



FAO: PINS  
C/O Planning Services,  
Uttlesford District Council,  
Council Offices, London Road,  
Saffron Walden CB11 4ER

14/12/2023

*FAO: The Planning Inspectorate*

*C/O Uttlesford District Council,*

**RE:** UTT/23/2616/PINS

**FOR:** Outline planning application with all matters reserved except access for up to 28 dwellings (class C3) including public open space, sustainable drainage systems, landscaping and associated infrastructure and development

**AT:** Land North of Stickling Green Clavering Essex

We write to voice strong objection against this development. The proposed development will result in adverse impact upon access and highways, will result in an 'urbanising' effect in this countryside location, and will result in adverse impact upon residential amenity in terms of overlooking and privacy. Whilst it is appreciated that all matters are reserved aside from access, the proposal should also be considered contrary to National and local planning policy in terms of sustainability of location; overbearing nature of development; scale; and design. Local planning precedent also indicates that the proposed development is not acceptable in this location. As such, this application should be refused by the Inspectorate without undue delay – and this site *firmly* considered as an *inappropriate* location for such development.

It should be noted that the Uttlesford Local Plan is currently in the process of being updated and so currently, National policy takes precedent above the existing local plan. However, whilst local policies concerning housing supply are out of date, the policies which should still be considered relevant and given weight have been included within this objection. Further, the Council can now demonstrate a five year housing supply (see: [https://assets.publishing.service.gov.uk/media/652e70c2d86b1b00143a50fa/Uttlesford\\_5Y\\_HLS\\_Statement\\_.pdf](https://assets.publishing.service.gov.uk/media/652e70c2d86b1b00143a50fa/Uttlesford_5Y_HLS_Statement_.pdf)) and so presumption in favour of sustainable development on the basis of insufficient housing supply (NPPF - Footnote 8) cannot be used as justification for this development.

In addition, supplementary guidance concerning design should also be considered relevant, as design encompasses not only the aesthetic of a place, but also how the proposed development will function – which in the context of this application includes highways and access considerations.

I would also ask you to consider the similarities between this current application and previous planning applications for the same land and, that I strongly point this latest application, as being so similar to the previous one, effectively amounts to abuse of process.

Finally, on a procedural basis – whilst this application is being considered by the Planning Inspectorate (PINS) because of Special Measures being in force for Uttlesford District Council, it is evident that the previous refusals for development of the site contain clear material reasons for preventing development of this site. The reasons given for refusal by the Council or previous Inspectors in these decisions should not be overlooked or ignored purely because the applications in now being considered under the jurisdiction of PINS.

Regards.....Fabian Bullen

### Planning Precedent

To serve as useful context for this application, and to demonstrate how *any* development at this site should be considered inappropriate development, the following precedent at the site is useful and requires consideration. The LPA have outlined relevant planning history and so only applications with most relevance in the context of this (latest) proposal for development of the site are considered below.

#### ***Relevant Local Planning Precedent***

- **Application UTT/20/1628/OP** - Outline planning application with all matters reserved except access for up to 9 dwellings (Class C3) including, public open space, sustainable drainage systems, landscaping and all associated infrastructure and development. at Land To The North Of Eldridge Close Clavering Essex – **REFUSE**

#### *Reasons for refusal:*

*1 The proposal would represent an inappropriate form of development within the countryside, having an encroaching and urbanising effect, that would be out of context with the existing pattern of development and harmful to the setting and character of the rural location. This will result in a development out of character with the site, street scene and surrounding area and in conflict with adopted Uttlesford Local Plan (2005) Policies S7, and GEN2, together with the appropriate provisions of the National Planning Policy Framework 2019.*

*2 The proposal does not demonstrate to the satisfaction of the Local Planning Authority, as advised by the Highways Authority that the impact on the local highway network caused by this proposal is acceptable in terms of highway safety and accessibility with particular to the following matters:*

1. A safe and suitable access for all users has not been adequately demonstrated, further information is required on:

1.1. Details of the connection between the eastern footways and tapering from current footway into the site

1.2. Details of the narrowing and possible traffic calming feature at the access

1.3. Improvement of pedestrian routes taking into consideration pedestrian desire lines including routes from the proposed site on footways and public rights of way.

2. The road layout is likely to lead to speeds higher than appropriate for a residential area to the detriment of highway safety especially for pedestrians and cyclists.

*The proposal is therefore contrary to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, not in accordance with Uttlesford Local Plan (Adopted 2005) Policy GEN1, and the National Planning Policy Framework 2019.*

These reasons are comparable to the material reasons for objection which must be considered for this application.

