

**UTT/18/1004/FUL (Wendens Ambo)**

(Referred to Committee by Cllr Julie Redfern. Reason: Due to the removal of mitigation from previous application, light pollution, access, pedestrian safety and over development of the area.

**PROPOSAL:**           **Surface car park extension to Audley End Railway Station car park to provide an additional 152 spaces, lighting, CCTV security cameras, signage, access and associated hard and soft landscaping (REVISED APPLICATION).**

**LOCATION:**           **Audley End Station Road Wendens Ambo Saffron Walden Essex**

**APPLICANT:**       **Greater Anglia**

**AGENT:**           **Mr Paul Ellingham**

**EXPIRY DATE:**     **20.06.2018. Agreed on extension of time until 31.10.2018**

**CASE OFFICER:**   **Emmanuel Allanah**

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**1.       NOTATION**

1.1       The following constraints apply to the application site:

- Outside development limits
- Aerodrome directions
- Archaeological site
- Contaminated land historic land use
- Ground water protect zone within zone 1
- Within 250m of local wildlife site
- Within 100m of local wildlife site
- Mineral safeguarding area
- Within 100m of railway
- Road classification-line
- SSSI impact risk zones – Natural England
- Within 100m of special verge
- Water authority

**2.       DESCRIPTION OF SITE**

2.1       Audley End Station is located in Wendens Ambo and has a site area of 0.4ha. The site lies in a sparsely populated area surrounded by rural land. The site perimeter is bounded by a mixture of dense vegetation, trees and retaining structures to its north, east and south sides. The site comprises of an area of semi-improved grassed land covered with scattered trees. The River Cam is located to the south of the site and flows from west to east. The car park is bounded to the north by semi-industrial buildings and privately owned open land to the south.

2.2       The current parking provision at Audley End Station amounts to 673 parking spaces. The majority of spaces within the existing car park do not complying with the required 2.9m x 5.5m standard width due to the age of the car park, with the exception of the eastern section. 4 no. DDA blue badge spaces are situated near

the main entrance to the station and 9 no. premium parking spaces face Platform 1 at northern end where adjacent to this, a combination of single level and two-level cycle shelters are located. Staff parking is located immediately south of the main entrance. One-way traffic circulation is adopted across the majority of the car park. A breakdown of the existing parking is shown below.

<b>2.3</b>	<b>Parking Provision</b>	<b>Parking Spaces</b>
	Standard parking spaces	662
	Blue Badge parking spaces	4
	Staff parking spaces	7
	Total	673

2.4 There is CCTV provision across all sections of the car park. Lighting columns illuminate the entire car park fed via sub-mains feeds at two cabinet locations which are in turn supplied by the main distribution board located adjacent to Platform 1. Ticket machines are located at various positions across the car park.

2.5 The car park was expanded in the early part of 2010 to its eastern side to cater for approximately 166 extra car parking spaces at the eastern side. In the planning statement submitted in 2008 (UTT/1692/08/FUL) in connection with a proposed application for 150 car parking space that once constructed would have resulted in a car park totalling 656 spaces. The Plan as existing submitted with the current application (UTT/18/1004/FUL) indicates 673 spaces resulting to an additional 17 spaces over and above that stated in the 2008 application. It should be noted the 17 additional car parking spaces shown in the existing plan is outside the red line of the current proposed planning application. In order to clarify issues surrounding the additional 17 car parking spaces the applicant confirmed there have been some adjustments to the parking arrangements to create additional disabled provision and staff parking. The agent to this application argued that this has been carried out as minor works within the existing parking area envelope utilising the permitted development rights available to Greater Anglia as a Railway Undertaker. Such additional car parking spaces under permitted development right do not alter the findings of the Transport Assessment or any other aspect of the technical assessments that form part of this current proposed planning application. The remaining area of land within the Greater Anglia lease area is located behind dense vegetation and a 3m high bank which is assumed to have been built during the car park expansion from arisings.

2.6 Rail patronage in the east of England has experienced a significant increase over the last decade resulting in the increased passenger use of Audley End Station. Future growth of rail use is forecasted over the next decade in which a circa 50% increase in passenger trips at Audley End Station is anticipated. Due to this increased forecasted growth, the car parking capacity at the Station is experiencing intense pressure to provide safe and sufficient parking for its users.

