

**UTT/21/0009/DFO**

<b>PROPOSAL:</b>	<b>Details following outline approval UTT/18/3370/OP for the erection of up to 9 no. dwellings - details of layout, appearance and landscaping</b>
<b>LOCATION:</b>	<b>Land South of The Farmhouse, Old Mead Road, Henham</b>
<b>APPLICANT:</b>	<b>Pineacre Ltd.</b>
<b>AGENT:</b>	<b>Jon Alderton</b>
<b>EXPIRY DATE:</b>	<b>02.03.2021 (extension of time agreed to 30.07.2021)</b>
<b>CASE OFFICER:</b>	<b>Mr C Theobald</b>

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**1. NOTATION**

- 1.1 Outside Development Limits.

**2. DESCRIPTION OF SITE**

- 2.1 The site forms the front grassed rectangular section of a redundant poultry farm which lies on the east side of Old Mead Road to the north of the Eisenham Station level crossing. The site rises gently off the road behind which are comprised by a range of old poultry buildings and tracks which make up the remainder of the former poultry farm site following the removal of four frontage buildings. The site has an area of 0.9 ha.
- 2.2 A farmhouse with small farm courtyard stands to the immediate north of the site, whilst detached dwellings lies opposite the site. A high density housing development stands on the former goods yard site adjacent to the railway line to the south-west of the site, whilst a dwelling lies to the immediate south. Commercial buildings are situated to the south of this dwelling which extend back to the railway crossing.

**3. PROPOSAL**

- 3.1 This reserved matters application relates to the erection of up to 9 no. dwellings for consideration of layout, appearance and landscaping following on from the grant of outline planning permission by the Council in 2019 for the principle of residential development at this site location under application ref; UTT/18/3370/OP.
- 3.2 The submitted scheme shows a line of nine detached dwellings of varying styles and sizes with garages and hardstanding spaces to be served off a shared frontage access drive with central vehicular access point from Old Mead Road consistent with the indicative site layout plan and access arrangements shown for the outline approved scheme. Revised drawings were received by the Council on 13 May 2021 for the current reserved matters application showing a reduction in the footprint of some of the dwellings and modifications to their appearance, together with changes to the proposed layout, including proposed parking arrangements.

**4. ENVIRONMENTAL IMPACT ASSESSMENT**

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

## **5. APPLICANT'S CASE**

- 5.1 The application is accompanied by a Design and Access Statement (DAS) which informs the proposal, including reference to the indicative outline scheme which showed a 1½ storey scaled development and how this design approach has been followed through for the current reserved matters application, including the use of vernacular detailing for the proposed dwellings. The DAS concludes as follows:

*“The proposal is for a high quality and well-designed scheme providing family housing within 3 and 4 bedroom dwellings. In addition, it makes much better use of what is currently a disused site. The site will be of low density and would have very little impact on the wider landscape character and will provide improvements to its surroundings. Overall, therefore, the enclosed application presents a scheme that is appropriate to the setting of the site, with the intention to provide a proposal with a sympathetic scale, form and massing and the use of appropriate materials”.*

## **6. RELEVANT SITE HISTORY**

- 6.1 At their meeting on 10 April 2019, Members of the Council's Planning Committee considered a committee report relating to outline application UTT/18/3370/OP with all matters reserved except access for the demolition of existing poultry buildings and the erection of up to 9 dwellings and associated development at Land South of The Farmhouse, Old Mead Road, Henham, At the meeting, Members resolved to grant permission for the outline scheme after they had considered that the principle of housing development was acceptable and as ECC Highways had confirmed that the indicated vehicular access arrangements were acceptable. In making their decision, Members requested that the development be kept to 1½ storey in line with the officer recommendation for any subsequent reserved matters application.
- 6.2 The Committee Report for that application advised that the indicated design and layout for the proposed development was broadly acceptable, as was the indicated housing mix, whilst it further advised that no affordable housing financial contributions could be reasonably taken from the scheme as the applicant had applied for vacant building credits involving the demolition of the existing redundant poultry buildings at the site which had resulted in a calculated net zero affordable homes liability for the scheme. It was shown that the proposal would not have a harmful impact upon protected or priority species. Permission was granted on 15 April 2019 subject to conditions, including those relating to highway safety and the submission of a SuDS drainage scheme at reserved matters stage.

