

UTT/20/3329/DFO (Little Chesterford)

(Major Application)

PROPOSAL: Reserved Matters application, seeking approval of appearance, layout, scale and landscaping, for 76 dwellings following approval of outline planning permission UTT/19/0573/OP

LOCATION: Land To The South West Of London Road, Great Chesterford, Essex.

APPLICANT: Hills Residential

AGENT: Ms Chloe Houston of Hills Residential

CASE OFFICER: Chris Tyler

1. NOTATION

- 1.1 Outside but adjacent to the development limits for Gt Chesterford, Backing onto the Railway, TPO tree belt on northern boundary, Adjacent to areas of archaeological significance, The nearest Listed Building is Stanley House, Station Approach, London Road.

2. DESCRIPTION OF SITE

- 2.1 The application site lies on the southern edge of Great Chesterford, within the Parish of Little Chesterford. The site boundaries are defined by the existing garden boundaries of Ash Green to the north, the B1383 London Road to the East, the railway line to the west and by an existing track to the south.

3. PROPOSAL

- 3.1 This application is for the reserved matter, seeking approval of the details of appearance, layout, scale and landscaping, for 76 dwellings following approval of outline planning permission UTT/19/0573/OP.
- 3.2 The principle for development, including the access arrangements into the site from London Road, have already been approved as part of the outline application, these aspects do not therefore form part of the considerations with this current reserved matters submission.
- 3.3 The current reserved matters application seeks approval for the detailed elements of the scheme comprising:
- layout, elevations, materials of construction
 - house size, types and mix of units,
 - public open space, play space
 - Landscaping,
 - Additional details for pedestrian access arrangements, including for further details for the provision of a 3m shared footway and cycle path along London Road, parking provision

- Details of sustainable urban drainage systems (SuDs).

The proposal will include the following housing details:

3.4

Plot	Type	Bedrooms	Garden Size sqm	Open Market/Affordable
1	House	4	186 +	Open Market
2	House	4	132 +	Open Market
3	House	5	113 +	Open Market
4	House	4	111 +	Open Market
5	House	3	113 +	Open Market
6	House	2	50 =	Open Market
7	House	2	50 =	Open Market
8	House	4	104 +	Open Market
9	House	4	105 +	Open Market
10	House	4	152 +	Open Market
11	House	3	95 -	Open Market
12	House	3	100 =	Open Market
13	House	3	109 +	Open Market
14	House	3	109 +	Open Market
15	House	4	143 +	Open Market
16	House	4	128 +	Open Market
17	House	4	108 +	Open Market
18	House	4	129 +	Open Market
19	House	4	109 +	Open Market
20	House	2	100 +	Open Market
21	House	3	160 +	Open Market
22	House	3	141 +	Open Market
23	House	3	100 =	Open Market
24	House	4	125 +	Open Market
25	House	4	120 +	Open Market
26	House	5	125 +	Open Market
27	House	3	107 +	Open Market
28	House	3	100 =	Open Market
29	House	4	123 +	Open Market
30	House	4	100 =	Open Market
31	House	5	190 +	Open Market
32	House	5	198 +	Open Market
33	House	4	100 =	Open Market
34	House	4	100 =	Open Market
35	House	4	100 =	Open Market
36	House	3	70 -	Shared Ownership
37	House	3	70 -	Shared Ownership
38	House	3	70 -	Shared Ownership
39	House	3	70 -	Shared Ownership
40	House	4	170 +	Shared Ownership
41	House	3	60 -	Open Market
42	House	3	80 -	Open Market
43	House	4	182 +	Open Market
44	House	4	150 +	Open Market
45	House	3	100 =	Open Market
46	Bungalow	2	190 +	Open Market
47	Bungalow	2	170 +	Open Market
48	House	2	60 +	Affordable Rent
49	House	2	60 +	Affordable Rent
50	Flat	2	Communal	Affordable Rent
51	Flat	2	Communal	Affordable Rent
52	Flat	1	Communal	Affordable Rent

53	Flat	2	Communal	Affordable Rent
54	Flat	2	Communal	Affordable Rent
55	Flat	1	Communal	Affordable Rent
56	Flat	1	Communal	Affordable Rent
57	Flat	2	Communal	Affordable Rent
58	Flat	2	Communal	Affordable Rent
59	Flat	1	Communal	Affordable Rent
60	House	3	190 +	Open Market
61	House	5	152 +	Open Market
62	House	3	100 =	Shared Ownership
63	House	3	100 =	Shared Ownership
64	House	3	100 =	Affordable Rent
65	House	3	130 +	Affordable Rent
66	House	3	100 =	Open Market
67	House	3	107 +	Open Market
68	House	3	100 =	Shared Ownership
69	House	3	100 =	Shared Ownership
70	House	2	70 +	Affordable Rent
71	House	2	124 +	Affordable Rent
72	House	3	124 +	Affordable Rent
73	House	3	120 +	Affordable Rent
74	House	2	56 +	Affordable Rent
75	House	2	56 +	Affordable Rent
76	House	2	200 +	Affordable Rent
				Total 30 affordable dwellings = 40%
				5% of the scheme wheelchair accessible

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:
Drainage Strategy

6. RELEVANT SITE HISTORY

6.1 UTT/19/0573/OP

Outline application with all matters reserved except for access for the development of up to 76 dwellings, including provision of vehicular and pedestrian access, public open space and hard and soft landscaping

Approved- 17/6/2020

6.2 UTT/20/2724/OP

Outline application for the erection of up to 124 dwellings with all matters reserved except for access.

This application is for the opposite site to the east of London Road and is currently still being considered.

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 GEN7 - Nature Conservation
Policy GEN8- Vehicle Parking Standards
Policy H9- Affordable Housing,
Policy H10- Housing Mix
Policy ENV3- Open Space and Trees,
Policy ENV10-Noise Sensitive Development,
Policy ENV13- Exposure to Poor Air Quality

7.3 Supplementary Planning Documents/Guidance

Uttlesford Local Residential Parking Standards (2013)
Essex County Council parking Standards (2009)
Supplementary Planning Document- Accessible homes and play space homes
Essex Design Guide

8. PARISH COUNCIL COMMENTS

8.1 Ickleton Parish Council

These comments are submitted on behalf of Ickleton Parish Council (IPC). IPC has previously objected to Application UTT/19/0573/OP.

The same Applicant has, since the granting of outline approval by UDC, applied (ref UTT/20/2724/OP) for a further possible 134 dwellings on the opposite side of London Road (the B1383). IPC has objected to these proposals.

IPC has been able to consider the objections submitted by the Parish Councils for both Great and Little Chesterford. We also object to the proposals, and fully support the points made by those Parish Councils. In particular, we support the contention

that consideration of traffic impacts should be based on the combined impact of some 210 houses that would result from the two intended developments combined. Road safety issues are very much IPC's concern, as the B1383 at this location is part of the road network that is local to our community, despite being within a different Highways Authority area.

We are also aware that the Applicant, in describing the claimed connectivity of its proposals, appears to be promoting the use of unclassified rural roads that run from Great Chesterford to the M11 via the villages of Ickleton and Duxford, instead of the alternative via classified roads the A1301 and A505. Its advocacy of the unclassified rural route would lead to increased rat running to the detriment of these South Cambridgeshire communities, yet the Applicant is offering no remedial measures to prevent this. This is unacceptable and objectionable.

8.2 Little Chesterford Parish Council

Very strongly object to this application.

The outline plan for this site proposal has either ignored or inadequately implemented the considerations in the approved outline plan for in this application, and introduced some additional issues that require resolution, and it should therefore be rejected.