### 3. PROPOSAL

3.1 Greater Anglia is seeking full planning permission to provide additional park and ride capacity at Audley End Station which would involve surface car park extension to Audley End Railway Station to provide an additional 152 spaces, lighting, CCTV security cameras, signage, access and associated hard and soft landscaping. The new car park would provide an additional 152 parking spaces each would be 2.4m in width and 4.8m in length and surfaced with asphalt. It has been noted that these car parking spaces did not meet the Council's Parking Standards, however in exceptionally circumstances it can be considered acceptable due to constraints

within this particular public car park. Due to the current relatively steep slopes of the existing field, it is anticipated that some works would be required to achieve the minimum vehicle gradients.

- 3.2 The existing 3m raised embankment that bounds the western perimeter of the greenfield site would be levelled in order to provide the proposed parking spaces and connect to the existing car park. The raised area would be approximately 1500sq.m with an estimated volume in excess of 2000 cubic metres which would be confirmed before construction works starts.
- 3.3 In terms of access and movement; one way main circulation is proposed with two-way lanes required for no-through sections, all at a minimum with of 6m in width. Where parking bays meet 90 degrees, straight kerbing shall be installed along the interfacing to deter bay intrusion. A marked pedestrian walkway would be provided at the front of the parking bays and link to a 2m wide footpath at the north end. This route shall front onto the main entry route with dropped kerbs and pedestrians shall take an undesignated walking route from this point through the existing car park. 'No entry' signage and road marking shall be installed to communicate the one-way system to drivers. There will be a 'give-way' line at the junction between the connecting access and the new surface car park where drivers within the car park will take priority.

#### **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 (as amended).

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

- 5.1 The proposed planning application is supported with the following documents namely;

- Heritage Statement
- Planning and Design Statement
- Location Plan
- Proposed car park works Site location plan
- Proposed car park works landscaping sections
- Proposed car park works existing general arrangement
- Proposed car park works proposed general arrangement
- Proposed car park works form 001-lighting and telecoms general arrangement
- Proposed car park works planning boundary arrangement
- Proposed arrangement and landscaping planning application
- Transport Assessment
- Existing General Arrangement
- Preliminary Ecological Appraisal
- Drainage Statement

The above documents has been submitted to demonstrate how the proposed application is acceptable, sustainable and good for the environment by encouraging the use of public transport as advocated by the government and the strategy in achieving sustainable development.

## 6. RELEVANT SITE HISTORY

6.1

Application Reference	Date	Location	Development	Decision
UTT/0181/84	20 February 1984	Audley End Station	Car Park Extension	Approve with Conditions (30 Mar 1984)
UTT/1934/88	27 October 1988	Land East of Existing Car Park Audley End Railway Station	Extension of station car park (349 spaces)	Approve with Conditions (15 October 1990)
UTT/0963/08/FUL	04 June 2008	Audley End Station	Extension to car park including landscaping, lighting, CCTV cameras, signage and access	Withdrawn (07 July 2008)
UTT/1692/08/FUL	17 October 2008	Audley End Station	Extension to Audley End Station car park to provide 150 spaces, landscape, lighting, CCTV security camera, pay meters, signage & access	Approve with Conditions (05 November 2009)

## 7. POLICIES

### 7.1 National Policies

- National Planning Policy Framework (NPPF Published 24<sup>th</sup> July 2018)

### 7.2 Uttlesford Local Plan (2005)

- Policy S7 – The Countryside
- Policy GEN1 – Access
- Policy GEN2 - Design
- Policy GEN4 – Good neighbourliness
- Policy GEN5 – Light Pollution

- Policy GEN7 - Nature Conservation
- Policy GEN8 - Vehicle Parking Standards
- Policy ENV2 – Development affecting Listed Buildings
- Policy ENV3 – Open Spaces and Trees
- Policy ENV4 – Ancient Monuments and Sites of Archaeological Importance
- Policy ENV7 – The Protection of the Natural Environment – Designated Sites
- Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation
- Policy ENV12 - Protection of Water Resources
- Policy ENV13 – Exposure to Poor Air Quality
- Policy ENV14 - Contaminated Land

## **Other Documents**

- SPD Parking Standards Design and Good Practice September 2009  
SPD Essex Design Guide.