## **7. POLICIES**

### **National Policies**

National Planning Policy Framework (NPPF) (revised 2019)

### **Uttlesford Local Plan (2005)**

ULP Policy GEN1 – Access  
ULP Policy GEN2 – Design  
ULP Policy GEN7 – Nature Conservation  
ULP Policy GEN8 – Vehicle Parking Standards

ULP Policy H10 – Housing Mix  
ULP Policy ENV10 – Noise sensitive development and disturbance from aircraft  
ULP Policy ENV14 – Contaminated land

### **Supplementary Planning Documents/Guidance**

SPD “Affordable Homes and Playspace”.

### **Other Material Considerations:**

Essex Design Guide  
ECC Parking Standards – “Design and Good Practice” (September 2009)  
UDC Parking Standards (adopted February 2013)  
Uttlesford District Council Interim Climate Change Planning Policy

## **8. PARISH COUNCIL COMMENTS**

### **8.1 (Revised comments on revised drawings):**

Elsenham Parish Council wishes to make the following objections.

#### *Parking*

Policy GEN8 – Vehicle Parking Standards:

The revised plans have been considered carefully. There is an apparent anomaly in that the *Design and Access Statement* shows 5 No. 4-bedroom houses and 4 No. 3-bedroom houses, whereas the detailed plans show 4 No. 4-bedroom house and 5 No. 3-bedroom houses. The difference appears to be with regard to Plot 8.

*Uttlesford Local Parking Standards, 2013, stipulate as follows:*

3 bedrooms: 2 spaces per dwelling  
4 bedrooms: 3 spaces per dwelling  
Visitors: 0.25 spaces per dwelling, rounded up

Thus, the calculation of the total number of parking spaces required, assuming that the detailed plans are correct, is as follows:

4 bedrooms:  $4 \times 3 = 12$  spaces  
3 bedrooms:  $5 \times 2 = 10$  spaces  
Visitors:  $0.25 \times 9 = 3$  spaces, after rounding  
Total: 25 spaces

The plans have been studied closely, but it is impossible to discern provision for 25 parking spaces. It is important that parking does not overspill into the development's access roads, or onto Old Mead Road. This development is close to the railway station on a well-used rural road, therefore no on-road parking should be allowed.

The Design and Access Statement shows that the developer is re-establishing the roadside ditch on either side of the entrance/exit to this site. As there is also a ditch on the other side of the road, parking on the verges either side of this development would not be possible.

It is noted that no response has been received from Essex Highways. The Parish Council wishes to draw attention to the response of Highways to application

UTT/12/6116, 10 dwellings in Old Mead Road, opposite to the present application site. The response is included with this representation; Condition 4 states that there should be no on-street parking of vehicles.

Outline planning approval has been given for 'up to' 9 dwellings, but that does not mean that a detailed application for 9 dwellings must be submitted. It is evident that the site cannot support such a large number, and therefore a revised application for a lesser number should be made.

## **9. CONSULTATIONS**

### **NATS**

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

### **MAG Stansted Airport**

- 9.2 The Safeguarding Authority for Stansted Airport has assessed this proposal and its potential to conflict aerodrome Safeguarding criteria. It has no further aerodrome safeguarding comments to add to its response dated 21/01/2021 (no objections subject to birdstrike mitigation). Those comments stand.

### **Network Rail**

- 9.3 Network Rail have no objections to the proposal after reviewing the associated information.

