- F The proposal is not in a flood risk zone and inclusion of sustainable drainage scheme will not result in an increase to flood risk.
- G The proposal represents sustainable development in the context of the NPPF. The tilted balance at paragraph 11 is engaged because the relevant policies of the supply of housing are out of date. In this case, the limited adverse effect on the countryside character and loss of agricultural land would not significantly and demonstrably outweigh the benefits from the proposal contribution toward housing supply.

RECOMMENDATION – APPROVAL WITH CONDITIONS

Conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.
REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004
- 2 Prior to commencement of works above slab level, details of the following external finishes (including samples and/or photographs as appropriate) must be submitted to and approved in writing by the local planning authority:
 - Walls
 - Roof
 - Windows

- Doors

The development must be carried out in accordance with the approved details

REASON: To ensure compatibility with the character of the area, in accordance with Policies ENV1, GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework. This condition is to ensure that the development is only carried out in accordance with the above details

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

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

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

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and control of environmental impacts in accordance with ULP Policies GEN1 and GEN4.

- 4 Prior to commencement of the development above slab level a detailed hard and soft landscaping scheme (including planting, hard surfaces and boundary treatment) shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be carried out in accordance with the approved details. This should include boundary treatment between the site and neighbouring property.

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 buildings, 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 compatibility with the character of the area in accordance with ULP Policies, ENV1, S7 and GEN2 of the Uttlesford Local Plan (adopted 2005)

- 5 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (T4 Ecology Ltd, June 2020) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. Works undertaken outside of the bird nesting season (March to August inclusive) or a suitably qualified person will carry out a nesting check a minimum of 48 hours prior to destructive works commencing, retaining hedgerows and permeable boundaries where possible, installation of bird and bat boxes, native hedgerow, tree and flower meadow planting.”

REASON: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7

- 6 Prior to commencement of works above slab level a Biodiversity Enhancement Plan and Layout, providing the finalised details and locations of enhancement measures, including but not limited to those contained within the Preliminary Ecological Appraisal (T4 Ecology Ltd, June 2020), shall be submitted to and approved in writing by the local planning authority.

The enhancement measures shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.”

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

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

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

REASON: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with ULP Policy GEN7.

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

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

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

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and control of environmental impacts in accordance with ULP Policies GEN1 and GEN4.

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

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

- 10 Prior to occupation of the development, the northern access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 43 metres, as measured from and along the nearside edge of the carriageway (including any necessary regarding works). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times.

REASON: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety and in accordance with ULP Policy GEN1.

- 11 Prior to the first occupation of the development, the private drive access arrangements as indicated on DWG no. 14946/06 shall be provided and shall be retained in perpetuity for the intended purpose.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner, in the interests of highway safety and in accordance with ULP Policy GEN1.

- 12 Prior to occupation of the development the one-way control system of the vehicular access points shall be provided, to include but not limited to:
- i. The southern access point must be entry only and the physical restraint (i.e. gate) shall open only into the site by electronic detectors on the highway side of the development and be provided a minimum of 6 metres from the carriageway edge.
 - ii. The northern access point must be exit only and the physical restraint (i.e. gate) shall have detectors inside the site to allow vehicles to leave the site.
 - iii. Appropriate signage at the entry and exit access points, clear of the highway.
 - iv. Appropriate signage within the development site.

The proposed scheme shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and be retained and maintained for the life of the development.

REASON: To ensure appropriate access is provided, in the interests of highway safety and in accordance with ULP Policy GEN1

- 13 The gradient of the proposed vehicular accesses shall be not steeper than 4% (1in 25) for the first 6 metres from the highway boundary and not steeper than 8% (1in 12.5) thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety and in accordance with ULP Policy GEN1.

- 14 The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans has been provided. The vehicle parking area and associated turning area shall be retained in this form at all times.
REASON: To ensure that appropriate parking and turning is provided in the interests of highway safety and in accordance with ULP Policy GEN1.

- 15 The dwellings hereby permitted must be built in accordance with Requirement M4(2) (Accessible and adaptable dwellings) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.
REASON: To ensure a high standard of accessibility, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005), the SPD entitled 'Accessible Homes and Playspace' and the Planning Practice Guidance.