## **8. PARISH COUNCIL COMMENTS**

8.1 Wendens Ambo Parish Council object to the proposal on the following grounds:

Ambo Parish Council objects to this application on the following grounds;

a. Flawed justification - The applicant's evidence details 111 vacant spaces at current peak occupancy, demonstrating no need for additional spaces and complete over development of the area. This is reinforced by Greater Anglia's confirmation that the London to Cambridge line is full to capacity and that there are no plans for additional train services on this line in the short, medium or long term.

b. The traffic survey, conducted on one February day, contains inconsistencies including claims the car park is operating at an average capacity of 85%, while in other areas stating the peak occupancy is 84%, ensuring that the average would be far lower.

c. The application does not comply with the Local Plan, and particularly does not minimise the environmental impact.

d. The application plans to level the 3m raised earth bank on the western perimeter that was required by UDC as a condition of planning consent UTT/1692/08/FUL (to extend the car park by 150 spaces) to protect local amenity.

e. The application plans to remove trees which were required to be retained by UDC as a condition of planning consent UTT/1692/08/FUL to protect and enhance the existing visual character of the area and reduce the visual and environmental impacts of the development.

f. The application does not minimise light -spillage, which alongside the obvious significant additional noise, fumes and exposure to pollutants will cause significant disturbance and nuisance to neighbouring properties and indeed quite possibly the whole parish.

g. The access to the site is currently inadequate and includes insufficient demarcated footpaths for safe access for pedestrians and cyclists, particularly as a significant number of school children use the station and the application shows no

evidence of works to improve these matters

## **9. CONSULTATIONS**

### **Essex County Council Highway Authority**

- 9.1 No objection, subject to recommended planning conditions.

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

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

### **UDC Landscape Officer**

- 9.3 Landscape Officer advised that the revised drawing number (MMD-378091-C-DR-00AJ-0202 Rev.P2) allows for the greater part, the retention of the existing hedgerow and occasional trees along the embankment of the former branch line and is considered satisfactory. Please note that the revisions to the layout have reduced the number of new car parking spaces by 7 from 159 to 152.

### **UK Power Networks**

- 9.4 Advised that should excavation of this proposed site affect their Extra High Voltage equipment (6.6KV, 22KV, 33KV or 132KV), the applicant should obtain a copy of the primary route drawings and associated cross sections from Paul Provision – on 0800 056 5866.

### **ECC Specialist Archaeologist**

- 9.5 No objection subject to recommended planning condition.

### **Affinity Water**

- 9.6 Advised that the applicant that construction works and operation of the proposed development site is located within an Environment Agency defined groundwater Source Protection zone corresponding to Debden Road Pumping Station. This is a public water supply, comprising a number of Chalk abstraction boreholes operated by Affinity Water Ltd. The construction works and proposed development site should be constructed in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

### **Conservation Officer**

- 9.7 Audley End Station Building is a listed building of typically C19 railway architecture.

The proposal subject of this application is the formation of the extension to station car park to provide an additional 159 spaces, lighting, CCTV security cameras, signage, access and associated hard and soft landscaping. The nearest designated heritage assets to the development land would be the station building and Railway Cottages some 115 and 136 meters away respectively.

Clearly the non-listed residential homes in the proximity of the site and wider

countryside would be affected. The listed station building is already surrounded by tarmac and other unsightly paraphernalia in both at the front as well as on the platform side. Consequently it could not be said that the setting of the listed buildings would be much further diminished by the carpark extension some 115 meters away.

**Environmental Health Officer**

***Dated 14<sup>th</sup> August 2018***

9.8 Environmental Health object to this proposal on the following grounds :

- adverse impact on the residential amenity of neighbouring properties due to noise and lighting;
- does not encourage movement by means other than driving a car.

**Residential amenity**

There are noise sensitive residential receptors adjacent to the north west and north east boundaries of the proposal site which may be impacted by noise from vehicles and users of the facility. The current car parking area is more distant from the receptors, and the proposed extension brings the noise source from use of car parking facilities much closer. In addition to loss of amenity, there is potential for sleep disturbance during use of the facility between 23.00hrs and 07.00hrs due to raised noise levels from vehicle movements, vocal noise and impact noise, for example from car doors being closed.

The proposal will introduce a new source of lighting into a previously unlit area of land adjacent to the neighbouring properties, and is likely to lead to light levels at those properties being higher than at present, and potentially be a source of light glare.

The site plan shows in approximately 30 LED luminaires in the car park mounted on 5m columns, and although it is noted that the intention is to keep light levels to a minimum, no details are provided on how this will be done, such as illuminance, baffles or time controls.