### **ECC Highways**

- 9.4 (Formal comments received 17 May 2021 in response to revised drawings):

The impact of the proposal is acceptable to the Highway Authority from a highway and transportation perspective subject to the associated parking and/or turning head and indicated cycle measures being provided at the site prior to dwelling occupation.

### **ECC Place Services (Ecology)**

- 9.5 (Updated comments received 21 June 2021 in response to revised drawings following previous holding objection):

No objection subject to securing biodiversity mitigation and enhancement measures

#### *Summary:*

We have reviewed the documents supplied with the application, including the Revised Landscape Specification Rev A (June 2021), Revised Planting Plan Clarification of Bird and Bat Boxes (June 2021) and Soft Landscape Design Hedgehog Gate Note Clarified (Richard Morrish Associates, December 2020) containing details of layout, appearance and landscaping provided by the applicant.

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

We note that there are now provisions for Hedgehog movement throughout all of the plot gardens as per the recommendations made in the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Oct 2018) and required under compliance with Condition 10 of the outline consent.

As previously specified in our response dated 26 May 2021, we are satisfied that 14 swallow nesting bowls have been proposed and are now shown in the revised Planting Plan LD-02 Clarification of Bird and Bat Boxes (Richard Morrish Associates, June 2021).

We note that integral bird boxes for swift, starling and house sparrow will be built into the walls of each dwelling (Revised Landscape Specification Rev A (June 2021)), as required under Condition 10 of the outline consent UTT/18/3370/OP and as recommended in the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Oct 2018).

We also note that integral bat boxes will be installed under compliance with Condition 10 of the outline consent UTT/18/3370/OP and as recommended in the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Oct 2018).

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

The mitigation measures identified in the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Oct 2018) should be secured and implemented in full. This is necessary to conserve and enhance protected and Priority Species, particularly radiating mammals and breeding birds.

We also support the proposed reasonable biodiversity enhancements which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures have been outlined in the revised Planting Plan LD-02 Clarification of Bird and Bat Boxes (Richard Morrish Associates, June 2021) and were secured at the outline application stage.

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

Impacts will be minimised such that the proposal is acceptable subject to the conditions below based on BS42020:2013.

Submission for approval and implementation of the details should be a condition of any planning consent as set out in this consultation response.

#### **UDC Landscape Officer**

- 9.6 The planting details are generally acceptable. However, I would wish to see an additional native species hedge planted along the rear eastern boundary of the plots to both soften the fence line, to increase biodiversity, and provide a corridor for hedgehogs.

#### **UDC Environmental Health Officer**

## 9.7 Response Summary

The site is located close to the M11 and a mainline railway line and will be subject to transportation noise above 55dB LAeq,16hr and therefore is not ideally suited to residential development from an acoustic design perspective.

It is considered that internal noise can be mitigated through design and building construction. However, it is likely that external amenity noise will be above guideline requirements. Therefore, mitigation and design layout will be important to control noise to the lowest levels practicable.

I therefore recommend the following conditions.

### *New Residential Development Noise Control Condition:*

1. Prior to the first occupation of the proposed development, a noise impact assessment and scheme providing for the specification of building envelope & facade insulation & associated ventilation of the proposed development against the transmission of externally generated transportation noise shall be submitted to and approved in writing by the local planning authority. The scheme shall demonstrate compliance with the levels detailed in table 4 detailed in section 7.7.2 of BS8233:2014 - *Guidance on sound insulation and noise reduction for buildings*. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied.

BS8233 2014: Table 4 – Indoor ambient noise levels for dwellings

<b>Activity</b>	<b>Location</b>	<b>07:00 to 23:00</b>	<b>23:00 to 07:00</b>
Resting	Living Room	35 dB LAeq, 16hr	-
Dining	Dining Room/area	40dB LAeq, 16hr	-
Sleeping	Bedroom	35 dB LAeq, 16hr	30 dB LAeq, 8hr

1. BS8233 also recommends that regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guideline value may be set in terms of SEL or LAmax,F, depending on the character and number of events per night. UDC Technical guide on noise requires noise events (measured with F time-weighting should not normally exceed 45dB LAmax several times in any one hour during the night (23.00-07.00).

