

1	<p>Approval of the details of appearance, layout, landscaping and scale (hereafter called "the Reserved Matters") must be obtained from the local planning authority in writing before development commences and the development must be carried out as approved.</p> <p>REASON: In accordance with Article 5 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>Application for approval of the Reserved Matters must be made to the Local Planning Authority not later than the expiration of three years from the date of this permission.</p> <p>REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.carried out in accordance with the above details</p>
3	<p>The development hereby permitted must be begun no later than the expiration of two years from the date of approval of the last of the Reserved Matters to be approved.</p> <p>REASON: In accordance with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
3	<p>The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule.</p> <p>REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies</p>
4	<p>No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.</p> <p>REASON: The application site lies within a zone where archaeological excavation has shown extensive prehistoric and Roman deposits surviving. Medieval occupation is attested with both the surviving settlement and field pattern. The site sits on the slopes above the river Stort which has been shown elsewhere to be highly sensitive with extensive deposits present within both Hertfordshire and Essex. Flint tools have been identified to the east of the proposed development (EHER46039) and a Roman pit to the northwest (EHER4713). There is therefore the potential for prehistoric and Roman archaeological features and deposits within the proposed development area. In accordance with ULP Policy ENV4 and the NPPF.</p>

5	<p>No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological evaluation identified in the WSI defined in Part 1 and confirmed by the Local Authority archaeological advisors.</p> <p>REASON: The application site lies within a zone where archaeological excavation has shown extensive prehistoric and Roman deposits surviving. Medieval occupation is attested with both the surviving settlement and field pattern. The site sits on the slopes above the river Stort which has been shown elsewhere to be highly sensitive with extensive deposits present within both Hertfordshire and Essex. Flint tools have been identified to the east of the proposed development (EHER46039) and a Roman pit to the northwest (EHER4713). There is therefore the potential for prehistoric and Roman archaeological features and deposits within the proposed development area. In accordance with ULP Policy ENV4 and the NPPF.</p>
6	<p>A mitigation strategy detailing the excavation / preservation strategy shall be submitted to the local planning authority following the completion of the archaeological evaluation.</p> <p>REASON: The application site lies within a zone where archaeological excavation has shown extensive prehistoric and Roman deposits surviving. Medieval occupation is attested with both the surviving settlement and field pattern. The site sits on the slopes above the river Stort which has been shown elsewhere to be highly sensitive with extensive deposits present within both Hertfordshire and Essex. Flint tools have been identified to the east of the proposed development (EHER46039) and a Roman pit to the northwest (EHER4713). There is therefore the potential for prehistoric and Roman archaeological features and deposits within the proposed development area. In accordance with ULP Policy ENV4 and the NPPF.</p>
7	<p>No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been approved in writing by the local planning authority.</p> <p>REASON: The application site lies within a zone where archaeological excavation has shown extensive prehistoric and Roman deposits surviving. Medieval occupation is attested with both the surviving settlement and field pattern. The site sits on the slopes above the river Stort which has been shown elsewhere to be highly sensitive with extensive deposits present within both Hertfordshire and Essex. Flint tools have been identified to the east of the proposed development (EHER46039) and a Roman pit to the northwest (EHER4713). There is therefore the potential for prehistoric and Roman archaeological features and deposits within the proposed development area. In accordance with ULP Policy ENV4 and the NPPF.</p>
8	<p>The applicant will submit to the local planning authority a post excavation assessment (to be submitted within six months of the completion of the fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.</p>

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9	<p>Notwithstanding the details submitted with this application, no development shall commence other than that required to carry out additional necessary investigation which in this case includes demolition, site clearance, removal of underground tanks and old structures until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority.</p> <p>The risk assessment shall assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The report of the findings must include:</p> <p>(i) a survey of extent, scale and nature of contamination; (ii) an assessment of the potential risks to:</p> <ul style="list-style-type: none"> • Human health, • Properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, • Adjoining land, • Groundwaters and surface waters, • Ecological systems • Archaeological sites and ancient monuments; <p>(iii) an appraisal of remedial options, and proposal of the preferred option(s).</p> <p>REASON: To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2 ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).</p>
10	<p>The development hereby permitted shall not commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.</p> <p>To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2 ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).</p>