The proposal is considered to be contrary to the following saved planning policies :

GEN 2 Design, which requires mitigation to reduce environmental impact on neighbouring properties. Appropriate mitigating measures have not been proposed

GEN 4 Pollutants, which states development will not permitted where noise or light would cause material disturbance or nuisance to occupiers of surrounding properties

ENV 11 Noise generating development, which states development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.

***Dated 17<sup>th</sup> August 2018***

Further to my comments dated 14th August, it is accepted that the ability to access the station easily and park a vehicle will encourage rail travel over road travel, and on a regional scale this would assist in reducing vehicle numbers on regional road networks with associated benefits to air quality.

**10. REPRESENTATIONS**

- 10.1 Neighbour consultation expired date – 19.05.2018  
Site Notice expired on 06.06.2018 and advertisement expired date - 26.05.2018

Sixteen letters of objection received from neighbouring properties and in summary their grounds of objection includes the following:

- Traffic generation
- Noise
- East of England Plan states that car use should be discouraged
- There is still plenty of spaces on existing car park
- It is very close to adjoining properties
- Traffic flow brings traffic congestion in the village
- Generation of pollution
- Loss of landscaping and trees

## 11. APPRAISAL

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

- A The principle of development (NPPF Published on 24<sup>th</sup> July 2018, Local Plan Policy S7)
- B Design and neighbourhood amenity (NPPF, Essex Design Guide, Local Plan Policy GEN2, GEN4, GEN5 and ENV12)
- C Impact upon the setting of the heritage assets (NPPF, Local Plan Policies ENV2 and ENV4 )
- D The impact on nature conservation and natural environment (NPPF, Local Plan Policies GEN7 and ENV7).
- E Access to the site and highway issues (NPPF, Local Plan Policies GEN1 and GEN8)
- F Other

### **A The principle of development (NPPF; Published 24<sup>th</sup> July 2018 and Local Plan Policy S7)**

- 11.1 In paragraph 109 of the revised NPPF published on 24<sup>th</sup> July 2018; it states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. And paragraph 110 (a) of the revised NPPF; within the context of para.109, application for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layout that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use. The revised proposed plan has been driven with the objective of maintaining road safety including other road users such as pedestrians and cyclist. In line from such government perspective the planning supporting statement evidently demonstrated why this current proposal is made in order to support the rising need demand of Audley End Railway Station.

- 11.2 If the number of cars that currently use the Audley End Stations in addition with the evidence of the increase in need of more car parking spaces required within the station are not allowed it would induce the use of private cars for travelling which would have a knock on effect upon the highway network and increase in emissions, impacting upon climate change, as a result it would be in conflict with both paras.



102 (d) and para. 103 of the recent revised NPPF. On the other hand, if the demand of the increased number of car parking spaces required within Audley End Station is encouraged as advocated by NPPF; it would reduce the reliance upon private vehicles and in turn the level of emissions. The benefit of the proposed car parking spaces linked to the use of railway travelling mode would encourage the use of sustainable transportation through Audley End Railway Station and on balance the principle of the proposed development can therefore be considered acceptable as it would help in promoting sustainable transport in accordance with the revised NPPF.

- 11.3 Given that the application site is located outside development limits it is equally relevant to consider its implication with Policy S7. This policy recognises the intrinsic value of the countryside by limiting development that either needs to take place in such locations or else would be appropriate for the area. The development of the car parking spaces required within Audley End Station if it is to be located elsewhere not connected or linked to existing railway station for travellers or commuters it would be seen to go against the objective of achieving a sustainable development which make the three criteria of the planning regime in achieving sustainable development namely the social, economic and environmental roles to be seamless. However, if it is linked to an existing railway station such as in this case of Audley End Station it would evidently support sustainable transportation solution therefore the principle of the proposed development in terms of Policy S7 can be deemed to be sustainable and would not harm the character of this part of countryside particularly as it would not encroach upon the open character of this part of the countryside as the development would still remain within the confines of the station.
- 11.4 In conclusion; the principle of the development is acceptable because in rural area such as Uttlesford many residents will need to use private cars, and this proposal provides a compromise to minimise the extent of those car journeys, and enable greater use of rail services which would limit the harm upon the highway network and climate change through the emission of car fumes.

