

UTT/18/1826/DFO

(MAJOR)

PROPOSAL: Details following outline approval UTT/13/2107/OP for up to 790 homes, including primary school, community buildings, open space including playing fields and allotments and associated infrastructure - details of access into the site (amendments to the access approved under UTT/16/1466/DFO)

LOCATION: Land West of Woodside Way, Great Dunmow

APPLICANT: Barratt David Wilson Homes Eastern (Ray Houghton)

AGENT: None

EXPIRY DATE: 15 October 2018 (Extension of time agreed)

CASE OFFICER: Clive Theobald

1. NOTATION

1.1 Outside Development Limits / Adjacent Ancient Woodland, County Wildlife Site and SSSI.

2. DESCRIPTION OF SITE

2.1 The application site lies on the western edge of Great Dunmow to the east of Woodside Way and forms part of an outline approved housing development site known as "Land to west of Woodside Way" comprising 790 dwellings and associated infrastructure, including internal road network (UTT/13/2107/OP). The land to which this outline permission relates is within two ownerships; "Trembath land" - Phases 1, 2 and 4, and "Siemens land" - Phase 3.

2.2 The B1256 Stortford Road runs along the southern boundary of the site, whilst open fields lie to the north. Woodside Way lies close to site's eastern boundary running parallel with a landscaping belt, whilst High Wood runs along the site's western boundary. A pair of cottages (Canada Cottages) stands along the site's frontage boundary onto the B1256 with long thin residential curtilages which jut into the site. The site currently consists of five fields being used for agricultural purposes. An intersecting public footpath runs through the site connecting Stortford Road and Woodside Way.

3. PROPOSAL

3.1 This DFO application relates to a new "left in, left out" priority junction to be positioned along Stortford Road between the existing Stortford Road/Woodside Way roundabout situated to the east and a proposed new linking roundabout to serve "Land west of Woodside Way" approved under UTT/16/1466/DFO to be situated to the west. The new priority junction would specifically serve Phase 3 of the new housing development ("Siemens Land"). The application also includes details of associated highway mitigation works in the form of traffic flow improvements to the existing Stortford Road/Woodside Way roundabout and the widening of the existing footway/cycleway along the B1256 between the proposed priority junction and the

existing Stortford Road/Woodside Way roundabout.

- 3.2 The proposed associated highway improvement works to the existing Stortford Road/Woodside Way roundabout by way of mitigation would involve entry and exit width improvements to the Stortford Road approaches to the roundabout and entry width improvements to the Woodside Way Approach which it is stated would improve the vehicle capacity of the junction to within “theoretical capacity” as more particularly described at paragraph 7.1 of the Transport Statement.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The environmental impacts of the proposed road infrastructure for “Land west of Woodside Way” were assessed against relevant parameters under approved application UTT/16/1466/DFO and were found not to be significant given that no significant changes had occurred cumulatively since the granting of outline permission UTT/13/2107/OP when it was concluded that the reserved matters application did not require the submission of a separate Environmental Statement. It was noted for that screening assessment that one notable change in circumstances had occurred since the grant of the original outline permission, namely that the Woodside Way Dunmow Bypass had become operational to vehicular traffic.
- 4.2 The current reserved matters application seeks planning approval solely for the provision of a priority junction to serve Phase 3 of “Land west of Woodside Way”. Thus, taken in isolation, the proposed works would not give rise to significant environmental impacts having regard to its nature, size and location when taking into consideration the characteristics of the development, the location of the development and the characteristics of the potential development where the proposal site is not located wholly in or partly within a “sensitive area” as defined by the Regulations, albeit that the site is located adjacent to High Wood SSSI. Furthermore, the proposed works would not give rise to any significant impacts that have not been previously considered in both the outline and previously approved DFO applications for “Land west of Woodside Way” taking into account the opening of Woodside Way, whilst the highway mitigation measures which are proposed and which have been identified in the applicant’s accompanying Transport Statement sufficiently address the likely traffic impacts of the proposal on the existing Stortford Road/Woodside Way roundabout and B1256 connecting section subject to these measures being implemented either by way of recommended highway conditions or under separate S178 works.