- **APP/C1570/W/21/3267624** – Outline planning application with all matters reserved except access for up to 9 dwellings (Class C3) including, public open space, sustainable drainage systems, landscaping and all associated infrastructure and development. at Land To The North Of Eldridge Close Clavering Essex - **DISMISSED**

Reasons for refusal:

*“However, this is not a highly accessible location for new housing. Despite this, given the range of services available locally and the benefits to these services that would accrue, the likelihood of a high reliance on private vehicles is not a matter that would weigh against the proposal in this case.”*

*“The inefficient use of land would make the achievement of an appropriate supply of housing in the district much harder to achieve. It would compromise the ability of future generations to meet their needs. Furthermore, in order to meet housing need, accepting this density of housing would result in demonstrably greater demand for land which, as reported in the appeal mentioned in paragraph 7 above, would be likely to increase harm to the countryside”.*

*“I conclude that the proposal would result in harm to the countryside and substantial harm to the objectives of the Framework and would be harmful to the achievement of an appropriate level of housing supply. When considered as a whole, the policies of the Framework weigh against the proposal”.*

It is respectfully requested that PINS consider Appeal APP/C1570/A/12/2184181 and its implications – whilst somewhat becoming out of date / old, it demonstrates that this is a site which would result in unsustainable development.

- **UTT/23/1731/OP**– Outline planning application with all matters reserved except access for the development of 6 no. self-build homes with a new village green, landscaping and associated infrastructure. at Land North Of Stickling Green Clavering Essex- **Refused**

This recent application for 6 dwellings was refused primarily on the reason that the development would represent inefficient use of land.

In summary, a development of 28 dwellings cannot be accommodated in accordance with national and local planning policy (i.e. overcome matters concerning character, encroachment on the countryside, and access / highways matters); a smaller development (such as 6 dwellings) has been considered to be inefficient use of land. So either way, this site is clearly inappropriate for a development at either end of the numbers scale.

### Assessment of Planning Case

The applicant has posited this application as having overcome all previous matters given for refusal and that the only outstanding reason not yet overcome is that concerning 'inefficient use of land'.

However this is a misleading assessment, and it must be kept in mind that each case must be considered on its own merit.

Firstly, the development submitted for here is an outline application for access with all other matters reserved. The main matter which should be focused on is access and highways; owing to the unique nature of this process the Committee report has detailed that there is limited ability to assess this matter owing to the lack of information provided by the Highways department. The Transport Statement provided by the applicant does provide information, but this is comparable to information submitted for previously refused applications / appeal on the site.

Consequently the application ought to be refused on the basis of provision of insufficient information, and minimal alteration of highways / transport information provided by the applicant - such information having been considered to not demonstrate that highways harm would be sufficiently overcome in previous submissions.

Other material considerations are considered by both the LPA and the applicant - these are also considered below.

### Relevant Material Planning Considerations

#### Highways and Access

The applicant has submitted this application as an outline application with all matters reserved aside from access. However, there are several issues concerning access and parking provision.

Firstly, in terms of local precedent, the refusal of application **UTT/20/1628/OP** considered that access and highways was a sufficiently significant issue to result in a refusal decision. Whilst the appeal subsequently submitted resulted in a contrary opinion from the Planning Inspector, access and highways ought to be considered as a matter which will result in safety issues for pedestrians, cyclists and existing (and future) residents.

As aforementioned, the Transport Statement is essentially the same document as previously submitted in previous applications. This document fails to sufficiently consider accident data (or evidence of this being thoroughly researched and information provided), and fails to provide sufficiently thorough data in terms of the anticipated vehicular movements the proposed development will generate (i.e. through

a TRICS assessment, or equivalent). This statement therefore does not sufficiently provide surety and confidence that the proposed development will be acceptable in terms of Highways and access impacts.

In addition, the submitted Transport Statement does not sufficiently consider local planning policy concerning accessibility. Specifically, Policy DM9 from the Essex County Council Development Management Policies – Highways Policy and Guidance document outlines that all development proposals must be assessed against the Essex Road Passenger Transport Strategy, Essex Cycling Strategy, Essex Walking Strategy, Essex Rail Strategy, Essex Schools and Colleges Sustainable Modes of Travel Strategy and Essex Workplace Sustainable Business Strategy. This policy specifically outlines that proposals must demonstrate assessment and mitigation where impact is identified. However, the proposed development does not appear to have been considered with this planning policy in mind.

Parking is already problematic for existing residents. As such, an additional 28 dwellings and associated traffic will undoubtedly increase pressure on parking necessity – and will not necessarily be mitigated via parking provision within the confines of the development site (i.e. there will potentially be overspill onto on-street parking).