**B Design and impact on neighbouring properties amenity (NPPF; and Local Plan Policies GEN2, GEN4, GEN5, ENV11, ENV12 and ENV13)**

- 11.5 The proposed extension of the existing car park is part of unused and vacant parcel of land. It is not close to residential properties but it would result to some loss of hedgerows at the eastern boundary of the proposed car park expansion and following the negotiation of such impact with the Council's Landscape Officer the number of the proposed car parking spaces has been reduced from 159 to 152. The mitigation measures for such loss of landscaping features are discussed below.
- 11.6 The siting of the proposed car park extension would not directly harm the living condition of any neighbouring residential properties because none are located close to the proposed increased area of car parking.
- 11.7 In consultation with UDC Environmental Health Officer; they advised that there are noise sensitive residential receptors adjacent to the north west and north east boundaries of the proposal site and this may be impacted by noise from vehicles and users of the facility. The current car parking area is more distant from the receptors, and the proposed extension brings the noise source from use of car parking facilities much closer. In addition to loss of amenity, there is potential for sleep disturbance during use of the facility between 23.00hrs and 07.00hrs due to raised noise levels from vehicle movements, vocal noise and impact noise, for

example from car doors being closed. The proposal will introduce a new source of lighting into a previously unlit area of land adjacent to the neighbouring properties, and is likely to lead to light levels at those properties being higher than at present, and potentially be a source of light glare; as a result the proposal is contrary to paragraph 123 of the NPPF; and Policies GEN2, GEN4, GEN5 and ENV11. (Note, the Environment Health Officer NPPF (March 2012). The appropriate consideration to their advice have been taken into account by the Planning Officer below in more appropriate up-to-date NPPF published on 24<sup>th</sup> July 2018.

- 11.8 Measures contained in the Saffron Walden Air Quality Action Plan are aimed at reducing and maintaining nitrogen dioxide emission level within the town to below national objectives, and the proposal does not support the measures for the emission provided for example; measure 3, promotion of cycle/pedestrian routes. One of these routes includes the cycle path from the town to Audley End Station, and a cycle route between Great Chesterford and Saffron Walden is under consideration as advised by the UDC Environmental Health Officer. Measure 14, include raising public awareness of air quality issues. The aim of this measure is to encourage behavioural change to select movement by means other than by private car, especially for short journeys such as those between the town centre and Audley End Station.
- 11.9 From the concerns of the Environmental Health Officer and nearby residents; the issues concerning noise, light pollution and glaring of light has been raised. In response to these concerns, it is considered that the impact of the proposals on nearby residents would be no worse than currently experienced. At present, there is a strip of car parking already in use that is adjacent to the northern boundary of the application site which distances the proposed car park from the nearby residents located to the north by circa 20m. Having noted the views expressed by the Environmental Health Officer; the Planning Officer's opinion is that the proposed additional 152 car parking spaces would increase the number of car movements in and out of this train station which would cause some disturbance to nearby neighbouring properties. Despite such view, it is equally importantly to state that such movement of cars would not happen at the same time and would be staggered. A variation of traveling time movements in and out of the train station therefore would assist to mitigate disturbance. On balance considering none of the neighbouring properties are close to the exact location of the proposed car parking spaces it would therefore not adversely harm their living conditions.
- 11.10 The existing number of parking spaces at the station amounts 664 spaces. The proposed expansion, which now seeks to provide 152 spaces, whilst the number of proposed parking spaces is relatively significant the impact compared to the current position in terms of the level of noise and pollution compared to the current conditions. In addition, the retention of the existing northern boundary hedgerows (as shown in drawing no. (MMD-378091-C-DR-00-AJ-0202 P2) will provide screening of the development on site from residents nearby and will help to mitigate the level of pollution from the site.
- 11.11 With regards to impact on local residents during night time hours (23.00hrs – 07.00hrs), there will be no change to the current situation. Peak hours for the operation of the car park are 07:00hrs – 08:00hrs and 18:00hrs – 19:00hrs. While there will be some additional traffic movements during peak hours, it is considered that these would have a minimal impact on nearby sensitive receptors with regards to noise and disturbance. Outside of the peak hours the numbers of movements would remain relatively low, as is currently the case, and therefore residents would experience no further impacts.