5. APPLICANT’S CASE

- 5.1 The application is accompanied by a Planning Supporting Statement prepared by David Wilson Homes, a Transport Statement prepared by Clarkebond together with accompanying technical documents and notes relating to a detailed Stage 1 Safety Audit for the proposed highway works. A SuDS checklist report has also been prepared (Clarkebond).

Planning Supporting Statement:

- 5.2 The accompanying planning statement puts forward the highway and development benefits of the proposed priority junction shown for Stortford Road to serve Phase 3 of “Land west of Woodside Way” stating that the proposed works comply with relevant planning policy, adding that the reserved matters application constitutes “a significant step in the delivery of the scheme approved at outline planning stage with

the approved scheme forming a key element of Uttlesford District Council's five year housing land supply". It is suggested that the proposed infrastructure for Phase 3 could assist in the delivery of a looped road layout as indicatively shown in the accompanying planning statement.

Transport Statement:

- 5.3 The accompanying Transport Statement sets out the technical background to the current planning application, refers to relevant plan policy and guidance, existing highway conditions, the proposed highway works, trip generation and distribution with reference to existing traffic flows, traffic counts, queues and accidents associated with the locality of the proposed access junction, transport impact, and highway mitigation. The assessment advises that it has been agreed with ECC Highways that the B1257 Stortford Road/Woodside Way/Granary access roundabout within the vicinity of the proposal site would be re-assessed as part of the Transport Statement whereby the S106 agreement for UTT/13/2107/OP includes a commitment to improve the existing Stortford Road/Woodside Way roundabout to provide increased capacity whereby the highways mitigation scheme was not identified in detail at original application stage for "Land West of Woodside Way". The Transport Statement concludes as follows:

"The proposed development accords with national and local transport policy and can be provided with suitable access and without detriment to the safe operation of the local transport network. As such, it is considered that there is no reason why planning permission for the proposal should not be granted on highway and transport grounds".

6. RELEVANT SITE HISTORY

- 6.1 Outline planning permission with all matters reserved granted on 27 October 2015 for the erection of up to 790 homes, including primary school, community buildings, open space, including playing fields and allotments and associated infrastructure at Land West of Woodside Way subject to a S106 agreement (UTT/13/2107/OP).
- 6.2 The masterplan layout for that proposed development proposed that the residential development of the site would be delivered in 4 phases whereby Phase 1 would be adjacent to High Wood, Phase 2 would be the north-eastern part of the site, Phase 3 would be the south-eastern part and Phase 4 would be the north-western part. The masterplan showed an indicative spine road leading from the B1256 Stortford Road via the provision of a newly formed roundabout with the B1256 and then leading between Phases 1, 2, 3 and 4 of the development through to a new priority junction with Woodside Way as shown in principle.
- 6.3 Reserved matters approval for the provision of two vehicular accesses into the site and principal (spine) roads within the site itself following outline application UTT/13/2107/OP at "Land West of Woodside Way" was subsequently approved on 15 December 2016 (UTT/16/1466/DFO).
- 6.4 The section 106 agreement entered into when outline consent was granted for development of the "Trembath" and "Siemens" land provides for highway access from Woodside Way across open space in the ownership of Uttlesford District Council. However, a neighbouring owner has claimed that granting access from Woodside Way to the "Siemens" land would be in breach of covenant and is seeking an injunction. This has led the developer of the "Siemens" land to submit a separate planning application with all matters other than Access reserved to provide a

separate vehicular access to the “Siemens” land and it is this application which is currently before Members for formal consideration.

