

UTT/21/0692/FUL

(GREAT HALLINGBURY)

PROPOSAL: The demolition of existing house and the replacement with 8 dwellings, along with associated development including access, car parking and landscaping.

LOCATION: Marstons Start Hill
Stane Street
Great Hallingbury
Herts
CM22 7TA

APPLICANT: Start Hill Limited

AGENT: Mr Lindsay Trevillian

EXPIRY DATE: 27TH April 2021

CASE OFFICER: Madeleine Jones

1. NOTATION

1.1 Within Development Limits. Within 2KM of SSSI. Within 6km of Stansted Airport. Within 57dB 16 hr LEQ.

2. DESCRIPTION OF SITE

2.1 The application site of approximately 0.3 hectares, is located to the north of Dunmow Road (B1256). There is a large, detached dwelling set back from the road in a central position within the site. There is a double garage linked to the dwelling.

2.2 A single vehicle crossover located along Dunmow Road (B1256) provides vehicle access to the site. The driveway runs along the eastern boundary

2.3 There are residential properties to the east and west which are linear in form along the B1256. The site to the west has recently been granted planning permission under UTT/18/1982/FUL for the demolition of the existing dwelling house and replacing it with 9 residential dwelling houses.

2.4 Beyond the dwelling to the west is a petrol station, which also contains a convenience store.

2.5 To the rear of the site is a public footpath, and then the A120 dual carriageway, with Stansted Airport beyond.

2.6 The front boundary of the site consists of a 1m close boarded timber fence with shrubs behind.

2.7 There are bus stops on both sides of the B1256 close to the site.

- 2.8 A pavement runs along the B1256 and is separated from the site by a grass verge. The pavement terminates beyond the petrol station to the west and to Thremhall Park (and beyond) to the east.

3. PROPOSAL

- 3.1 The proposal is for the demolition of the existing dwelling and erection of 8 no. dwellings, along with other associated development including access, car parking and landscaping.
- 3.2 A new access road would be provided to the west of the site which would share the access, on the adjacent site, approved as part of planning application UTT/18/1982/FUL at Barnmead.
- 3.3 The existing access to the site would be closed.
- 3.4 The application is for a mix of 2 and 3 bedroomed, semi-detached and terraced dwellings.
- 3.5 All dwellings have on plot parking and there are 2 additional visitor parking spaces provided.
- 3.6 All 3 bedroomed dwellings have in excess of 100m² private amenity space, and the 2 bedroomed properties have in excess of 50m²
- 3.7 The proposed density would be 24 dwellings per hectare

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.

5. APPLICANT'S CASE

- 5.1 The application is supported by a Planning Statement, a Transport Statement, and an Ecological Survey, an Arboricultural Impact Assessment and a Noise Impact Assessment.

6. RELEVANT SITE HISTORY

- 6.1 SWR/0094/55. Development of land for dwelling. Approved with conditions.
- 6.2 SWR/0161/70. Extension to kitchen and lounge. Approved.
- 6.3 UTT/18/1982/FUL: Demolition of existing dwelling house and replacement with 9 residential dwelling houses, alterations to the existing vehicle crossovers, ancillary car parking, landscaping and associated development. Approved with conditions. (Barnmead adjacent site)

7. POLICIES

Uttlesford Local Plan (2005)

- 7.1 ULP Policy S3 – Other Settlements
- ULP Policy H9 – Affordable Housing
- ULP Policy H10 – Housing Mix
- ULP Policy GEN1 – Access
- ULP Policy GEN2 – Design
- ULP Policy GEN4 – Good Neighbourliness
- ULP Policy GEN7 – Natural Conservation
- ULP Policy GEN8 – Vehicle Parking Standards
- ULP Policy GEN6 – Infrastructure Provision to Support Development
- ULP Policy ENV4 – Sites of Archaeological Importance
- ULP Policy ENV13 – Exposure to Poor Air Quality
- ULP Policy ENV14 – Contaminated Land

Supplementary Planning Documents/Guidance

- 7.2 SPD – Accessible Homes and Playspace

National Policies

- 7.3 National Planning Policy Framework (NPPF) (Sept 2019)

Other Material Considerations

- 7.4 National Planning Policy Guidance (NPPG)
- Essex Design Guide
- ECC Parking Standards – Design and Good Practice (September 2009)
- UDC Parking Standards (adopted February 2013)

8. PARISH COUNCIL COMMENTS

- 8.1 No objections but would like to point out that the B1256 stretch of road is a clearway and as such any vehicles should not be allowed to park on the road including all delivery vehicles to site.