Ultimately, the proposal does not sufficiently address how access and traffic impacts will be mitigated, and thus the proposal will result in more harm than benefit in terms of the planning balance being considered. The proposal therefore clearly contradicts the following planning policies:

- *NPPF – Section 9 – Paras 104 & 105; Section 12*
- *Building for Life – Section 1; Section 6*
- *National Design Guide – Section C1*
- *Essex County Council Development Management Policies – Highways Policy and Guidance – Policy DM1; Policy DM7; Policy DM8; Policy DM9; Policy DM11*
- *Uttlesford Local Plan – Policy GEN1; Policy GEN2; Policy GEN8*
- *Essex Design Guide*
- *Essex Design Guide – Urban Place Supplementary Document*

#### Other Material Planning Considerations

Whilst it is appreciated that this is an outline application with all matters reserved aside from access, the following matters remain problematic in the context of this location / site.

#### Unsustainable Location

For the site to the North of Eldridge Close, the planning Inspector (and subsequently the applicant) has contended that services and facilities will ‘accrue’ in due course and that as a consequence, the site is in a sustainable location. However, the location of the proposed development is still within the countryside, and there should be greater consideration of practical accessibility of sustainable transport, services and amenities.

The proposal will therefore contradict the following planning policies.

- *NPPF – Section 2 – Para 8; Section 9; Section 12*
- *Building for Life – Section 6*
- *National Design Guide – Section C1*
- *Uttlesford Local Plan – Policy S7; Policy GEN2*
- *Essex Design Guide*
- *Essex Design Guide – Urban Place Supplementary Document*

#### Overbearing Development & Adverse impact upon the Character of the Area

The proposal will result in an overbearing development that will result in significant detrimental impact upon residential amenity and the character of the surrounding area.

As a consequence of the orientation and siting of the dwellings – i.e. enclosing the existing dwellings, when proposals for additional dwellings have already been submitted for via application UTT/22/1578/OP - the proposal will be overbearing and adversely impact the surrounding environment and countryside.

The proposed development clearly does not sufficiently comply with the following planning policies.

- *NPPF – Section 12*
- *Building for Life – Section 1, Section 5, Section 6*
- *National Design Guide – Section C1, B1, B2, I1*
- *Uttlesford Local Plan – Policy GEN2*
- *Essex Design Guide*
- *Essex Design Guide – Urban Place Supplementary Document*

### Summary

I trust the above has more than sufficiently outlined that development at this location is unsupportable. Highways / access has not been sufficiently considered against local planning policy, and whilst all matters are reserved aside from access, the proposal should be considered unsupportable in terms of sustainability of location, urbanising effect on the village, and adverse impact on residential amenity in terms of overbearing nature of development, overlooking and reduction in private enjoyment of property. It is therefore respectfully requested that this application be refused by PINS in accordance with the planning policy position and in the context of the reasons for refusal for previous planning submissions.

Yours Sincerely,

Mr Fabian Bullen

## Appendix A: Relevant National and Local Planning Policies

### NATIONAL PLANNING POLICY

#### *NPPF (revised as of September 2023)*

#### **2: Achieving sustainable development**

**8.** Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

#### **9: Promoting sustainable transport**

**104.** Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

**105.** The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

## **12: Achieving well-designed places**

**126.** The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

**130.** Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

**134.** Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

### ***Building for Life***

#### **1 Connections**

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, while also respecting existing buildings and land uses around the development site?



## 5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

### **We recommend that you avoid**

Using the lack of local character as a justification for further nondescript or placeless development.

Ignoring local traditions or character without robust justification.

## 6 Working with the site and its context

### **We recommend**

Being a consideration neighbour. Have regard to the height, layout, building line and form of existing development at the boundaries of the development site.

### *National Design Guide*

#### **C1: Understand and relate well to the site, its local and wider context**

**40.** Well-designed new development responds positively to the features of the site itself and the surrounding context beyond the site boundary. It enhances positive qualities and improves negative ones. Some features are physical, including:

- The existing built development, including layout, form, scale, appearance, details and materials;
- Local heritage;
- Landform, topography, geography and ground conditions;
- Landscape character, drainage and flood risk, biodiversity and ecology;
- Access, movement and accessibility;
- Environment – including landscape and visual impact, microclimate, flood risk, noise, air and water quality;
- Views inwards and outwards;
- The pattern of uses and activities, including community facilities and local services; and
- How it functions.

Others are non-physical, such as:

- Social characteristics, including demographics;
- Economic factors; and
- The aspirations, concerns and perceptions of local communities.