- 11.12 On 17<sup>th</sup> August 2018; the Environment Health Officer updated their previous advice and objection following the recent published National Planning Policy Framework on 24<sup>th</sup> July 2018. The Environment Health Officer; advised that further to their comments dated 14<sup>th</sup> August 2018, it is accepted that the ability to access the station easily and park a vehicle will encourage rail travel over road travel, and on a regional scale this would assist in reducing vehicle numbers on regional road networks with associated benefits to air quality.
- 11.13 In conclusion; it is therefore evidently clear from the updated advice from the Environmental Health Officer on 17<sup>th</sup> August 2018; that the proposed car park extension would not adversely harm the environment and its air quality as a result the proposal is considered to be in accordance with Policies GEN2, ENV11 and ENV13.
- 11.14 What needs to be made clear is that Audley End Station serves not just the surrounding neighbouring villages but Saffron Walden, which is the largest sustainable town in the District. The station as a whole suffers from and would need to cater for the pressures which arise both now and in the long term in terms of growth, and the additional dwellings which are required to be provided. Therefore in consideration of the above the harm is outweighed by the public benefit and is in accordance with policy.
- 11.15 At present no details of relating to the proposed lighting scheme have been provided as result such details would be condition in order to provide the opportunity for the local planning authority to assess the likely impact in accordance with Policies GEN2 and GEN5. In conclusion; it is considered that the revised scheme would not adversely harm the living condition of the neighbouring properties; hence the revised scheme is not in conflict with Policies GEN2, GEN4 and ENV11.

**C Impact on Heritage settings (NPPF and Local Plan Policies ENV2 , ENV4 and ENV7)**

- 11.16 Audley End Station Building is a listed building of typically 19 century railway architecture as advised by the Conservation Officer. The nearest designated heritage assets to the proposed development land would be the station building and Railway Cottages some 115 and 136 metres away respectively.
- 11.17 It is the Conservation Officer's view that the listed station building is already surrounded by tarmac and other unsightly paraphernalia in both at the front as well as on the platform side. Hence; it could not be said that the setting of the listed buildings would be much further diminished by the carpark extension some 115 metres away. It is therefore your Planning Officer's view that in consideration with the Conservation Officer's advice, it can be concluded that the proposal is not in conflict with para. 190 of the NPPF (July 2018) or Policy ENV2 of the Uttlesford Local Plan.
- 11.18 The site lies within an identified archaeological area of interest and ECC Archaeology has been consulted. No objection has been raised to the scale and form of the proposal subject to conditions in accordance with paragraph 132 of the NPPF and Policy ENV4 of the Uttlesford Local Plan.

**D The impact upon nature conservation and Sites of Special Scientific Interest (SSSI) (NPPF and Local Plan Policies GEN7 and ENV7)**

- 11.19 Due to the likely implication of the scale of this development on nature conservation an ecological survey in support of the application has been submitted. ECC Ecologist have considered the information and concluded they are satisfied subject to certainty appropriate mitigation measures to safeguard any likely impact on wildlife has been recommended which would be condition in accordance with Policy GEN7 of the Uttlesford Local Plan.
- 11.20 The application is within the range of Sites of Special Scientific Interest (SSSI) impact risk zones. The application site would be contained within the existing grassed land and areas occupied by existing plants adjacent to the existing car parking layout. The scale, form, design and layout of the proposed scheme has been considered and there is no evidence to suggest it would affect the SSSI zone particularly considering the distance between the site and the SSSI, therefore the proposal is deemed not to be in conflict with Policy ENV7 of the Uttlesford Local Plan.

**E The Traffic impact (NPPF and Local Plan Policy GEN1)**

- 11.21 The objective of Policy GEN1 states that development will be permitted if the access and design does not affect traffic or other road users.
- 11.22 The access to the site would be as existing and would not be altered. In terms of internal circulation this is set out through a specified circulation routes. The internal access roads would be all at a minimum width of 6m. And, where parking bays meet at 90 degrees, straight kerbing would be installed along the interfacing to deter bay intrusion. A marked pedestrian walkway would be provided at the front of the parking bays and link to a 2m wide footpath at the north end. Such route would be front onto the main entry route with dropped kerbs and pedestrians would take an undesignated walking route from such point through the existing car park.
- 11.23 There would be no entry signage and road markings would be installed to communicate the one-way system to drivers. There would be a 'give-way' line at the junction between the connecting access and the new surface car park where drivers within the car park would be able to take as priority.
- 11.24 The ECC Highways Authority suggested further improvement of the current cycleparking provision to be increased to a total of 100 spaces (including the existing provision) for the benefit of the car park extension. The access for cyclist through the car park should be accompanied with new directional cycle signage which should be installed to inform cyclist of safe route between car park entrance and cycle parking facilities. New cycle warning signs to warn drivers of cyclist crossing in the vicinity. The proposed plan has been amended to accommodate the advice of the Highway Authority. A condition is recommended to ensure appropriate cycle/powered two wheeler parking is provided in the interest of highway safety and amenity of the area in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and Policy GEN1 and GEN8 of the Uttlesford Local Plan.
- 11.25 The Highways Authority also agreed that the ANPR cameras are to be located clear of the highway. In conclusion; following the recommendation of the revised plan and the appropriate planning conditions in place; the Highway Authority did not object to the proposal because the revised plan is not in conflict with NPPF; ULP Policy GEN1.