9. CONSULTATIONS

ECC Ecology

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

ECC Highways

- 9.2 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to conditions.

Environmental Health

- 9.3 The acoustic report submitted by dB Consultation Ltd ref 10200, indicates that subject to the construction and ventilation specification detailed in section 7 of the report, internal noise will achieve condition requirements.

It is noted that external measured levels from all sources will be in excess of guideline external recommendations, due to aircraft noise which cannot be mitigated. The site is therefore not well suited for residential development from an acoustic environment perspective. However, I understand that there are local requirements and demand for housing in this area and therefore the noise impact on external amenity spaces will have to be balanced against this requirement from a broader planning perspective.

I therefore have no objection in principle to the application subject to the following conditions

ECC Archaeology Place Services

- 9.4 The Historic Environment Record indicates that the proposed development lies within an area which has been identified as containing a range of historic environment assets.

The historic environment record shows the site to lie immediately to the north of the Roman Road from Braughing to Colchester (EHER 4697). To the south-east of the application area Roman material was identified in an area of brickearth extraction (EHER 4633). To the north-east of the site archaeological excavation identified a medieval settlement (EHER 6722) site during the Stansted Airport development. To the west of the site archaeological excavations on the M11 link roads for the airport recovered multi-period occupation from the Neolithic through to the medieval period (EHER 45323).

The archaeological work would comprise initial trial trenching to identify the extent and depth of archaeological deposits followed by open area excavation if archaeological deposits are identified.

A condition securing an Archaeological Programme of Trial Trenching followed by Open Area Excavation is recommended.

Aerodrome Safeguarding

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

NATS Safeguarding

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

10. REPRESENTATIONS

- 10.1 Neighbours were notified by letter and one representation has been received. Expiry date 1st April 2021.

- 10.2 Summary of representation received as follows:

The current application access road is on neighbouring land which is clearly shown on the Land Registry records as belonging to Barnmead. There is no agreement

between the owners of Barnmead to allow right of way over their land. The Barnmead owners intend to sign a Section 106 agreement with Essex Highways to retain the access road as private land. Therefore, it will not become an adopted road maintained by the council.

11. APPRAISAL

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

- A Principle of development of this site for residential purposes– (NPPF, ULP Policies S3 and H3)
- B Access, parking and highway safety (ULP Policies GEN1, GEN8);
- C Design and impact on future occupiers/ neighbour’s amenity, including Noise (ULP Policy GEN2, GEN4 H10 and SPD “Accessible Homes and Playspace”);
- D Affordable housing (ULP Policy H9);
- E Impact biodiversity (ULP Policy GEN7).
- F Impact upon Heritage Assets (ULP Policy ENV4)

A Principle of development of this site for residential purposes– (NPPF, ULP Policies S3 and H3)

- 11.1 This scheme is for 8 residential units within the development limits for Start Hill.
- 11.2 The site is located within the Development Limits for Start hill where policy S3 applies. This specifies that development compatible with the settlements character and countryside setting will be permitted within these boundaries.
- 11.4 S70 (2) of the Town and Country Planning Act 1990 states that "in dealing with a planning application the local planning authority shall have regard to the provisions of the Development Plan so far as is material to the application and to any other material considerations". S38 (6) of the Planning and Compulsory Purchase Act 2004 states that "if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Paragraph 2 of the NPPF reiterates this requirement and paragraph 3 confirm that the NPPF is a material planning consideration.
- 11.5 Paragraph 11 of the NPPF confirms that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites. In this regard, the most recent housing trajectory identifies that the Council has a 3.11-year land supply.
- 11.6 The general character of this road to the east is of ribbon (linear) development. The properties along this road are a mixture of different designed detached properties. They are set back from the road with large gardens.
- 11.7 To the west, a development of nine dwellings has recently been approved and the dwellings are designed in depth of that site.
- 11.8 It is considered that the proposed development would be compatible with the character of the settlement. Great Hallingbury Parish Council have no objections to the principle of the development.