1. Inadequate woodland planting to form a green screen The woodland to the south of the site (outside the site boundary) provides not only an amenity space and development but a visual separation and gateway from the rural landscape to the south and the village of Little Chesterford. However the Landscape Masterplan and Hard and Soft Landscaping plans actually show that this will be no more than a field of sticks supporting feathered whips which will take decades to produce woodland capable of this screening. Both the density and the maturity of the trees planted must be increased to provide adequate screening prior to occupation.

2. Omission of green space to south of site providing transition and separation An important design principle in the outline plan and documented in the design statement is making the transition from "Countryside" to the south to "Village" to the north. On page 4 of the design statement, this is clearly reflected in AREA 3 - THE MEADOW & ORCHARD - COMMUNITY GREEN SPACE providing a gradual transition from woodland to green space, and then on to the built environment, maximising the separation between this development and Little Chesterford. This area is however completely missing from the proposed masterplan, and the buildings adjoin the southern site boundary. When the parish representative queried this, they were told this was OK as they couldn't fit all the buildings in now they'd planned them properly. If this is the case we suggest that, rather than omit this important design feature and still be accordance with the outline plan for UP TO 76 dwellings, the number of dwellings is reduced.

3. Omission of transition from low to high density Similarly, as documented in the design statement, the masterplan is meant to reflect a transition from the low density "farmstead" area to the south high density "village" to the north. This has not been implemented in the proposal, in fact the opposite appears to be the case.

4. Noise attenuation barriers not evident on hard and soft landscaping plans both the outline plan and the Noise and Vibration assessment reference noise attenuation barriers in the form of close board fencing and/or walls, especially at the railway and road facing properties. However these do not appear to form part of the landscaping plans.

5. Inadequate provision of cycle path Outline planning permission included the provision of a cycle path/footway from the roadway to the south of the site to the railway station. However it is not clear from the landscaping plans where the path is located through the length of the site, either along the road frontage or along the same track as the eastern part of "village circular walk" If the latter, this sinuous narrow path, abutting a children's play space is not suitable for any non-recreational cycle use. If the latter, it's difficult to see how what is being provided differs from an ordinary road front pavement.

6. Does not address road safety issues The plan indicates the retention of the 50mph zone on the B1383 through the site, which is inadequate for a residential area. No provision has been made for safe places for the secondary school buses to stop, the nearest layby being 800m to the north in the opposite direction to the secondary school. It is unclear what the purpose of the double island adjacent to the woodland is, this has been cut off on the submitted document, and it is difficult to see why this might be an important crossing point as it does not lead to any amenities or services, these all being to the north of the site. By contrast, the provision of a single island to the north of the site is inadequate for primary school children who must cross this busy, high speed road daily. The overall provision does not take into consideration the development proposed by the same developer on the opposite side of the road.

7. Inadequate public consultation Many of the points above have been raised by Great Chesterford and Little Chesterford Parish Councils, including at the design meeting on 4th November. However none of these are recorded in the summary that forms part of the documentation. To publicise the scheme to the general public, by electronic means only are not adequate, neither is relying on the Parish Councils who are all unpaid volunteers with very limited resources. Many covid-secure options have been available to the applicants which they did not take.

8. Impact of run-off on Cam Chalk stream not assessed The development is less than 200m away from the Cam, a rare and threatened chalk stream. The drainage report did not appear to contain any information as to how run off from the development may affect this internationally important habitat.

8.3 Great Chesterford Parish Council:

1 GCPC has previously STRONGLY OBJECTED to Application UTT/19/0573/OP which resulted in the grant of outline planning approval for the construction of 76 houses; it has also objected to the adequacy of Section 106 mitigation measures as currently proposed. GCPC notes the Applicant's statement that all "offsite highway improvements" and access issues have been approved, being "deemed acceptable by Essex County Council, Uttlesford District Council and the Planning Committee." (Sections 2, 6 and 11).

2. GCPC draws attention to the fact that the same Applicant - Hill Residential Ltd - has, since the date of the UTT/19/0573/OP approval, also submitted Planning Application UTT/20/2724/OP regarding construction of a further possible 134 dwellings on the opposite side of London Road (the B1383); determination of this Application is awaited. GCPC has again submitted detailed objections to this Application, principally (but not exclusively) centred on the adverse traffic implications resulting from the impact of *both developments combined*.

3. GCPC considers that, as a result of the Applicant's decision to seek separate

approvals for both developments at different times, neither Essex County Council nor UDC has been in a position properly to assess full details of the traffic implications resulting from the two developments combined, totalling 210 houses. In all its Applications, the Applicant refers, repeatedly, to the importance and value of access from the developments to facilities in Great Chesterford as demonstrating the sustainability of their overall proposals. There is only one available pedestrian access, via the B1383, to Great Chesterford from both sites, but the Applicant has proposed no measures to ensure pedestrian safety on this road - not even provision of a pedestrian crossing. This failure is unacceptable, and GCPC urges the Planning Committee not fall for the sleight of hand resulting from the Applicant's decision to proceed by way of separate Planning Applications, and its resultant inability adequately to assess the overall traffic implications.

UDC is accordingly requested to make no determination of the Application unless and until the Applicant provides a full traffic assessment relating to the combined development of 210 dwellings, and it has been advised by Essex County Council that the road safety measures proposed for both sites are adequate and acceptable.

B Transport and Access

4. GCPC has in its previous representations identified in detail the potential detriments resulting from both proposals, and has identified the minimum measures necessary in its view to ameliorate them. UDC Officers are requested to refer to these submissions in relation to the Application.

5. More particularly as regards the Sections entitled 'site opportunities' (Section 4), 'proposed layout' (Section 6) and 'vehicular and transport links' (Section 11) when considered in light of *the combined developments*, GCPC has the following comments/objections. Putting aside the misleading assertion that the site is so "remote" from Little Chesterford such that it should be "read in the context of an extension to the built form of [Great Chesterford]" (Section 2), the claim that the proposed footpath/ cycleway will "provide residents with a convenient link to Great Chesterford village centre" (Section 11) may be accurate (even if involving a walk of 10 minutes or longer to reach the village facilities) but in no way signifies that the link is safe for use by pedestrians. The access proposals are inadequate (all as previously identified by GCPC) in at least the following particulars:

- "Existing 30/50mph speed limit moved slightly to the south east ...": this is a wholly inadequate position for the start of the limit, which should be repositioned on the Little Chesterford side of the proposed access to the site;
- there is no provision for a roundabout located to take account of the significant vehicular traffic which will be entering and emerging from **both sites** onto the B1383, and to act as a speed calming measure on traffic approaching Great Chesterford;
- it being necessary for residents of the 76 houses to cross the B1383 to reach facilities available within the Village, no provision has been made for a Pelican crossing to enable them to cross the road in safety;
- there is no provision for widening existing footways on both sides of London Road to cope with increased pedestrian traffic to the village, or proposals for any measures for improvement to the overall street scene in the approach to Great Chesterford;
 - the route along the proposed development frontage of the pedestrian/cycle connections is stated to be "indicative" and "potential"
 - there is no indication what these terms are intended to signify;
 - the footpath/cycleway is stated to run from the lay-by to the south-east of the site: there is no indication what happens to the cycleway beyond the lay-by towards Little Chesterford and beyond;

- there is no indication of what safety fencing measures etc are to be provided for access from the 'Junior Play Space' adjacent to Ash Green onto the B1383, especially necessary to ensure maximum safety of children using the space, and more generally for pedestrian residents using the access.