- 16 A minimum of a single electric vehicle charging point shall be installed at each of the houses. These shall be provided, fully wired and connected, ready to use before first occupation.
REASON: The requirement of the charging points are required to mitigate the harm for poor air quality due to the increase in vehicle movement and being within and in accordance with ULP ENV13 and paragraph 105 of the NPPF

- 17 Prior to commencement of works above slab level, details of the proposed access gates shall be submitted to and approved in writing by the local planning. The development must be carried out in accordance with the approved details

REASON: To ensure compatibility with the character of the area, in accordance with Policies ENV1, GEN2 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework. This condition is to ensure that the development is only

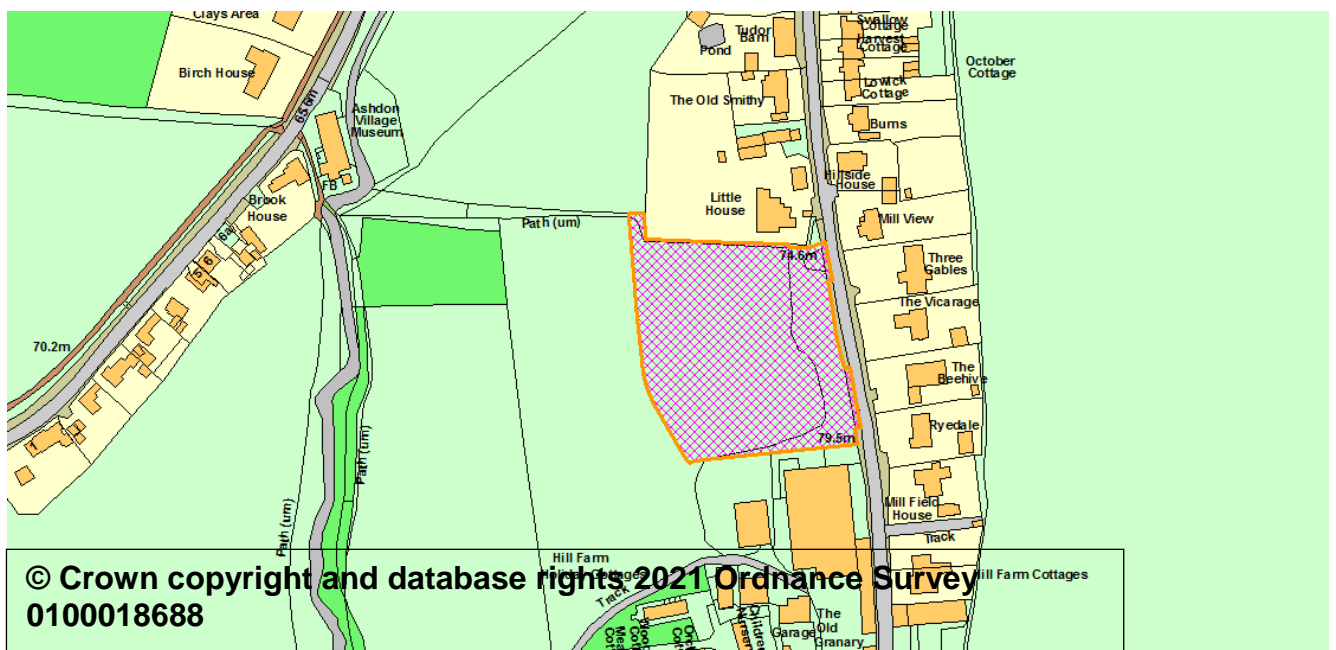
carried out in accordance with the above details

- 18 No additional fixed lighting shall be erected or installed until details of the location, height, design, sensors, and luminance have been submitted to and approved in writing by the Uttlesford Planning Authority. The details shall ensure the lighting is designed in such a way to minimise any potential impacts to neighbouring properties. Additional lighting shall thereafter be erected, installed and operated in accordance with the approved details.

REASON: To minimise any potential impacts to neighbouring properties in accordance with Policy GEN4 of the Uttlesford Local Plan (adopted 2005).

- 19 The proposed sustainable drainage scheme will be strictly in accordance with details set out in the submitted Water Drainage Strategy (Prior Associates August 2020), unless otherwise agreed in writing by the local planning authority.

REASON: To ensure the development has appropriate off site water drainage and to ensure the development does not result in any increase to flooding and in accordance with ULP Policy GEN3 and the NPPF.



Organisation: Uttlesford District Council

Department: Planning

Date: 5th January 2021