The proposal as submitted is acceptable in principle and would comply with the aims of ULP policies S3 and H3

B Access, parking and highway safety (ULP Policies GEN1, GEN8)

- 11.19 Policy GEN1 seeks to ensure development proposals would not adversely affect the local highway network and encourage sustainable transport options.
- 11.20 The application includes the formation of a new vehicular access road and following advice from the Highways authority (on a previous application which was withdrawn) the plans submitted relocate the access onto the approved access road under UTT/18/1982/FUL.
- 11.21 The existing access onto the B1256 would be closed.
- 11.22 Essex County Council Highways officers have assessed the access and now consider it to be acceptable.
- 11.23 The public right of way that runs along the northern side site would be retained. The Highways authority now has no objections to the proposal subject to conditions
- 11.24 The proposal would be reliant upon the improvements to the access by the adjacent site. If this development commences and is occupied before the adjacent site approved under UTT/18/1982/FUL, the access /junction improvements and visibility splays would need to be provided as part of this application. This can be achieved by suitably worded conditions.
- 11.25 Great Hallingbury's Parish Council raises concern in respect that the B1256 is a clearway and as such any vehicles should not be allowed to park on the road including all delivery vehicles to the site. If approved this can be secured by a Construction Method Statement condition.
- 11.26 In view of the above it is considered that the proposal, subject to conditions, would comply with the aims of Policy GEN1.
- 11.27 The proposed properties are a mixture of two-, and three-bedroom dwellings. The adopted Essex County Council parking standards require the provision for two parking spaces per dwelling for two- and three-bedroom dwellings and three parking spaces for three+ bedroomed properties and additional visitor parking spaces.
- 11.28 In accordance with Supplementary Planning Document – Accessible Homes and Playspace the proposed dwellings would need to be accessible and designed to Lifetime Homes Standards. In new housing developments, the dwellings approved by this permission shall be built to Category 2: Accessible and adaptable dwellings M4(2) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition and 2016 amendments. In this respect Part M4 (2) paragraph 2.12 relating to car parking, in order to comply with the building regulations, it states:

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

- a) Where the parking is within the private curtilage of the dwelling (but not within a carport or garage) at least one space is a standard parking bay

that can be widened to 3.3m

b) Where communal parking is provided to blocks of flats, at least one standard parking bay is provided close to the communal entrance of each core of the block (or to the lift core where the parking bay is internal) The parking bay should have a minimum clear access zone of 900mm to one side and a dropped kerb in accordance with paragraph 2.13d

c) Access between the parking bay and the principal private entrance or where necessary, the alternative private entrance to the dwelling is step free.

d) The parking space is level or, where unavoidable, gently sloping

e) The gradient is as shallow as the site permits.

f) The parking space has a suitable ground surface.

11.29 Each property would be able to meet the required parking standards. Two visitor parking spaces would also be provided. Therefore, the proposals comply with Policy GEN8 of the adopted Uttlesford Local Plan 2005

C Design, scale and impact on future occupiers/ neighbour's amenity, including Noise (ULP Policies GEN2, H10 and SPD "Accessible Homes and Playspace");

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

11.31 The housing mix and parking provision of the individual plots for this application is as per the table below.

Plot	Housing type	Garden size m ²	Parking
1	2 Bed	93	2
2	2 Bed	77	2
3	3 Bed	108	2
4	3 Bed	122	2
5	3 Bed	221	2
6	2 Bed	73	2
7	2 Bed	60	2
8	3 Bed	106	2
Visitor			2

11.32 The housing mix is broadly consistent with Strategic Housing Market Housing report

11.33 All the units would have private amenity spaces. The Essex Design Guide recommends that dwellings or 3 bedrooms or more should have private amenity spaces of 100m² and dwellings with 2 bedrooms should have private amenity space of 50m². The gardens shown in the plans show that each plot would have adequate private amenity space to accord with the requirements of the Essex Design Guide.

11.34 Local Plan Policy GEN2 requires that development does not cause an unacceptable loss of privacy, loss of daylight, overbearing impact or overshadowing to neighbouring residential properties. The proposal would not

result in a material detrimental impact on neighbour's amenity by way of overlooking, overshadowing or overbearing impact. The proposed development would accord with the separation distances contained within the Essex Design Guide.