C Proposed Density

6. The Application relates to the construction of 76 houses (46 private sale ie: 60%, 30 affordable ie 40%) on a site area of "circa 3.2ha giving an average density of 35.1 no dwellings to each hectare." Whilst the proposed density may be acceptable in planning terms, GCPC considers that the narrow profile of the site along a main road such as the B1383 demands particularly close attention to the proposed layout both in its own right and in the context of the proposed development on the opposite side of the road.

D Layout and Design

7. As previously stated, GCPC considers that the layout set out in the Application should not be considered in isolation for whatever proposals the Applicant may have in mind in relation to the site on the other side of the B1383. It is premature to approve the present proposals on their own in the absence of information about the impact of an additional 134 houses in the immediate surroundings.

8. GCPC's particular comments/objections to the proposals are:

- the size of the areas suggested for play areas (particularly the Junior Play Space, which is squashed into a small space in the corner of the development immediately adjacent to the Attenuation Basin) is disappointingly small and they are poorly positioned in relation to a development of the size proposed. GCPC considers that a larger play area nearer the centre of the development would be preferable;
- the siting of all the affordable housing alongside the railway line is unimaginative, and a greater 'pepper-pot' approach in accordance with UDC's standard policy is suggested;
- the proposals are silent as to the street lighting to be provided: GCPC requests confirmation that Essex County Council will have immediate responsibility for maintenance and upkeep;
- there appears to be no provision for installation of:
 - solar panels on the dwellings, whether for water heating or other purposes;
 - air ground source heat pumps for central heating;
 - gas supply; and
 - power points for charging electric vehicles.

E Open spaces

9. With regard to the proposed Junior Play Space, the Central Play Space and the Community Orchard/Natural Play Space:

(a) play areas (Section 8)

- the amount of open space proposed is inadequate for a development of a site of such size, and should in any event be considered in the context of the development intended on the other side of the B1383;
- whilst detailed equipment to furnish the areas is referred to and identified, confirmation is requested that this is to be provided by the Applicant at its own expense;
- adoption and upkeep of play areas: GCPC specifically reserves its position on this matter, not least pending receipt of details of funding which the Applicant will be providing, whether in implementation of its S106 obligations (as to which see Section F below) or as part of a package of measures to be provided to persuade

GCPC that it should assume responsibility for the play areas.

(b) "Community Orchard"/"Community Woodland" (Sections 2, 6 and 8)

- reference is made to the planting of a variety of identified trees, shrubs and plants: confirmation is requested that all these are to be provided/planted/bedded by the Applicant at its own expense;

- the number and choice of trees etc suggested in order to create the woodland of the size indicated in the illustrations provided is/are completely inadequate. The screening woodland trees proposed are the lowest size plantings available, and also the cheapest specimens; specialist experts consulted by GCPC about the matter have confirmed that they will take a minimum of 20 - 30 years to develop into anything approaching a woodland of any significance. Further, for at least the first two years after planting, the saplings will require regular irrigation and other attention to ensure survival and healthy growth. An improved package of proposals regarding screening and the woodland, and binding undertakings from the Applicant for post-planting supervision/maintenance, should be provided;

- as regards the proposal that the orchard and woodland will be offered to the Parish Council of Great Chesterford for adoption and upkeep, GCPC specifically reserves its position on this matter in the absence of details of adequate ongoing maintenance and funding to be provided by the Applicant.

F Other Matters

10. It is understood that terms of the S106 Agreement to be entered into between the Applicant and UDC have yet to be determined and finalised. It remains GCPC's view that the Application should be considered together with UTT/20/2724/OP, and that the terms proposed to-date are completely inadequate; terms sought should in any event provide for;

- a material contribution for the benefit of Great Chesterford's Recreation Ground; and

- a contribution to be put towards the fitting out of the nursery school currently under construction near the Community Centre, and other appropriate educational needs of the Village.

8.4 In regards to the Parish Council consultation response, please find the following case officer comments:

- 8.5
- Area 3 included in the outline details were indicative and as such have been amended in this reserved matters application and will be assessed as part of the layout, landscaping and appearance of the development.
 - The application considers the reserved matters following the approval of outline planning permission UTT/19/0573/OP. As such this application considers the appearance, layout, scale and landscaping, for 76 dwellings and not the principle or the development.
 - The outline planning application UTT/20/2724/OP for up to 134 dwellings on the adjacent this site is still under consideration. The assessment of application UTT/20/2724/OP will consider this the current proposal of 76 dwelling and any accumulative impacts.
 - The proposed play areas within the site are included in the north east corner, with a further open play space within the central area of the site. A community orchard and natural play space is provided to the south east

corner of the site leading to the proposed woodland to the south of the site.

- The playground to the north east corner will include 1m timber playtime fence and access gate.
- The access to the development was considered under the outline planning permission, if there is a requirement for further provisions of pedestrian crossings or highways works due to application UTT/20/2724/OP it will be
- The farmstead design principle is included in the reserved matters proposal.
- The outline planning permission includes a condition for drainage strategy details, as such the drainage details and site run off will be considered with the submission of these further details.
- Condition 25 of the outline planning permission includes the requirement of a noise survey and the development to be built in accordance with the approved noise mitigation. The approval of the condition has been completed.
- A condition should be included for a detailed planning scheme including species of trees sizes.
- The developer held a public consultation between the 20/11/2020 and 8/12/2020

9 CONSULTATIONS

Highways Authority

9.1 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following mitigation works and conditions:

1. Dwellings shall not be occupied until such time as their associated vehicle parking area indicated on the approved plans, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

Reason: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

2. Dwellings shall not be occupied until such time as their associated cycle parking indicated on the approved plans has been provided.

Reason: To ensure appropriate bicycle parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

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.

Anglian Water

9.2 No objection

We have reviewed the applicant's submitted foul drainage strategy and flood risk documentation) and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. We request that we are consulted on any forthcoming application to discharge Condition 10 of outline planning application UTT/16/1290/OP, to which this Reserved Matters application relates, that require the submission and approval of detailed foul drainage information.

Surface Water Disposal

Surface Water Disposal The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. We have reviewed the applicant's submitted surface water drainage information (Flood Risk Assessment and Drainage Strategy) and have found that the proposed method of surface water discharge does not relate to an Anglian Water owned asset. As such, it is outside of our jurisdiction and we are unable to provide comments on the suitability of the surface water discharge.

The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse. Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented. A connection to the public surface water sewer may only be permitted once the requirements of the surface water hierarchy as detailed in Building Regulations Part H have been satisfied. This will include evidence of the percolation test logs and investigations in to discharging the flows to a watercourse proven to be unfeasible.

Lead Local Flood Authority

9.3 Having reviewed the Surface Water Drainage Strategy and the associated documents which accompanied the planning application, we do not object to the granting of the planning permission UTT/20/3329/DFO. It is in line with the approved outline drainage strategy and as such should be subject to the same conditions applied to the outline application (UTT/19/0573/OP).

The proposed development will only meet the requirements of the National Planning Policy Framework if the measures as detailed in the Drainage strategies and the documents submitted with this application are implemented as approved.

UDC Environmental Health

9.4 No Objections:

The condition attached to the approved outline planning permission should be addressed. A condition regarding the noise of the substation should be included ;

Before the substation to which the application refers, is used a scheme shall be

submitted to and approved in writing by the local planning authority which demonstrates that the following noise design requirements can be complied with and shall thereafter be retained as approved.