7. POLICIES

Uttlesford Local Plan (2005)

ULP Policy GEN1 – Access

Supplementary Planning Documents/Guidance

None

National Policies

National Planning Policy Framework (Revised July 2018)

Other Material Considerations

Great Dunmow Neighbourhood Plan – Policy DS4: TDA: Land West of Woodside Way

8. PARISH COUNCIL COMMENTS

8.1 No comment.

9. CONSULTATIONS

Highways England

9.1 No objections. Highways Act Section 175B is not relevant to this application.

Cadent

9.2 The proposal as currently specified is in proximity to Cadent and/or National Grid apparatus which may impact, and possibly prevent, the proposed activities for safety and/or legal reasons. As the works are at a “proposed” stage, any maps and guidance provided are for information purposes only and is not an approval to commence work.

UK Power Networks

9.3 I have enclosed a copy of our records which show the electrical lines and/or electrical plant. Should your excavation affect our Extra High Voltage equipment (6.6 KV, 22 KV, 33 KV or 132 KV) then please contact us to obtain a copy of the primary route drawings and associated cross sections.

MAG London Stansted Airport

9.4 No airport safeguarding objections.

Essex County Council Highways

9.5 This application is to provide an additional access to the already approved

UTT/13/2107/OP. The access will serve 250 dwellings. The application is for 'a left, in left out' access therefore as part of the impact on the Woodside Way roundabout and the proposed access to the majority of the development from Stortford Road was assessed. The increased impact on the Woodside Way Roundabout (due to traffic wanting to travel west having to go east and all the way round the roundabout to come back past the site and onto the A120 junction) has necessitated some works to provide increased capacity; this includes an addition lane on the eastern approach and an addition circulatory lane on the southern side. The proposals have been subject to a stage 1 Safety Audit and will be subject to further audits and design checks in the usual manner should the scheme be taken forward. To aid accessibility, the footway Cycle NCN16 is to be widened to 3m where land is available along the site frontage.

- 9.6 From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the mitigation and highway conditions. The conditions and obligations attached to UTT/13/2107/OP and any applications for detail following outline application are still required and this recommendation is in addition to those.

Essex County Council SuDS

- 9.7 No SuDS objections subject to drainage conditions.

Essex County Council Education (Infrastructure Planning)

- 9.8 No comments.

Essex County Council Archaeology

- 9.9 Recommendation: Archaeological Programme of Trial Trenching followed by Open Area Excavation.

UDC Environmental Health

- 9.10 No objections. No significant environmental health issues identified regarding the proposed access road.

10. REPRESENTATIONS

- 10.1 1 representation received (Object). Neighbour notification period expires 8 August 2018. Advertisement expires 16 August 2018. Site notice expires 27 August 2018.

1 Bridge Barn, Folly Farm, Great Dunmow, Essex , CM6 1SG

- 10.2 "As it stands, the Local Plan for UDC is out for consultation to look at the wider needs of the community. It would be unacceptable to go ahead with this scheme until comments from the consultation have been compiled and submitted as the final scheme for inspection in 2019. If the Local Plan is adopted and this development is identified as one that is needed, then a new planning application should be resubmitted. Without vision, direction, costings and a needs based assessment, this scheme is both unsound and would show favouritism to this land developer before the Local Plan has been agreed".

(Comments on representation received):

- 10.3 The principle of residential development has already been agreed for this housing site under outline planning permission UTT/13/2107/OP where both the District Council and the Parish Council were supportive of developing this edge of settlement site for housing purposes. The comments expressed are therefore not applicable to the submitted DFO application which seeks solely the construction of a priority junction for Phase 3 of the approved development.

11. APPRAISAL

The sole issue to consider in the determination of the application is:

A Whether the proposed means of vehicular access would be acceptable (ULP Policy GEN1 and NPPF).

- 11.1 ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005) states that development will only be permitted if it meets all of the following criteria;
- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
 - b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
 - c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.
 - d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.
 - e) The development encourages movement by means other than driving a car.

In this context, ULP Policy GEN1 is broadly in line with national policy advice as set out within the revised NPPF under the chapter "Promoting sustainable transport".