- 11.35 The site is located within the vicinity of Stansted Airport, within the 57dB 16 hr LEQ and therefore the noise of future residents is a material consideration. Accordingly, Environmental Health Officers were consulted.
- 11.36 The acoustic report submitted by dB Consultation Ltd ref 10200, indicates that subject to the construction and ventilation specification detailed in section 7 of the report, internal noise will achieve condition requirements. It is noted that external measured levels from all sources will be in excess of guideline external recommendations, due to aircraft noise which cannot be mitigated. The Uttlesford DC Environmental Health Officer have no objection in principle to the application subject to conditions being attached to any permissions granted requiring construction, glazing and ventilation scheme being in accordance with the details provided in the acoustic report submitted with the application.
- 11.37 Local Plan policy GEN2 sets out general design criteria for new development and in particular requires that development is compatible with the scale, form, layout, appearance and materials of surrounding buildings. The Essex Design Guide supplements this policy and the section 12 of the NPPF also relates to achieving well-designed places. To the east of the site, the dwellings are in a linear row and consist of detached dwellings of various scale and design. A material consideration is that recently an application for 9 dwellings has been granted on the adjacent site to the west (UTT/18/1982/FUL). They are currently under construction.
- 11.38 Subsequently to the application being submitted an Interim climate change planning Policy has been adopted. The applicant has confirmed that all of the new homes will be provided with at least one installed fast charging point.
- 11.39 The scale and design of the proposed dwellings are considered to be appropriate for this site and that the proposal would comply with the aims of ULP policy GEN2.

D Affordable housing (ULP Policy H9);

- 11.40 Policy H9 states that the Council will seek to negotiate on a site for site basis an element of affordable housing of 40% of the total provision of housing
- 11.41 The Strategic Housing Market Area Assessment supports the provision of a range of affordable housing: Affordable housing provision (rounded up to the nearest whole number) 40% on sites of 15 or more dwellings or sites of 0.5ha or more.
- 11.42 Government guidance states that there are specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the written ministerial statement of 28 November 2014 and should be taken into account. These circumstances are that contributions should not be sought from developments of 10 units or less, and which have a maximum combined gross floor space of no more than 1,000 square metres (Gross internal area).

- 11.43 This site is 0.3 hectares and is for eight dwellings, therefore there is no requirement for affordable housing provision. The adjacent site is under separate ownership, and therefore it would not be reasonable to seek a contribution by combining both sites.

E Biodiversity (ULP policy GEN7)

- 11.44 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 Biodiversity Questionnaire has to be submitted by the applicant with any application to

assess the likely presence of protected species within or in close proximity to the application site. The questionnaire allows the Council to assess whether further information is required in respect of protected species and their habitats. The proposal is for the demolition of the existing dwelling and outbuildings and as such has the potential to impact on bats.

Accordingly, a Preliminary Ecological Appraisal incorporating a bat survey has been carried out and specialist ecologists have been consulted.

- 11.45 Essex County Council, Place Services, Ecology has confirmed in writing that it has no objection subject to securing biodiversity mitigation and enhancement measures, which if the application is approved can be secured by condition.

- 11.46 As such it is not considered that the proposal, subject to appropriate conditions would have any material detrimental impact in respect of protected species to warrant refusal of the proposal and accords with ULP policy GEN7.

F Impact upon Heritage Assets (ULP Policy ENV4)

- 11.47. The historic environment record shows the site to lie immediately to the north of the Roman Road from Braughing to Colchester (EHER 4697). To the south-east of the application area Roman material was identified in an area of brickearth extraction (EHER 4633). To the north-east of the site archaeological excavation identified a medieval settlement (EHER 6722) site during the Stansted Airport development. To the west of the site archaeological excavations on the M11 link roads for the airport recovered multi-period occupation from the Neolithic through to the medieval period (EHER 45323). Accordingly, specialist archaeological advice was sought, and they recommend conditions are secured in relation to trial trenching and open area excavation.

12. CONCLUSION

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

- A** The proposal is acceptable in principle.

- B** The new access road is considered to be acceptable and to comply with ULP policy GEN1. It has been demonstrated that sufficient parking provision can be accommodated on the site to comply with ULP policy GEN8.
- C** The design and scale of the proposal is considered to be acceptable. The housing mix for the development is also considered to be acceptable. Adequate amenity space would be provided for all of the dwellings. The proposal would not result in any material detrimental impact by way of overlooking, overshadowing or over bearing impact on neighbours amenity.
- D** There is no planning policy requirement for affordable housing
- E** The application provides sufficient information and evidence to demonstrate that the proposals (subject to conditions) would not adversely affect protected species. As such the proposals comply with policy GEN7
- F** Subject to conditions, the proposal would protect Heritage Assets locally, in accordance with the provisions of Policy ENV4 of the Local Plan.