The measured or calculated rating level (L_A,T_r) of noise emitted from the substation shall not exceed existing background noise level (L_A90,T). The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 meter from the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance to the latest British Standard 4142;(currently 2014+A12019) An alternative position for assessment /measurement may be used to allow ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved.

Ecology

9.5 No Objection:

We have reviewed the Landscape Masterplan (Guarda Landscape, November 2020) and the Hard and Soft Landscape Proposals (Guarda Landscape, November 2020) relating to the likely impacts of development on designated sites, protected species and Priority species & habitats.

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

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 Landscape Masterplan (Guarda Landscape, November 2020) and the Hard and Soft Landscape Proposals (Guarda Landscape, November 2020) identify that an area of woodland will be created and planting with native trees. They also identify appropriate native species planting in the wetland area and native hedging.

The details included in the Landscape Masterplan (Guarda Landscape, November 2020) and the Hard and Soft Landscape Proposals (Guarda Landscape, November 2020) should be secured and implemented in full.

“All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Landscape Masterplan (Guarda Landscape, November 2020) and the Hard and Soft Landscape Proposals (Guarda Landscape, November 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).

Essex County Council Landscape Officer

9.6 Having reviewed the Design and Access Statement (DAS), Landscape Masterplan and other associated documents which accompanied the planning application we do not object the granting of planning permission; however, we would advise the 2 following recommendations are considered to improve the GI network and help achieve net environmental gains:

Environmental/ Biodiversity Net Gain

It is recommended that amenity grassland (low biodiversity value) is replaced where possible by features with high biodiversity value (e.g. amenity grassland with bulbs/naturalised grassland and flowering lawns). Amenity grass can also be described as a "green desert" but does provide some carbon sequestration. Some specific grass varieties sequester 13t/Ha/Pa, produce 45% less clippings and are wear tolerant. For example, deep rooting grass mixes are more drought resistant, reduce need for irrigation, increase rainwater infiltration, reduce surface runoff and improve performance of sustainable drainage schemes. From a management point of view, this means a reduction in mowing costs and time, savings on fuel usage and emissions, reductions in green waste resulting in reduced environmental impact and significant less maintenance are all beneficial.

Rigby Taylor have been working on carbon sequestering grasses and doing some very comprehensive trials, see Carbon4Grass: https://www.rigbytaylor.com/wp-content/uploads/Fixing-the-Greenhouse-effect_Carbon4Grass.pdf We would therefore advise that these seed mixes are explored as an alternative to the standard amenity grass / turf proposed.

Long-term Stewardship & mitigating measures

Green infrastructure will require sustainable management and maintenance if it is to provide benefits and services in the long term. Documents such as the Construction Environmental Management Plan (CEMP) and Landscape and Ecological Management Plan (LEMP) are documents that will help ensure appropriate tasks, mitigating measures and methods are in place to:

- Protect the retained trees and hedgerows.
- Schedule of advanced planting to create a landscape structure or evidence is shown that substantive GI is secured as early as possible in subsequent phases.
- Landscape management and maintenance plan and work schedule for a minimum of 10 years including how management company services for the maintenance of GI assets and green spaces shall be funded and managed for the lifetime of the development.
- Demonstrate measurable net gains for biodiversity, as outlined under paragraph 170[d] & 175[d] of the National Planning Policy Framework 2019.

The inclusion of phased implementation within the CEMP of new GI and protection of retained vegetation during construction will allow for the GI to mature and it will provide further benefit of reducing/buffering the aesthetic impact from the construction work. While the LEMP will ensure appropriate management and maintenance arrangements and funding mechanisms are put in place to maintain high-quality value and benefits of the GI assets.

Although we recommend these are submitted at this stage of the planning process, these documents can be conditioned.

GI Standards

It is recommended that the development proposal explores and applies the Building

with Nature standards and achieves an accreditation to highlight what 'good' looks like at each stage of the green infrastructure lifecycle and strengthen the development and demonstrate the development goes beyond the statutory minima, to create places that really deliver for people and wildlife. The Building with Nature Standards has been developed by practitioners and policy makers, academic experts and end-users, and has been tried and tested in multiple schemes from Cornwall to Scotland and is endorsed by Natural England, who is reviewing the current national green infrastructure standards. For more information please visit here: <https://www.buildingwithnature.org.uk/about>

Natural England

- 9.7 Natural England has no comments to make on this application. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which you can use to assess impacts on protected species or you may wish to consult your own ecology services for advice.

Crime Prevention Officer

- 9.8 Whilst there are no apparent concerns with the layout however to comment further we would require the finer detail such as the proposed lighting, boundary treatments and physical security measures.

We would welcome the opportunity to consult on this development to assist the developer with their obligation under this policy and to assist with compliance of Approved Document "Q" at the same time as achieving a Secured by Design award. From experience pre-planning consultation is always preferable in order that security, landscaping and lighting considerations for the benefit of the intended residents and those neighbouring the development are agreed prior to a planning application.

National Air Traffic Safeguarding (NATS)

- 9.9 Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

BAA Aerodrome Safeguarding

- 9.10 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.

Housing Enabling Officer

- 9.11 It is noted that 40% affordable housing is to be provided and that the size of property matches that which was recommended previously.

It is the Councils' policy to require 5% of the whole scheme to be delivered as fully wheelchair accessible (building regulations, Part M, Category 3 homes) as well as 5% of all units to be bungalows delivered as 1 and 2 bedroom units. This would amount to 4 bungalows across the whole site delivered as 2 affordable units and 2 for open market. Two open market bungalows are included within the schedule of properties but there are no affordable bungalows included within the schedule and these are required as there is a need for them within the area. It was previously

stated that two affordable bungalows were required in response to the outline planning application reference UTT/19/0573/OP.

The affordable housing could be better integrated within the development as the suggested layout shows it to be segregated from the market housing rather than pepper-potted

Network Rail

- 9.12 Thank you for consulting Network Rail on the above planning application and providing us with the opportunity to comment. It is recommended that the developer contacts Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionAnglia@networkrail.co.uk before works commence on site.

The developer must ensure that their proposal, both during construction and after completion does not:

- Encroach onto Network Rail land
- Affect the safety, operation or integrity of the company's railway and its infrastructure
- Undermine its support zone
- Damage the company's infrastructure
- Place additional load on cuttings
- Adversely affect any railway land or structure
- Over-sail or encroach upon the air-space of any Network Rail land
- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Future Maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the

applicant (and any future resident) will need to utilize Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 4.0m of the boundary with Network Rail. Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling adjacent to the running line'.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains.

Landscaping

The Applicant shall ensure that no vegetation encroaches onto Network Rail's retained land. No trees or climbing shrubs shall be planted on the area such that they could create a nuisance through falling leaves or penetration of roots or provide a means of gaining access to the railway. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Network Rail recommended species should only be used alongside the railways. The developer must ensure that the locations and extent of invasive plant (if any, for example: Japanese Knotweed) are identified and treated in accordance with the current code of practice and regulations if exists on site. Any asbestos identified on site should be dealt in accordance with current standard, Health and Safety Guideline and regulations by the developer. It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus),

False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"
Not Permitted: Alder (Alnus Glutinosa), Aspen – Poplar (Populus), Beech (Fagus
Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-
leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore –
Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut
(Castanea Sativa), London Plane (Platanus Hispanica).

The developer/ applicant must provide all construction methodologies relating to works that may import risks onto the operational railway, the assets and the infrastructure for acceptance prior to commencing the works. All works must also be risk assessed to avoid disruptions to the operational railway.