**F Other**

- 11.27 The application site lies within a groundwater protection zone. Policy ENV12 states that development that would be liable to cause contamination of groundwater or surface water will not be permitted unless effective safeguards are provided. In order to safeguard the amenity of the area; it would be appropriate to place a planning condition that would prevent the contamination of ground water that might occur during the implementation of this approved development. This is in accordance with Policies GEN2 and ENV12.

## **12. CONCLUSION**

- 12.1 The following is the summary of the main reasons for the recommendation.

- A The principle of the development is considered sustainable because it would promote sustainable transport by encouraging the use of public transport (e.g., railway services); for the benefit of those that are travelling or commuters, instead of encouraging huge numbers of private cars on the road to reach their destination which would adversely contribute to the impact on climate change, generation of emission of car fumes which contribute to general air pollution both local and further afield. This development will help to reduce congestion and emissions, and improve air quality and public health and given such reasons the principle of the proposal is in accordance with para. 103 of the NPPF published on 24<sup>th</sup> July 2018; and Policies S7, GEN2 and ENV13 of the adopted Local Plan (2005).
- B The proposed improvement to the existing car park layout ; in addition with the proposed security measures in place such as the lighting and CCTV would protect and safeguard all those using the Audley End Car Park Station and its environs and this is in accordance with paragraph 127 (f) and 131 of the NPPF July 2018; and Policy GEN2 of the adopted Local Plan (2005).
- C The decrease of the proposed car park to 152 car parking spaces instead of 159 enabled to secure adequate protection of the existing hedgerows and for that reason it also reduced the number of the proposed car parking spaces and further improves the proposed hard and soft landscaping scheme of the development. It is therefore in accordance with Policies GEN2 and ENV8 of the adopted Local Plan (2005).
- D The location of the development and its layout is not considered harmful to the setting of the nearby identified heritage asset, archaeology, ecology or Sites of Special Scientific Interest (SSSI) as a result the proposal is not in conflict with para. 190 of the NPPF (July 2018); and Policies ENV2 , ENV4 and ENV7 of the adopted Local Plan (2005).
- E Whilst concerns have been raised regarding noise and disturbance it is accepted by Environmental Health Officer that the ability to access the station easily and park a vehicle will encourage rail travel over road travel, and on a regional scale this would assist in reducing vehicle numbers on regional road networks with associated benefits to air quality. Hence; the proposal is sustainable and would limiting any adverse harm air quality within the environs or generate adverse car emissions; therefore the proposal is not in conflict with Policies GEN2, GEN4 and ENV13 of the adopted Local Plan (2005) and the NPPF.

**RECOMMENDATION – APPROVAL WITH CONDITIONS.**

## Conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development or preliminary groundworks can commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority.

REASON: In order to protect any archaeological remains within the site in accordance with Policy ENV4 of the adopted Local Plan (2005).

3. Prior to the commencement of the proposed development all ecological mitigation & enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal Report (Mott MacDonald, April 2018) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This includes the humane control of rabbits, retaining hedgerows and re-planting where necessary, due diligence regarding nesting birds, maintaining the grass in a short state until construction starts.

REASON: In order to conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and s17 Crime & Disorder Act 1998.

4. No development shall take place, including any ground works or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
  - i. the parking of vehicles of site operatives and visitors
  - ii. loading and unloading of plant and materials
  - iii. storage of plant and materials used in constructing the development
  - iv. wheel and underbody cleaning facilities
  - v. Ensure that the bus service can enter and leave the site and access the bus facilities during the construction period or that alternative facilities are provided on a temporary basis.

REASON: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety, the bus services can operate and Policy DM 1 of the Highway Authority's Development Management Policies February 2011.

5. Prior to the commencement of development the widening of the access to a minimum of 6m as show in drawing number MMD-37809-C-DR00-AJ-0202 shall be provided, to allow two-way traffic and thereafter be retained thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1 of the

Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

6. Prior to first beneficial use of the proposed carpark extension a scheme of cycle directions and warning signs to be provided within the carpark.