2. Acoustic ventilators, which can be passive ventilators, should meet the minimum background ventilation requirements of the Building Regulations 2000 Approved Document F "Ventilation".

3. Amenity Spaces - The acoustic environment of external amenity should ideally not be above the range 50 - 55dB LAeq, 16hr. It may be necessary to carefully locate and design amenity areas and/or to provide acoustic screening in order to meet this goal. Where the upper limit cannot be achieved due to aircraft noise, developers must design amenity space areas to achieve the lowest level practicable.

### *Contaminated Land- Unsuspected Contamination:*

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.

## **10. REPRESENTATIONS**

10.1 1 representation received. Neighbour notification period expires 12 May 2021 (revised drawings). Advertisement expires – n/a. Site notice expires 3 March 2021.

10.2 Summary of representations received as follows:

*Object:*

Scale of the development in terms of the impact that it would have on the existing properties situated immediately opposite the site. These properties comprise of single storey bungalows and therefore any new dwellings should be of similar style and scale, and in keeping with the area contrary to Local Plan Policy GEN2. I believe the proposed plan design would visually impact anyone entering the village from the north and overwhelm the neighbouring properties.

## **11. APPRAISAL**

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

- A Scale of development (ULP Policy GEN2);
- B Layout, including garden amenity standards and vehicle parking standards (ULP Policies GEN2 and GEN8);
- C Appearance (ULP Policy GEN2);
- D Landscaping (ULP Policy GEN2);
- E Housing mix (ULP Policy H10);
- F Other matters - Access (ULP Policy GEN1).

### **A Scale of development (ULP Policy GEN2)**

11.1 Scale was considered indicatively for the outline submission scheme for the erection of up to nine dwellings for this prominent road frontage location which was approved in principle under ref; UTT/18/3370/OP. The proposed scheme was shown as an indicative 1½ storey development which officers considered would be preferable in terms of scale for the site given its location and surrounding development whereby a two-storey approach would not have been appropriate.

11.2 The reserved matters application now submitted shows a specific nine dwelling development at 1½ storey height consistent with the design approach taken for the outline approved scheme. The footprints of some of the dwellings as shown on the detailed drawings originally submitted for this reserved matters application were considered by officers to be either overly deep or too wide resulting in a cramped development and leading to an excessively bulky and prominent scheme within the public realm context. Revised drawings have subsequently been submitted to the Council to reduce the size of those dwellings to be more proportionate relative to the

dimensions of the site whereby the drawings show that there would be sufficient separation distances between all of the dwellings. Accordingly, it is considered that the scheme in its revised form is acceptable with regard to scale and no design objections are therefore raised under Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

**B Layout, including garden amenity standards and vehicle parking standards (ULP Policies GEN2 and GEN8)**

11.3 The layout of the proposed development is very similar to that shown for the outline approved scheme showing a line of nine dwellings extending along Old Mead Road being served off a shared frontage service drive extending for the full width of the development and running parallel with the road with central access point. The layout for the scheme in terms of bedroom sizes, garden amenity standards and parking standards is set out below:

Plot No.	No. of bedrooms	Rear garden amenity size	No. parking spaces
1	4	230sqm	3
2	4	230sqm	3
3	3	230sqm	2
4	3	208sqm	2
5	3	208sqm	2
6	3	230sqm	2
7	4	230sqm	3
8	3	230sqm	2
9	4	230sqm	3

11.4 As will be demonstrated from the table above, all of the dwellings would have rear garden amenity sizes considerably exceeding the Essex Design Guide recommended 100 sqm minimum garden size standard for 3 and 4 bedroomed dwellings, whilst the parking provision for each plot as a combination of garaged and frontage hardstanding spaces would comply with both Essex County Council and Uttlesford District Council adopted parking standards for 3 and 4 bedroomed dwellings respectively. It should be noted from the above table and in response to the Parish Council's comments received relating to site parking requirements that Plot 8 is shown for the purpose of the submitted layout drawings as a 3 bedroomed dwelling and therefore only requires two on-plot parking spaces, making the site parking compliant as a whole.