- 11.2 The Transport Statement accompanying the current application states that the proposed positioning of the proposed priority junction to serve Phase 3 would ensure no interference between the existing Stortford Road/Woodside Way roundabout and proposed roundabout junction stating that *"It is considered that the proposed access junction is acceptable in design terms for providing access to 250 dwellings and roundabouts in close proximity to the east and west and supports the case for a left-in left-out junction"*.
- 11.3 The technical details relating to the siting, design, layout and construction of the proposed priority junction as relocated as well as the contents of the Transport Statement and Stage 1 Safety Audit which accompany the application have been examined by ECC Highways. ECC Highways wrote to the applicant following ongoing communications between the two parties stating that they were satisfied with the drawing design details as presented for the access provision, but were concerned about other items referred to in the submitted Safety Audit not being satisfactorily addressed, albeit that the applicant had considered that these were minor issues which could be addressed at detailed design stage (Stage 2).
- 11.4 Following further communications with the applicant, ECC Highways have advised Uttlesford District Council that they are satisfied as far as can be reasonably ascertained from detailed drawing and sketch drawings submitted that the proposed access scheme can be implemented subject to detailed design and further required Road Safety Audits. On this basis, they have further advised that a highways recommendation of approval can be issued as all outstanding highway issues have

been resolved.

- 11.5 In light of ECC Highways formal response, the proposed new “left in left out” priority junction with associated highway mitigation works the subject of the current DFO application for Phase 3 at “Land west of Woodside Way” complies with the qualifying criteria set out in ULP Policy GEN1 relating to highway design, resulting impact on the main road network resulting from increased traffic capacity onto the B1256, highway safety for all road users and also accessibility. The proposed works would also comply with the NPPF in respect of promoting sustainable transport.

12. CONCLUSION

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

- A** The proposed highway works to provide a new “left in left out” priority junction with associated highway mitigation works for Phase 3 at “Land west of Woodside Way” would comply with ULP Policy GEN1 and the NPPF and are considered acceptable.

RECOMMENDATION – APPROVAL WITH CONDITIONS

Conditions

1. Prior to occupation of the development, the provision of a ‘left in, left out’ access formed at right angles to Stortford Road as shown in principle on DWG no. WB03551/C/420 (issued 02/12/2018), shall include facilities to include, but not be limited to, a 2 metre footway and 3m footway cycleway, a drop kerb crossing and also a physical island to prohibit right turners accessing and egressing the access and also the provision of a clear to ground visibility splay to the west with dimensions of 4.5 metres x 215 metres as measured from and along the nearside edge of the carriageway. Such vehicular visibility splays shall be retained free of any obstruction at all times.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway in the interests of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

2. Prior to occupation of the development, the widening of the existing footway/ cycleway (National Cycle Route 16) to a minimum of 3m (where land is available) on the northern side of Stortford Road along the frontage of the site to a crossing point on Woodside Way Roundabout as shown in principle on drawing numbers WB03551/C/420 (issued 02/12/2018) and WB03551/C/410/A/Mark Up (issued 05/11/2018) shall take place. For the avoidance of doubt, such a cycleway shall include full depth construction/reconstruction of any existing footway and surfacing of the entire width of the cycleway to the satisfaction of the Local Planning Authority.

REASON: To make adequate provision and links to local facilities by foot and cycle within the highway for residents of the proposed development in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