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

Reason : To ensure compliance with Policy GEN2 (c) of the Uttlesford Local Plan 2005 and the subsequent SPD on Accessible Homes and Playspace

3. The building construction, glazing and ventilation scheme hereby permitted shall be installed in strict accordance with the details provided in Section 7 of the acoustic report submitted by dB Consultation Ltd ref 10200. The scheme shall thereafter be retained as approved.

Reason: To prevent unacceptable noise disturbance, in accordance with Policy ENV10 of the Uttlesford Local Plan (adopted 2005). This condition must be 'pre-commencement' to ensure that no dwelling is erected other than in accordance with the details to be approved.

4. 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 protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

- 5 Prior to occupation of the development, details of measures to maximise the use of low-emission transport modes (e.g. secure covered storage for motorised and non motorised cycles, an electric vehicle charge point) must be submitted to and approved in writing by the local planning authority. The measures must be installed in accordance with the approved details prior to occupation.

Reason: To minimise any adverse effects on air quality, in accordance with Policy ENV13 of the Uttlesford Local Plan (adopted 2005) and the National Planning Policy Framework

- 6 No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: The historic environment record shows the site to lie immediately to the north of the Roman Road from Braughing to Colchester (EHER 4697). To the south-east of the application area Roman material was identified in an area of brickearth extraction (EHER 4633). To the north-east of the site archaeological excavation identified a medieval settlement (EHER 6722) site during the Stansted Airport development. To the west of the site archaeological excavations on the M11 link roads for the airport recovered multi-period occupation from the Neolithic through to the medieval period (EHER 45323) in accordance with ULP policy ENV4

- 7 No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in 6 above.

Reason: The historic environment record shows the site to lie immediately to the north of the Roman Road from Braughing to Colchester (EHER 4697). To the south-east of the application area Roman material was identified in an area of brickearth extraction (EHER 4633). To the north-east of the site archaeological excavation identified a medieval settlement (EHER 6722) site during the Stansted Airport development. To the west of the site archaeological excavations on the M11 link roads for the airport recovered multi-period occupation from the Neolithic through to the medieval period (EHER 45323) in accordance with ULP policy ENV4

- 8 The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report

Reason: The historic environment record shows the site to lie immediately to the north of the Roman Road from Braughing to Colchester (EHER 4697). To the south-east of the application area Roman material was identified in an area of brickearth extraction (EHER 4633). To the north-east of the site archaeological excavation identified a medieval settlement (EHER 6722) site during the Stansted

Airport development. To the west of the site archaeological excavations on the M11 link roads for the airport recovered multi-period occupation from the Neolithic through to the medieval period (EHER 45323) in accordance with ULP policy ENV4

- 9 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in Preliminary Ecological Appraisal (Open Spaces, September 2020) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.”

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the 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) in accordance with ULP policy GEN7

- 10 Prior to slab level, a Biodiversity Enhancement Layout, providing the finalised details and locations of the enhancement measures contained within the Preliminary Ecological Appraisal (Open Spaces, September 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/habitats and allow the LPA to discharge its duties under the s40 of the NERC Act 2006 (Priority habitats & species) in accordance with ULP policy GEN7

- 11 Prior to occupation a lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) 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, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) in accordance with ULP policy GEN7

- 12 Prior to occupation of any dwelling, the provision of an access formed at right angles to Dunmow Road, as shown in principle of DWG no. BRD/20/066/002-A to include but not limited to: minimum of 5.5 metre carriageway width with minimum radii of 6 metres and two 2 metre wide footways shall be provided.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner, in the interests of highway safety in accordance with ULP policies GEN1 and GEN8

- 13 Prior to occupation of any dwelling, the road junction at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction 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 road junction and those in the existing public highway in the interest of highway safety in accordance with ULP policies GEN1 and GEN8

- 14 Prior to occupation of any dwelling, the road junction at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres, as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be provided before the road junction 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 road junction and those in the existing public highway in the interest of highway safety in accordance with ULP policies GEN1 and GEN8

- 15 Prior to occupation of the development, improvements to the passenger transport infrastructure at the bus stops located adjacent the proposal site on both sides of Dunmow shall be provided, to include where appropriate relocation of the bus stop on the northern side of Dunmow Road to a suitable location in the immediate vicinity of the existing bus stop, raised kerbs, hardstanding, flags, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed with the Highway Authority, and shall be implemented prior to occupation.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport and to ensure vehicles using the proposal site access can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with ULP policies GEN1 and GEN8

- 16 Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with ULP policy GEN1

- 17 Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with ULP policy GEN1

- 18 No development shall take place, including any ground works or 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. 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. in accordance with ULP policy GEN1

- 19 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. The condition is 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.