11.5 A three-bay frontage visitor parking area is shown along the shared service drive whereby this level of on-site visitor parking provision accords with ECC adopted parking standards (9 x 0.25 spaces = 2.25 spaces rounded up to 3). As such, the layout of the development following the dwelling footprint adjustments made by the revised drawings is considered acceptable and no design objections are raised under Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

**C Appearance (ULP Policy GEN2)**

11.6 A variety of dwelling styles exist within Old Mead Road ranging from the detached bungalows which lie opposite the site and to the south of the site to the high density urbanised form of the new contemporary housing development built on the former railway goods yard site.



- 11.7 The presented development on the revised drawings submitted show a good range of building styles which all adopt a vernacular design approach to the principal elevations incorporating low profiled eaves lines and a mix of both ridged and hipped roofs to add variety to the streetscape. This follows a request by officers to strip down some of the architectural detailing and external finishes treatment of the dwellings to make their appearances more simplified where the dwellings were considered to be unnecessarily fussy. The result following the revisions made is an acceptable scheme in terms of appearance and no design objections are therefore raised under Policy GEN2 of the Uttlesford Local Plan (adopted 2005) in this respect.

#### **D Landscaping (ULP Policy GEN2)**

- 11.8 A detailed hard and soft landscaping scheme has been submitted for the proposal showing how the development could be softened within its site context, including the planting of a mixed native hedgerow to run continuously along the Old Mead Road frontage of the site either side of the proposed central access point to help screen the development from the road and also planting at the front of each respective dwelling plot and provision of estate style railings to separate the front garden areas of the plots and also for the site frontage as well. A reduced height 1.2 metre fence line is shown along the rear boundary of the site which now takes into account updated comments received from Place Services to make the development more acceptable to hedgehogs by the inclusion of hedgehog access points for each plot.
- 11.9 The submitted landscaping scheme has been inspected by the Council's Landscape Officer who considers that the proposed landscaping treatment is generally acceptable but would wish to see an additional native species hedge planted along the rear eastern boundary of the plots to both soften the rear fence line from this aspect and to increase biodiversity. This requested additional hedge feature can be conditioned. Accordingly, no landscaping objections are raised to the development under Policy GEN2 of the Uttlesford Local Plan (adopted 2005).
- 11.10 It should be noted that MAG Stansted Airport have requested that any detailed landscaping scheme should not contain any features which may be hazardous to aircraft safety through birdstrike given the location of the site, such as standing water or high berry yielding plants. The applicant has since confirmed to the Council that no standing water is proposed for the landscaping scheme and that only 3 trees (Amelanchier) out of the 15 proposed are fruit trees and that this accounts for just 20% of the planting specification. This berry percentage would be in line with MAG's own standing advice as a permitted percentage and no design objections are therefore raised to the scheme in this regard.

#### **E Housing mix (ULP Policy H10)**

- 11.11 The proposed development would consist of 5 no. x 3 bed dwellings and 4 no. x 4 bed dwellings (9 no. total). This housing mix for the development would be broadly in line with latest SMHA assessment and is considered to represent a balanced mix of market dwellings for the site. Accordingly, no objections are raised under Policy H10 of the Uttlesford Local Plan (adopted 2005).

#### **F Other matters - Access (ULP Policy GEN1)**

- 11.12 Access fell to be considered at outline stage for this housing proposal when no highway objections were raised by ECC Highways with regard to the indicated means of access for the development showing a single access point from Old Mead Road. The highways officer has considered the detailed layout now presented for

this reserved matters application and considers that the layout is acceptable in highway design terms and also that sufficient resident on-plot parking is shown for the development so as to deter on-street parking subject to highway conditions (ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005)).