11	<p>The development hereby permitted shall not commence other than that required to carry out the agreed remediation until the measures set out in the approved Remediation scheme have been implemented, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.</p> <p>Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2 ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).</p>
12	<p>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 immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared submitted for the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.</p> <p>REASON: To ensure that the proposed development does not cause harm to human health, the water environment and other receptors in accordance with Policy GEN2 ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).</p>
13	<p>No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The approved Plan shall be adhered to throughout the construction period and shall provide for the following all clear of the highway</p> <ul style="list-style-type: none"> a) Safe access into the site; b) Vehicle routing; c) The parking of vehicles of site operatives and visitors; d) Loading and unloading of plant and materials; e) Storage of plant and materials used in constructing the development; f) Wheel and underbody washing facilities. g) Before and after condition survey to identify defects to highway in the vicinity of the site access and where necessary ensure repairs are undertaken at the developer's expense where caused by the developer. h) Hours of construction work, i) Details of hoarding, j) Mechanisms to deal with environmental impacts such as noise and k) Control of vibration, air quality and dust, light and odour. l) Control of dust and dirt on the public highway m) Details of consultation and complaint management with local businesses and neighbours n) Waste management proposals

	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 and in regard to neighbouring amenity in accordance with ULP Policies GEN1 & GEN4.
14	<p>Development shall not commence until a travel pack, setting out public transport options, and promoting routes for cycling and walking, to be made available to new occupants, has been submitted to the Local Planning Authority and approved in writing. The approved travel pack shall be fully implemented and maintained thereafter.</p> <p>Reason: To protect local air quality and residential amenity of existing neighbouring and future occupiers of the development and in accordance with ULP Policy ENV13.</p>
15	<p>Prior to occupation of the development, the access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 89.5 metres to the north and 2.4 metres by 120 metres to the south, as measured from and along the nearside edge of the carriageway, as shown in principle on DWG no. 2020-4056- 008 (Proposed Site Access Visibility). Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times. Reason: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety, and in accordance with ULP Policy GEN1.</p>
16	<p>Prior to occupation of any dwelling, the provision of an access formed at right angles to B1383 Pines Hill, to include but not limited to: minimum 5.5 metre carriageway width in combination with appropriate junction radii to accommodate the swept path of all vehicles regularly accessing the site and two 2 metre wide footways around the radius kerbs. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. Reason: To ensure that vehicles can enter and leave the highway in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway the interest of highway safety and in accordance with ULP Policy GEN1.</p>
17	<p>Prior to occupation of the development, the provision of a 2-metre footway along the entire site frontage and improvements to the existing footway thereafter to provide maximum achievable width between the north of the site frontage and The Old Bell Public House to include appropriate alterations to Stoney Common Road with the B1383 junction to regularise pedestrian access. For the avoidance of doubt, this shall include full depth reconstruction and surfacing. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation.</p> <p>Reason: In the interest of highway safety and accessibility and in accordance with ULP Policy GEN1.</p>
18	<p>Prior to occupation of the development, the shared pedestrian cycleway access onto Stoney Common Road shall be provided to an effective width of 3 metres and at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 25 metres, as measured from and along the</p>

	<p>nearside edge of the carriageway, with an appropriate dropped kerb provision either side of Stoney Common Road. Such vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction at all times.</p> <p>Reason: To provide adequate inter-visibility between pedestrians and cyclists using the access and those in the existing public highway in the interest of highway safety and in accordance with ULP Policy GEN1</p>
19	<p>Prior to first occupation of the development, improvements to the passenger transport infrastructure at the northbound bus stop located adjacent to Sanders Close. The bus stop improvements to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation.</p> <p>Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport and in accordance with ULP Policy GEN1.</p>
20	<p>Prior to first occupation of the development, the existing southbound bus stop located along the site access shall be relocated to an appropriate position to the south of the site access and shall be improved to include (where appropriate) but not limited to; raised kerbs, hardstanding, flags, shelter, and any other related infrastructure as deemed necessary by the Highway Authority. Details to be agreed by the Local Planning Authority, in consultation with the Highway Authority, and shall be implemented prior to occupation. Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport and to ensure vehicles using the proposed site access can enter and leave the site in a controlled manner and in accordance with ULP Policy GEN1.</p>
21	<p>Prior to occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack per dwelling, for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.</p> <p>Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport and in accordance with ULP Policy GEN1.</p>
22	<p>A minimum of a single electric vehicle charging point shall be installed at each of the dwellings. These shall be provided, fully wired and connected, ready to use before first occupation.</p> <p>REASON: To encourage/support cleaner vehicle usage in accordance with the NPPF and ULP Policies ENV13 and GEN2 of the Uttlesford Local Plan (adopted 2005)".and in accordance with the guidance in Approved Document S 2021.</p>
23	<p>Any air source heat pumps to be installed at the development shall be specified and designed, enclosed, or otherwise attenuated to ensure that noise resulting from their operation shall not exceed the existing background noise level as</p>

	<p>measured at the nearest noise sensitive receptor inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014</p>
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	<p>REASON: To safeguard the residential amenity of neighbouring properties from the impact of noise and disturbance, in accordance with ULP Policy GEN4 and the NPPF.</p>
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