South Cambs District Council

9.13 No comments to make.

UDC Landscape Officer

9.14 No objections raised subject to the imposition of a condition for the submission of further planting details.

10 REPRESENTATIONS

10.1 The application has been advertised on site and within the local press. 140 neighbouring residential occupiers have been consulted regarding the application;

11 letters of objection have been received with no letters of support.

The following points and objections have been raised:

- Unwelcome extension to village
- Loss of greenfield/agricultural field
- Loss of separation and individuality of the villages
- The proposed woodland would takes up to 20 years to establish, if the developer is serious about creating a woodland edge to the development all of these woodland areas should be planted with the largest native trees available. Creating a screen to the south was a particular feature of the initial application.
- The existing well-established, hawthorn hedge on the eastern boundary should be retained and augmented and not ripped out and re-planted.
- Play areas. These seem wholly inadequate for a development of this size and type. There will be a high proportion of children the facilities being proposed are merely a token gesture. If the developer was serious about proper provision it would propose fewer dwellings and more space for play areas.
- Concerned about boundary treatment for gardens onto plots 60 – 65, and fronting Ash Green 'green space'.

- The local consultation was totally inadequate.
- The Schedule of Accommodation shows that there is 40% of homes that are "Affordable". When you analyse the figures it becomes apparent that 100% of flats are affordable with none for the open market. Of the twenty nine 4 and 5 bedroom houses only one is on the affordable schedule. This solitary house has only 2% more floor space than the 3 bedroom houses for Private Sale. On average the Affordable houses are 10% smaller than the Private Sale equivalent. This appears to show that the Affordable houses are already being planned to be built to a price and not to an equivalent standard as the Private houses.
- The application to discharge condition 25 is a flimsy effort. 1 in 12 of the trains that the consultants measured vibration for (under an hours worth) exceeded the vibration criteria yet they have dismissed this as insignificant. During the one hour of monitoring for sound on London Road at a very non peak time there were no lorries (quite unusual) but as can be seen significant noise was created by cars and vans whether singularity or in groups. The unattended monitoring showed many incidences of the noise level exceeding 90dB and at least one exceeding 100dB. Yet the sound engineers consider this is not a problem.
- This development quite clearly is not physically or functionally part of either settlement and shows a complete disregard for village boundaries and identities.
- No reference to an affordable bungalow,
- Overlooking of the existing properties in Ash Green,
- Insufficient Parking,
- There remains an inconsistency in the Design and Access Statement that the green space to the front of Ash Green is public (it actually says "public open space"). This is not true - the green space belongs to the residents of Ash Green and is not public. The new junior play area has been positioned at the north end of the development - why could this not be at the south end as part of the woodland rather than right next to my back garden.
- Highway Safety Impacts,
- There is no cycle track included in the development.
- Loss of existing trees and fencing,
- Proposed trees too small
- Lack of local infrastructure and services
- There is further proposed development to the adjacent field from 134 dwellings
- The recreation facilities at Gt Chesterford are already under pressure as are the alternative sports facilities in neighbouring Saffron Walden with no future

plans to expand them.

10.2 All material planning merits will be considered in the following report, however please find the following case officer comments.

- The application considers the reserved matters following the approval of outline planning permission UTT/19/0573/OP. As such this application considers the appearance, layout, scale and landscaping, for 76 dwellings and not the principle or the development.
- The details appearance, layout, scale and landscaping included in the outline planning permission were indicative,
- Landscaping and the introduction of the woodland area and orchard will be considered as part of this reserved matters application.
- The proposed play area within the site are included in the north east corner, with a further open play space within the central area of the site. A community orchard and natural play space is provided to the south east corner of the site leading to the proposed woodland to the south of the site.
- The S106 agreement was completed as part of the outline planning application.
- Proposed parking and neighbouring amenity will be considered in the following report,
- A cycle/ footway was included was considered as part of the access details in the outline permission and has been secured by condition. The cycle/ footway will provide a 3m wide link to station approach.
- Lack of services and infrastructure is not a consideration for this reserved matters application,
- The outline planning application UTT/20/2724/OP for up to 134 dwelling adjacent this site is still under consideration. The assessment of application UTT/20/2724/OP will consider this the current approval of 76 dwellings.
- Highway safety will be considered in the following report.
- The farmstead design principle is included in the reserved matters proposal.
- The outline planning permission includes a condition for drainage strategy details, as such the drainage details and site run off will be considered with the submission of these further details.
- Condition 25 of the outline planning permission includes the requirement of a noise survey and the development to be built in accordance with the approved noise mitigation. The approval of the condition has been completed.

- A condition should be included for a detailed planning scheme including species of trees sizes.
- The developer held a public consultation between the 20/11/2020 and 8/12/2020,
- Boundary treatment for the north of the site is included in the landscape scheme and included 1.8m close board fencing

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

- A Layout of the development including the design, impact to amenity and Parking (ULP Policies S7, GEN1, GEN2, GEN3, GEN4, GEN8, ENV13 Essex Design Guide, UDC Local Residential Parking Standards, NPPF)
- B Scale and appearance of the development, including the design and impact to amenity, (ULP Policies S7, GEN2, H10, Essex Design Guide and the NPPF.
- C Landscaping(ULP Policies S7, GEN2, ENV3 and the NPPF)
- D Nature Conservation (ULP Policy GEN7);
- E Affordable Housing (ULP Policy H9)
- F Noise sensitive development and disturbance from aircraft (ULP Policy ENV10)
- G Climate Change (UDC Interim Climate Change Policy 2021)

A Layout of the development , including the design, impact to amenity and Parking (ULP Policies S7, GEN1, GEN2, GEN3, GEN4, GEN8, ENV13 Essex Design Guide, UDC Local Residential Parking Standards, NPPF)

11.1 The proposed development provides a series of connected green spaces and incorporates a linked circular route through the adjoining woodland. The proposed development provides a series of connected streets, lanes and footpath/cycle ways connecting to the wider village, and includes a range of open spaces for community interaction.

11.2 The layout is divided into a number of key character areas as per the outline planning permission this includes:

- Area 1- The Village End
- Area 2- The Farmstead,
- Area 3- Community Woodland
- Area 4- The Village Circular Walk and Green Edge

11.3 The layout will provide an appropriate siting of the dwellings, garages and public open space within the site and that is compatible with its surroundings. Significant landscaping buffering will be provided along London Road. Plots 17, 18 and 23 would relate well to London Road at the point of the main highway access to the site providing main road frontage presence. The remaining dwellings within the site would appropriately frame the new internal street scenes. The layout of the development provides sufficient distance and space between the properties and ensure the site is not overdeveloped or have a cramped appearance.