- 20 During demolition & construction, robust measures must be taken to control dust and smoke clouds.

Reason: Flight safety – dust and smoke are hazardous to aircraft engines; dust and smoke clouds can present a visual hazard to pilots and air traffic controllers in accordance with ULP GEN2

- 21 During construction and in perpetuity, robust measures to be taken to prevent birds being attracted to the site. No pools or ponds of water should occur/be created without permission.

Reason: Flight safety – Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Stansted Airport (STN) that would increase the risk of a Birdstrike to aircraft using STN in accordance with ULP GEN2

- 22 No rooflights to be added to the properties without first consulting the aerodrome safeguarding authority for STN.

Reason: Flight safety - to prevent distraction or confusion to pilots using STN in accordance with ULP GEN2

- 23 All exterior lighting to be capped at the horizontal with no upward light spill.

Reason: Flight safety - to prevent distraction or confusion to pilots using STN in accordance with ULP GEN2

- 24 No solar photovoltaics to be used on site without first consulting with the aerodrome safeguarding authority for STN.

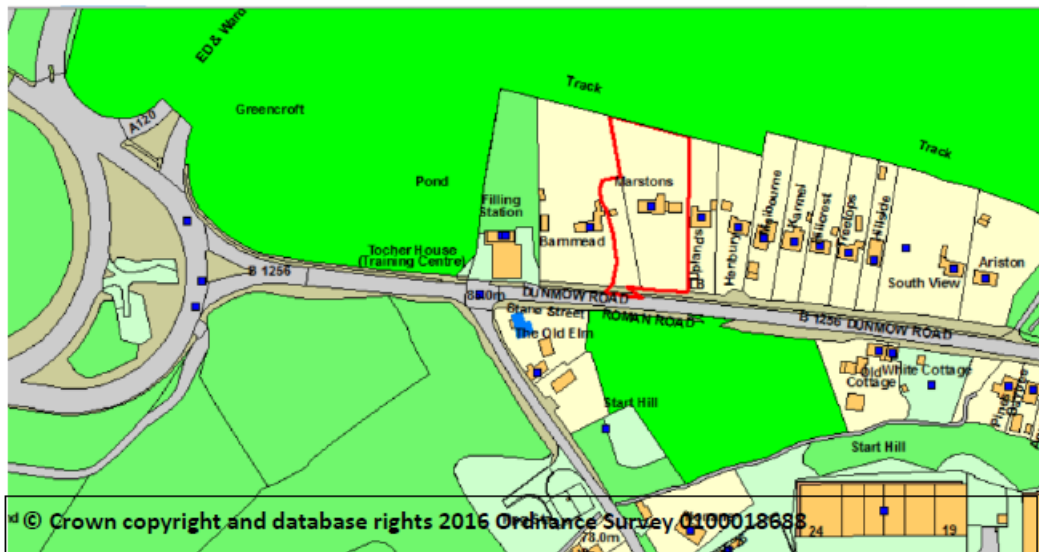
Reason: Flight safety - to prevent ocular hazard and distraction to pilots using STN in accordance with ULP GEN2

- 25 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2005 (or any Order revoking or re-enacting that Order with or without modification), no development within Classes A to F of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place without the prior written permission of the local planning authority.

Reason: To prevent the site becoming overdeveloped and in the interests of the amenity of the occupiers of adjoining dwellings and buildings in accordance with the NPPF and Uttlesford Local Plan Policy GEN2.

- 26 Infrastructure for a minimum of a single electric vehicle fast charging point shall be installed at each of the dwellings. All new parking spaces should be adaptable for electric vehicle fast charging (7-22kw) including through local electricity grid reinforcements, substation design and ducting. These shall be provided prior to 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 Uttlesford Local Plan Policy ENV13 (adopted 2005) and the National Planning Policy Framework.



Organisation:	Uttlesford District Council
Department:	Planning
Date:	27 APRIL 2021