## **12. CONCLUSION**

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

- A The scale of the development is considered acceptable for this site location.
- B Layout is considered acceptable whereby rear garden amenity standards and parking standards are met.
- C The appearance of the proposed dwellings is considered acceptable.
- D Proposed hard and soft landscaping measures for the development are considered acceptable.
- E The housing mix for the development comprising a balance of 3 and 4 bedroomed dwellings is considered acceptable.
- F No detailed highway design objections are raised to the proposal.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS**

### **Conditions**

1. A continuous native field mix hedge shall be planted along the rear (eastern) boundary line of the development to provide natural screening from the east in addition to the hard and soft landscaping details already submitted with the application (Drwgs. LDO1 and LDO2, Richard Morrish Associates) and as approved whereby this native hedge shall be of the same hedge specification as shown for the native hedge to be planted at the front of the site as shown on the submitted drawings.

REASON: To allow the development to be assimilated into its landscape setting and to provide additional biodiversity in accordance with Policies ENV3, GEN2 and GEN7 of the Uttlesford Local Plan (adopted 2005).

2. All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the 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 proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with Policies ENV3, GEN2 and GEN7 of the Uttlesford Local Plan (adopted 2005)

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

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

Pre-commencement condition justification: To ensure that the resulting development is not prejudicial to visual amenity.

4. No dwelling shall be occupied until the associated parking and/or turning head indicated on the DWG no. 20083-20 Rev. D (dated – 11/05/2021) has been provided. The vehicle parking and turning heads shall be retained in this form at all times.

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

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

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

6. The development shall be carried out in accordance with the drainage details as already submitted with the planning application (“Drainage Strategy”, Prior Associates, December 2020).

REASON: To prevent surface water flooding occurring at the site and on adjoining land and to provide suitable means of foul drainage disposal for the development in accordance with Policies GEN2 and GEN3 of the Uttlesford Local Plan (adopted 2005).

7. Prior to first occupation of the proposed development, a noise impact assessment and scheme providing for the specification of building envelope & facade insulation & associated ventilation of the proposed development against the transmission of externally generated transportation noise shall be submitted to and approved in writing by the local planning authority. The scheme shall demonstrate compliance with the levels detailed in table 4 detailed in section 7.7.2 of BS8233:2014 - *Guidance on sound insulation and noise reduction for buildings*. Any works which form part of the scheme shall be completed in accordance with the approved details before the dwellings are occupied.

BS8233 2014: Table 4 – Indoor ambient noise levels for dwellings

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living Room	35 dB LAeq, 16hr	-

Dining	Dining Room/area	40dB LAeq, 16hr	-
Sleeping	Bedroom	35 dB LAeq, 16hr	30 dB LAeq, 8hr

1. BS8233 also recommends that regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guideline value may be set in terms of SEL or LA<sub>max,F</sub>, depending on the character and number of events per night. UDC Technical guide on noise requires noise events (measured with F time-weighting should not normally exceed 45dB LA<sub>max</sub> several times in any one hour during the night (23.00-07.00).

2. Acoustic ventilators, which can be passive ventilators, should meet the minimum background ventilation requirements of the Building Regulations 2000 Approved Document F "Ventilation".

3. Amenity Spaces - The acoustic environment of external amenity should ideally not be above the range 50 - 55dB LAeq, 16hr. It may be necessary to carefully locate and design amenity areas and/or to provide acoustic screening in order to meet this goal. Where the upper limit cannot be achieved due to aircraft noise, developers must design amenity space areas to achieve the lowest level practicable.

REASON: To protect future occupiers of the development from sources of external noise in accordance with Policies ENV10 and GEN2 of the Uttlesford Local Plan (adopted 2005).

8. All of 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.

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

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

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

10. All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal Report (T4 Ecology Ltd., Oct 2018) 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 Policy GEN7 of the Uttlesford Local Plan (adopted 2005).