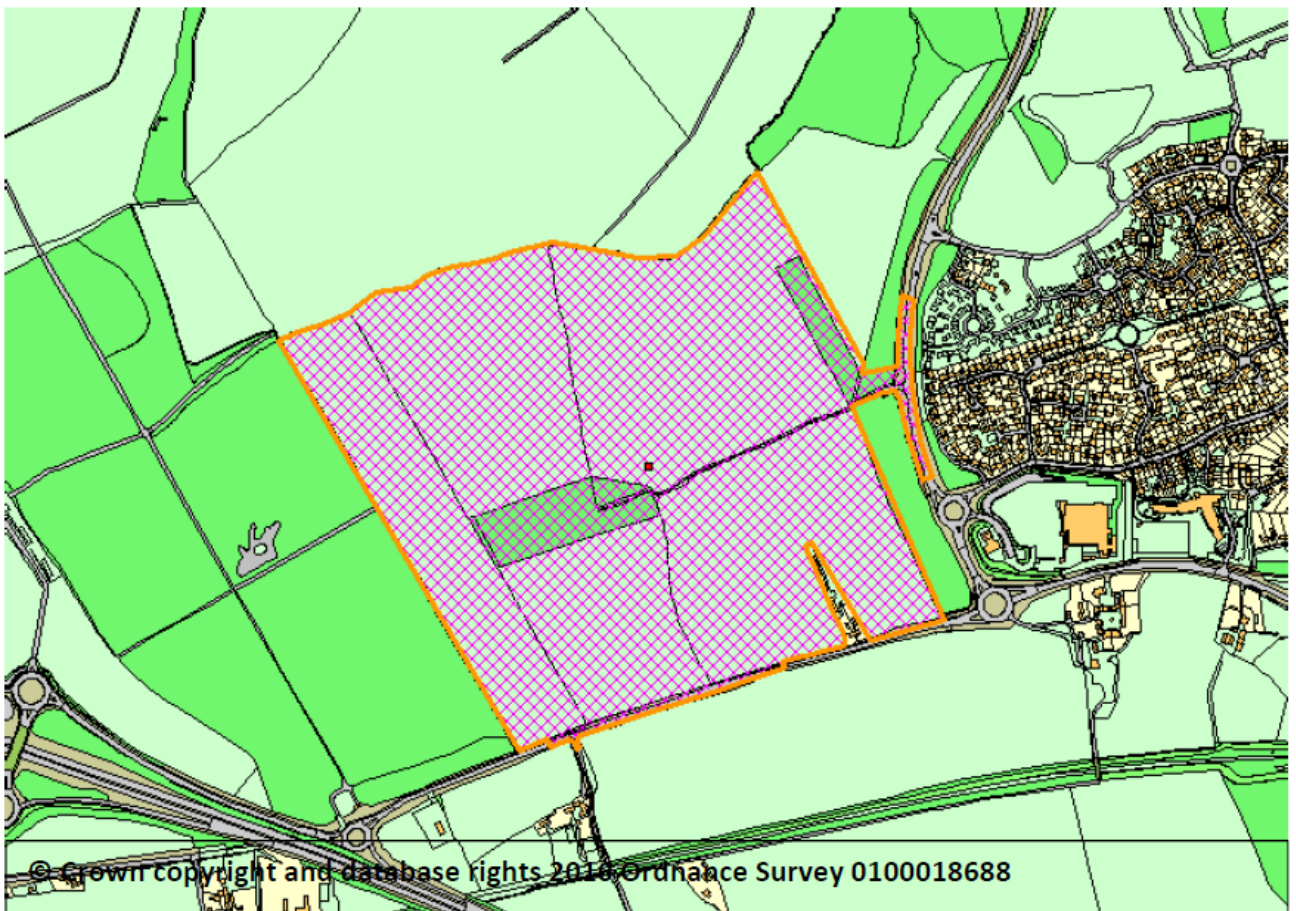
3. Prior to occupation of the development, provision shall be made for the capacity scheme on Woodside Way Roundabout as shown in principle on drawing number WB03551/C/410/A/Mark Up (issued 05/11/2018). The scheme shall include, but

shall not be limited to, additional approach lanes to the roundabout and on the southern circulation of the roundabout. All works shall be agreed with the highway authority and subject to a detailed design and Safety Audit process.

REASON: To provide for sufficient capacity on the highway network in accordance with Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

4. Prior to occupation of the development, provision shall be made for a drop kerb crossing on Stortford Road to facilitate pedestrian access to the existing bus stops.

REASON: To facilitate sustainable access to the site in accordance with policy DM9 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011 and ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).



Organisation: Uttlesford District Council

Department: Planning

Date: 12 November 2018