11.4 The rationale of the layout of the proposed development includes:

- Small scale hard landscaped courtyard,
- Key focal point buildings,
- Formal road running through the centre of the scheme,

- Farmstead arrangement to mark the edge of development
- Appropriate footpath and cycle links,
- Building aligned to open space to create a defined edge,
- Continuity of frontages created by linking buildings carports,
- Dwellings aligned to London Road to have a unified front,
- Roads designed as informal back lanes,
- Combined cycle and footpath running along the length of the site,
- Open space linking to the adjoining green space

- 11.5 The proposed layout has been subject to the Essex Design Quality Review Panel and negotiations with the Council's Urban Design Officer which has resulted in the scheme as submitted. The development will include a layout that will provide an appropriate siting of the dwellings, garages and open public space within the site and that is compatible with its surroundings and nearby residential development. The design of the buildings is traditional and considered in keeping with residential development in the vicinity.
- 11.6 The layout of the scheme ensures the properties will have sufficient private amenity space mainly in accordance with the Essex Design Guide; this is contributed by the distance between properties and landscaping features. A very small number of dwellings fall short of this (plots 36, 37, 38 and 39). That being said the Essex Design Guide is not an adopted documents and serves as guidance therefore a balanced decision on this matter would need to be made.
- 11.7 The Essex Design Guide advises houses facing, backing on to, or adjacent to a substantial area of well landscaped and properly maintained communal open space the level of garden space may be reduced. These dwellings are located in close to proximity to the open public space to the south of the site and could easily accessed from the rear gardens. Although these properties as listed do fall short of the recommended Essex Design Guide amenity space, it is considered that adequate living conditions would arise from the proposed development. A breakdown of the proposed dwelling accommodation is listed above in Section 3.4. The table shows that there is largely an over provision of garden space.
- 11.8 Refuse collection is proposed from within the site, with refuse vehicles travel in forward gear, with room within the site for refuse vehicles to turn and exit the site in forward gear. Each dwelling is within the maximum collection and drag distances prescribed.
- 11.9 ULP Policy GEN2 also considers the impact to neighbouring properties in regards to loss of light, over shadowing, overlooking and loss of privacy. The layout of the development includes separation distances between the proposed dwellings and the existing neighbouring dwellings that ensures the development will not result in any loss of light, overshadowing that will have a harmful impact to neighbouring occupiers. The site plan submitted shows that the proposed dwellings as sited are unlikely to give rise to a significant loss of residential amenity to adjacent dwellings and would be in accordance with the aims of the Essex Design Guide. Sufficient distance between the dwellings and the existing dwelling outside the application site to not result in any harmful impact to neighbours private amenity. The boundary treatment of the amenity areas of the proposed dwelling is set out in the landscaping plans and include 1.8m close board fencing.
- 11.10 The Housing Enabling Officer has been consulted in regards to the proposal, no

objections have been made. It is noted 5 % of the development will be delivered as Part M, Category 3 Home (wheelchair accessible). This will be in the form of two bungalow properties and two ground floor flats, this is considered acceptable. Although no bungalows are included in as part of the affordable housing scheme 2 ground floor flats are to be included and this is considered an acceptable alternative which overcomes land take constraints. Therefore the development is considered the proposal accords with ULP Policies H10.

- 11.11 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 and residential occupational use that being said this would be consistent to the other residential development the north of the application site. As such I do not consider the disturbance would be of a significant level that will result in a material harmful impact to the residential amenity of the existing neighbouring residential sites. As such the proposal is in accordance with ULP Policy GEN4.
- 11.12 Taking into regards the details set out in the above paragraphs it is considered layout of the development is appropriate and in accordance with ULP Policies S7, GEN2, GEN4, GEN8, H10, ENV13, Essex Design Guide, UDC Local Residential Parking Standards and the NPPF.
- 11.13 ULP Policy GEN3 considers the development in regard to flood protection. The site is not in an area at risk of flooding however due to the scale and design of the development the appropriate Local Lead Flood Authority has been consulted due to the [proposed drainage and SUDs features. No objections have been raised. The development will still be subject to the conditions imposed under the outline planning permission regarding the submission and approval of a surface water drainage scheme, scheme to minimise off site flooding, maintenance plan and year log records. Taking into consideration the comments from the statutory consultees the development is not considered to not give rise to any significant adverse effects with respect to flood risk and accords with ULP Policy GEN3 and the NPPF.
- 11.14 The access to the site was considered and approved in the approved outline planning application UTT/19/0573/OP and it is noted no objections have been raised by the Highway Authority subject to the imposition of a number of advisory conditions. As such the proposed layout of the access is considered in accordance with ULP Policy GEN1.
- 11.15 The layout of the scheme provides electric vehicle charging points, this was considered under the outline planning permission and secured by condition. This include all dwelling with garages or carports, 20% of parking bays and additional 40% capacity for future charging infrastructure. As such the provision of electric vehicle charging points per dwelling is appropriate and in Policy ENV13 and paragraph 105 (e) of the NPPF.
- 11.16 The layout of the proposed development considers the proposed parking standards, ULP Policy GEN8 states development will not be permitted unless the number, design and layout of vehicle parking proposal is appropriate for the location. A realistic approach is required to try and discourage unlimited car parking provision on new developments and thereby car usage, to help tackle the growing problem of traffic emissions and road congestion and making it easier to walk or cycle for local short distance trips, only in appropriate locations and must avoid parking to be displaced elsewhere in the neighbourhood.
- 11.17 In terms of layout and number of the parking spaces, the proposal although is not in

accordance with Uttlesford Residential parking Standards in terms of the provision of 3rd parking space for 4 bedroom dwellings the scheme nonetheless is in accordance with the Essex County Council Parking Standards (2009) and provides sufficient off street parking in this respect in consideration of the site's proximity to the local Railway Station and bus routes. Furthermore, 30 visitor parking spaces will be provided within the development, this is well in excess of the guidance provided in the Essex County Council Parking Standards, also the layout of the site is not restrictive and provides sufficient turning spaces.

- 11.18 The site is in a highly sustainable location, the development will be providing a 3m footpath cycle link to the train station which has frequent services to London and Cambridge. The site and prospective plot purchasers will therefore have direct access to sustainable transport services and therefore the level of parking is considered acceptable and in accordance with ULP Policy GEN8. No objection has been raised by the Highways Authority subject to conditions.

B Scale and appearance of the development, including the design and impact to amenity, (ULP Policies S7, GEN2, H10, Essex Design Guide and the NPPF.

- 11.19 Policy GEN2 considers the design of the development to ensure the development is compatible with its surroundings. The design rationale in regards to the appearance of the development is ensuring a scheme that respects the local vernacular and scale of the existing and surrounding areas using high quality building materials from sustainable sources.

- 11.20 The scale of the dwellings are considered appropriate and will include a mixture of larger detached dwellings, and smaller semi-detached dwellings. The scale of the dwellings are not dominant or intrusive in the setting of the site or its surroundings. Although this particular location for the development is tucked on the village and has a rural appearance to the north of the site there are a number of more recently constructed developments. It is considered the scale of the development including the scale of the dwellings within the site are compatible with the neighbouring residential developments and therefore would not be out of place or harmful to the character of the site.

- 11.21 As shown on the submitted plans the proposed dwellings are a mixture two storeys properties, bungalows and larger two and half storey apartment block. The external finishing materials will include the use of external materials that will be are considered acceptable in this location, that being said a condition should be imposed for the submission of further details of the materials. The scale and appearance of the dwellings are not considered to be adversely intrusive or dominant in the street scene or surrounding area.

- 11.22 Careful consideration has been given to the relationship between the proposed dwellings in close proximity to the north boundary of the site and the existing dwelling located within Ash Green. This includes ensuring the distance between the application site and neighbouring residential properties is appropriate, also that the orientation of the proposed dwellings ensures any overlooking or loss of privacy will not be of a significant level that will have a harmful impact. It is noted plots 65 and 64 in the north west corner of the site are in close proximity to the boundary of 27 Ash Green. However, the orientation of the dwellings will be consistent with the Essex Design Guide in terms of the reduction of back to back distances.

- 11.23 The site does not include any significant change in the existing ground levels across the site or as it extends away from the highway. The proposed dwellings have been

designed to respond in scale to these existing levels ensuring dwellings do not unduly overbear neighbouring properties.