REASON: To assist cyclist in safely navigating the car park and using the parking facilities in accordance with Policy GEN1 of the adopted Local Plan (2005).

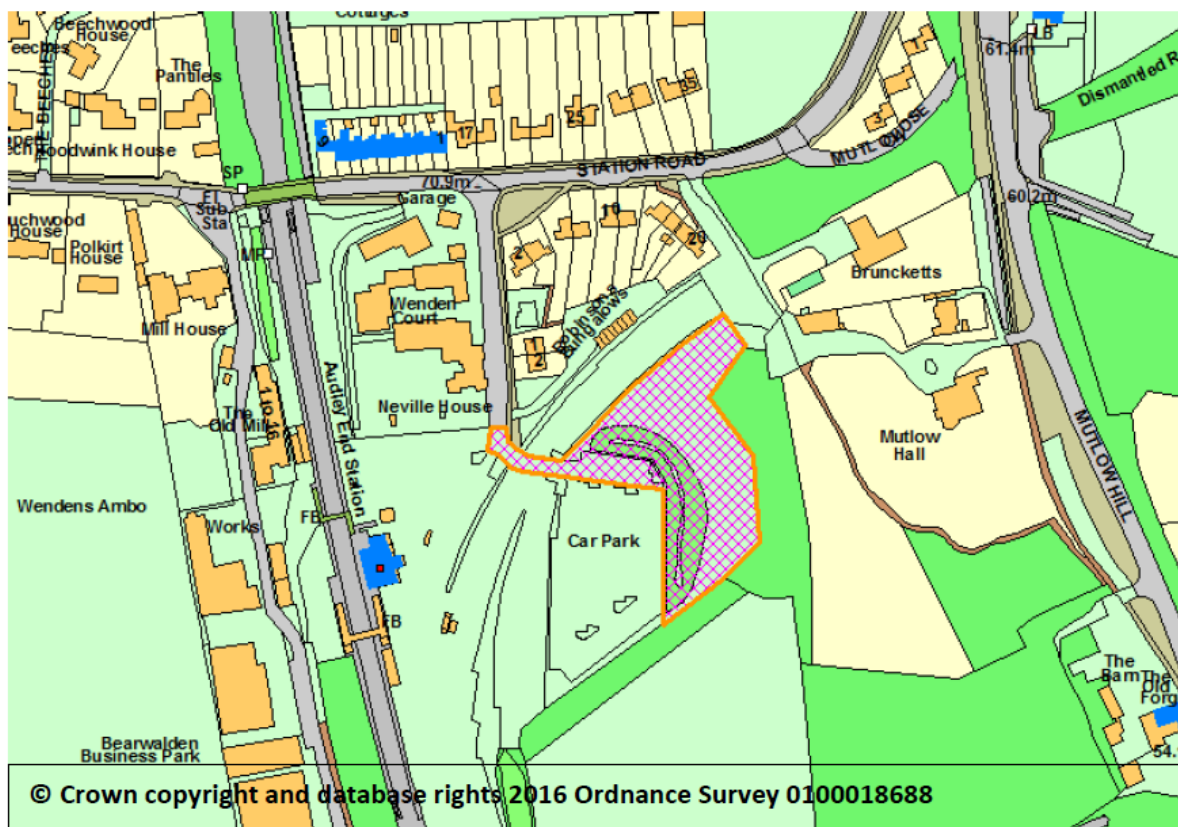
7. Prior to first beneficial use of the proposed carpark extension enhancements to the current cycle parking provision to provide a total of 100 spaces (including the existing provision) to be provided and retained their after.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011. facilities in accordance with Policy GEN1 of the adopted Local Plan (2005).

8. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within [3] days to the Local Planning Authority and once the Local Planning Authority has identified the part of the site affected by the unexpected contamination development must be halted on that part of the site. An assessment must be undertaken in accordance with the requirements of condition 8, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, must be submitted to and approved in writing by the Local Planning Authority in accordance with the requirements of condition 8.

The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by the Local Planning Authority in accordance with condition 8.

REASON: In the interests of safety, residential amenity and proper planning of the area, in accordance with Policies GEN2 and ENV11 of the Uttlesford Local Plan (adopted 2005).



Organisation: Uttlesford District Council

Department: Planning

Date: 11 October 2018