- 11.24 The proposed dwellings as submitted meet the Technical housing standards – nationally described space standard (2014). Although this is not an adopted document it provides good practice for the design of residential development.
- 11.25 The Housing Enabling Officer has made no objections to the scale of affordable housing. Therefore the development is considered to accord with ULP Policies H10.
- 11.26 As such taking due consideration of the above it is considered the proposed development includes an acceptable scale and appearance and is in accordance with ULP Policies S7, GEN2, Essex Design Guide and the NPPF.

C Landscaping (ULP Policies S7, GEN2, ENV3 and the NPPF)

- 11.27 The landscape proposals create a series of open spaces with distinctive characters throughout the site. Along London Road a continuous green frontage is proposed with a diverse mixed native hedgerow and native tree planting to create a new green entrance for Great Chesterford and users of London Road. This planting will create a green infrastructure corridor and provide enclosure and shelter, improving the experience for pedestrians and cyclists. Tree planting also softens the built form of the development in glimpsed views from local public footpaths to the north east
- 11.28 In the north of the site, a proposed open space visually connects to the existing development Ash Green open space, contributing to creating a leafy character and approach into Great Chesterford. An attenuation depression will mirror the landform at Ash Green and will provide a green welcome to residents walking from the railway station through the open space. Planting throughout the open space and especially within the attenuation basin will provide habitats and food for wildlife with a variety of wildflowers, native trees and native hedgerows.
- 11.29 To the south of the main entrance, an orchard area is proposed with an informal path leading through fruit and nut trees and wildflower lawns to the woodland beyond. New woodland is proposed off-site to the south east of the development. This will provide a new green edge to Great Chesterford and define the boundary with Little Chesterford as a visual stop. It will also enclose the site to the south and screen existing views of the railway line and London Road.
- 11.30 A garden is proposed as part of the central square of the site in relationship with the landmark building. Paths draw visitors and residents from the northwest and southeast and from the adjacent apartment building. Within the central garden an accessible play space is provided close to residents, encircled with sensory planting and provides equipment suitable for babies, toddlers and young juniors and a lawn area. Within the northern open space the play area is enclosed with fencing and provides larger equipment for junior children. Within the orchard open space natural play features with timber balancing beams and mounds.
- 11.31 It is noted the Parish Council raised concerns regarding the about the nature of the woodland landscaping as it would need significant time to mature. The Essex County Councils Landscape Officer has been consulted and has provided recommendations to improve green infrastructure. Having reviewed the Design and Access Statement, Landscape Masterplan and other associated documents no objections are raised subject to conditions. Furthermore the UDC Landscape

Officer has been consulted, no objections have been made subject to the imposition of a condition for a planting schedule.

- 11.32 As such taking into consideration the details above it is considered the landscaping details are appropriate in the context of the character of the site and accords with ULP Policies S7, GEN2, ENV3 and the NPPF.

D Protected species and biodiversity (ULP Policy GEN7 and ENV8)

- 11.33 Policy GEN7 and paragraph 174 of the NPPF seeks to ensure that development would not have a harmful effect on wildlife and Biodiversity. Appropriate mitigation measures must be implemented to secure the long-term protection of protected species. Policy ENV8 requires the protection of hedgerows, linear tree belts, and semi-natural grasslands. The Council's Ecology Consultant has reviewed the Landscape Masterplan and the Hard and Soft Landscape Proposals relating to the likely impacts development on designated site, protected species, priority species and habitats. Subject to the imposition of conditions it is considered the proposed development will not have a harmful impact on protected species or biodiversity and is in accordance with Policies GEN7, ENV8 and the National Planning Policy Framework.

E Affordable Housing (ULP Policy H9)

- 11.34 Policy H9 states that the Council will seeks 40% affordable housing. This equates to 30 dwellings which is proposed to be provided as part of this development as secured by S106 agreement. Concerns have been raised by the Enabling Officer that the affordable housing has been concentrated as opposed to pepper potted. In consideration of the number of units and the size of the size the affordable housing the affordable housing is relatively spread out and therefore is in accordance with aims of the ULP Policy H9 and the UDC Developer Contributions (2014).

F Noise sensitive development and disturbance (ULP Policy ENV10)

- 11.35 Due to the location of the application site being in close proximity to the railway line at the rear of the site due consideration should be made to the future occupiers of the development regarding noise and disturbance. No objections have been raised by the Environmental Health Officer however it is noted the condition imposed on the outline planning permission for the submission of further noise monitoring survey and the use of specific glazing and ventilation will still need to be addressed. Taking into consideration the comments from the Environmental Health Officer the development is not considered to be harmfully impacted from noise and disturbance to the detriment of the residential amenity of the future occupiers and is therefore in accordance with ULP Policy ENV10. Network Rail have commented seeking a condition regarding the erection of protective fencing and a number of informatives.

G Climate Change (UDC Interim Climate Change Policy 2021)

- 11.36 Following the recently adopted UDC Interim Climate Change Policy 2021 due consideration should be made by developer to demonstrate the path that their proposals take towards achieving net – zero carbon by 2030, and all the ways their proposal are working towards this in response to planning law, and also to the guidance set out in the NPPF and planning policy guidance.
- 11.37 The location of the site is part of a sustainable extension to Great Chesterford, the site will have undergone extensive assessment to ensure the most suitable and

sustainable location for growth, as per the approved outlined planning permission. The minimising of carbon emissions through the development itself are demonstrated in the following paragraphs.

- 11.38 The proposal takes into consideration the existing landscape working with the existing topography of the site to avoid regrading of the site and the need to export land from the site, this limits the impacts on climate change.
- 11.39 The drainage solution adopted for the site make suitable provision to ensure no detriment to local water supply. The units are designed achieve average water consumption.
- 11.40 The proposed landscaping scheme includes extensive planting of native trees, shrubs and areas of open grassland as well as extensive hedgerow planting. This will also provide a significant gain in habitat creation.
- 11.41 Electric vehicle charging points will be included in all dwellings with garages or carports, 20% of parking bays and additional 40% capacity for future charging infrastructure.
- 11.42 In promoting sustainable travel, the development will provide a cycle track from the site to the Station Approach, appropriate storage for cycle. The development is located within a sustainable location in terms of being close to local amenities and transport links.

12 CONCLUSION

- A The layout, scale and appearance of the development is acceptable. No significant loss of residential amenity will arise from the proposals. The amenity areas and parking provision are appropriate and complies with Policies GEN2 and GEN8. The housing mix for the development is also considered acceptable (ULP Policy H10)
- B The drainage proposals are considered acceptable by the Lead Local Flood Authority.
- C The landscaping details are considered appropriate internally for the site subject to conditions and therefore accords with ULP Policies S7, GEN2, and ENV3.
- D The submitted layout plan shows that impacts on residential amenity are not likely to be significant and therefore accords with ULP Policies GEN2 and GEN4.
- E The proposal would not be harmful to protect/priority species subject to accordance of conditions imposed on the outline planning application (ULP Policy GEN7).
- F 40% affordable housing has been secured by S106 agreement and demonstrated on site. This was in accordance with Policy H9 of the Local Plan.
- G The site is located adjacent to the railway track and has the potential to be adversely affected by noise. Noise conditions and mitigation were considered as part of the outline planning permission that would need to be implemented.

RECOMMENDATION – APPROVAL WITH CONDITIONS

Conditions

- 1 Dwellings shall not be occupied until such time as their associated vehicle parking area indicated on the approved plans, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking areas and associated turning areas shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP policy GEN1.

- 2 Dwellings shall not be occupied until such time as their associated cycle parking indicated on the approved plans has been provided.

REASON: To ensure appropriate bicycle parking is provided in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and in accordance with ULP policy GEN1.

- 3 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Landscape Masterplan (Guarda Landscape, November 2020) and the Hard and Soft Landscape Proposals (Guarda Landscape, November 2020) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

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.

- 4 Before the construction of the substation a scheme shall be submitted to and approved in writing by the local planning authority which demonstrates that the following noise design requirements can be complied with and shall thereafter be retained as approved.

a) The measured or calculated rating level (L_{A,r},T_r) of noise emitted from the substation shall not exceed existing background noise level (L_{A90},T).

The measured or calculated noise levels shall be determined at the boundary of the nearest ground floor noise sensitive premises or 1 meter from the facade of the nearest first floor (or higher) noise sensitive premises, and in accordance to the latest British Standard 4142;(currently 2014+A12019) An alternative position for assessment /measurement may be used to allow ease of access, this must be shown on a map and noise propagation calculations detailed to show how the design criteria is achieved.

REASON: To protect future occupiers from excessive environmental noise and disturbance in accordance with Local Plan Policy GEN2, GEN4 and ENV10.

- 5 The materials and finishes shall be as indicated within the approved plans and thereafter retained as such, unless otherwise agreed with the local planning authority.

REASON: In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005)

- 6 The development hereby permitted shall be carried out in accordance with the approved Arboricultural Impact Assessment (ref. 8416.001, dated December 2020). Tree Protection Measures and construction methods to prevent harm to retained trees in accordance with BS5837:2012, should be detailed within an Arboricultural Method Statement to be submitted to and approved by the Local Planning Authority prior to the implementing the play area to the north of the scheme.

The area to be addressed by the Arboricultural Method Statement is identified on 'Drawing 2: Tree Protection Plan' (ref. D8416.002) in the approved Arboricultural Impact Assessment.

REASON: To protect trees which are to be retained in accordance with Policies ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005).

- 7 Prior to commencement of development above slab level a planting and landscaping schedule in accordance with the approved Landscape Masterplan (GUA-DR-L-007) shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be carried out as approved.

The planting schedule shall include specifications of species, sizes, number and percentage mix for new planting areas, including for external boundary treatments and internal means of enclosure. Mature trees should be specified and included as part of the proposed woodland planting scheme.

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.

The Landscaping details shall include a substantial, trespass proof fence along the development side of the existing western boundary fence, to a minimum height of 1.8 metres.

REASON: The planting and landscaping schedule is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with ULP Policies S7 and GEN2 of the Uttlesford Local Plan (adopted 2005).

INFORMATIVES:

- 1 **Landscaping:**
Where possible amenity grassland (low biodiversity value) is should be replaced with features with high biodiversity value (e.g. amenity grassland with bulbs/naturalised grassland and flowering lawns). For example, deep rooting grass mixes are more drought resistant, reduce need for irrigation, increase rainwater infiltration, reduce surface runoff and improve performance of sustainable drainage

schemes.

REASON: To have a reduction in mowing costs and time, savings on fuel usage and emissions, reductions in green waste resulting in reduced environmental impact and significant less maintenance are all beneficial

2

Highways:

(i) The position of traffic calming features should be considered at an early stage of detailed design

(ii) A 0.5m maintenance margin is required adjacent to adopted highway where no footway is provided.

(iii) Detailed design of roads next to plots 14/19 and 11/17 should consider uniform junction types.

(iv) All housing developments in Essex which would result in the creation of a new street (more than five dwelling units communally served by a single all-purpose access) will be subject to The Advance Payments Code, Highways Act, 1980. The Developer will be served with an appropriate Notice within 6 weeks of building regulations approval being granted and prior to the commencement of any development must provide guaranteed deposits which will ensure that the new street is constructed in accordance with acceptable specification sufficient to ensure future maintenance as a public highway.

(v) Any non-standard materials proposed within the existing extent of the public highway or areas to be offered to the Highway Authority for adoption as public highway, will require a contribution (commuted sum) to cover the cost of future maintenance for a period of 15 years following construction. To be provided prior to the issue of the works licence.

(vi) All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.

(vii) Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.

(viii) The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.

(ix) The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

(x) Any tree planting proposed within the highway must be agreed with the Highway Authority. Trees should be provided with root barriers, must be sited clear of all underground services and visibility splays and must be sympathetic to the street lighting scheme. All proposed tree planting must be supported by a commuted sum to cover the cost of future maintenance, to be agreed with the Highway Authority.

3 **Network Rail**

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilize Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third-party access to its land.

- 4 All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 4.0m of the boundary with Network Rail. Operation of mobile cranes should comply with CPA Good Practice Guide 'Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail'. Operation of Tower Crane should also comply with CPA Good Practice Guide 'Requirements for Tower Cranes Alongside Railways Controlled by Network Rail'. Operation of Piling Rig should comply with Network Rail standard 'NR-L3-INI-CP0063 - Piling adjacent to the running line'.

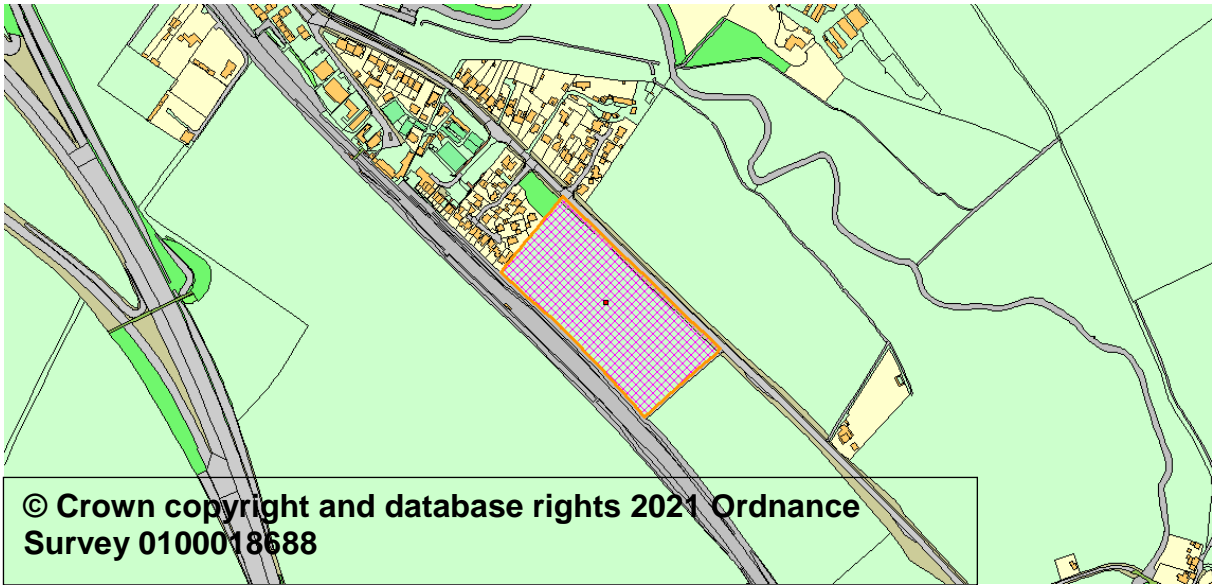
5 **Noise and Vibration**

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night-time train running and heavy freight trains.

6 **Landscaping**

The applicant shall ensure that no vegetation encroaches onto Network Rail's retained land. No trees or climbing shrubs shall be planted on the area such that they could create a nuisance through falling leaves or penetration of roots or provide a means of gaining access to the railway. Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum

distance greater than their predicted mature height from the boundary.



Organisation: Uttlesford District Council

Department: Planning

Date: 20th July 2021