**41.** Well-designed development proposals are shaped by an understanding of the context that identifies opportunities for design as well as constraints upon it. This is proportionate to the nature, size and sensitivity of the site and proposal. A simple analysis may be appropriate for a small scale proposal. Baseline studies covering a wide range of topics are likely to be required for a larger scale development.

**42.** Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation, including:

- The landscape character and how places or developments sit within the landscape, to influence the siting of new development and how natural features are retained or incorporated into it;
- Patterns of built form, including local precedents for routes and spaces and the built form around them, to inform the layout, form and scale;
- The architecture prevalent in the area, including the local vernacular and other precedents that contribute to local character, to inform the form, scale, appearance, details and materials of new development.

## **I1 Respond to existing local character and identity**

**51.** Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.

**52.** Well-designed new development is influenced by:

- An appreciation and understanding of local vernacular, local or regional character, including existing built form, landscape and local architectural precedents;
- The characteristics of the existing built form;
- The elements of a place or local places that make it distinctive; and
- Other features of the context that are particular to the area;

This includes considering:

- The composition of street scenes, individual buildings and their elements;
- The height, scale, massing and relationships between buildings;
- Views, vistas and landmarks;
- Roofscapes;
- The scale and proportions of buildings;
- Façade design, such as the degree of symmetry, variety, the pattern and proportions of windows and doors, and their details;
- The scale and proportions of streets and spaces;
- Hard landscape and street furniture;
- Soft landscape, landscape setting and backdrop;
- Nature and wildlife, including water;
- Light, shade, sunshine and shadows and
- Colours textures, shapes and patterns.

## **I2 Well-designed, high quality and attractive**

**53.** Well-designed places are visually attractive and aim to delight their occupants and passers-by. They cater for a diverse range of residents and other users. All design approaches and architectural styles are visually attractive when designed well.

**55.** Well-designed places contribute to local distinctiveness. This may include:

- Adopting typical building forms, features, materials and details of an area;
- Drawing upon the architectural precedents that are prevalent in the local area, including the proportions of buildings and their openings;

- Using local building, landscape or topographical features, materials or planting types;
- Introducing built form and appearance that adds new character and difference to places;
- Creating a positive and coherent identity that residents and local communities can identify with.

## **B2 Appropriate building types and forms**

**66.** Well-designed places also use the right mix of building types, forms and scale of buildings and public spaces to create a coherent form of development that people enjoy. They also adopt strategies for parking and amenity that support the overall quality of the place.

**67.** The built form of well-designed places relates well to:

- The site, its context and the opportunities they present;
- The proposed identity and character for the development in the wider place;
- The lifestyles of occupants and other users; and
- Resource efficiency, climate change mitigation and adaptation.

## **LOCAL PLANNING POLICY**

### ***Essex County Council Development Management Policies – Highways Policy and Guidance***

#### **Policy DM1 General Policy**

The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel by ensuring that:

- i. all proposals are assessed and determined in relation to the Development Management Route Hierarchy Policies (Policies DM2 – DM5);
- ii. where vehicular access is accepted in principle; the number of access points will be kept to a minimum on roads designated within the Development Management Route Hierarchy;
- iii. where access is accepted in principle; new access points will be designed and constructed in accordance with the current standards;
- iv. where existing access is to be used, substandard accesses will be improved and/or upgraded in accordance with the current standards for the category of road;
- v. all proposals are assessed and determined against current standards for the category of road having regard to the capacity, safety and geometry of the highway network;
- vi. all proposals have safe and convenient access for sustainable transport modes commensurate to its location;
- vii. proposals will not create a significant potential risk or be detrimental to the safety of the highway network.

#### **Policy DM7 Application Of Design Standards**

The Highway Authority will protect the highway network for the safe and efficient movement of people and goods by ensuring that all works within the highway comply with the current national and ECC design standards appropriate for the category of road and ensuring that:

- i. visibility splays and stopping sight distances (SSD) for all roads, with the exception of internal estate roads which carry or are intended to carry HGVs and/or passenger transport vehicles at a level of less than 5% of the overall traffic flow, must comply with standards contained within DMRB unless otherwise agreed with the Highway Authority.
- ii. visibility splays and SSD for internal estate roads must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents, except where 5% or more of the overall traffic flow consists of Heavy Goods Vehicles (HGVs) and/or passenger transport vehicles;
- iii. where engineering measures have been implemented to provide a pedestrian prioritised environment, visibility splays and SSD must comply with standards contained within the Essex Design Guide or Manual for Streets, or their subsequent replacement documents.

#### **Policy DM8 Vehicle Parking Standards**

The Highway Authority will ensure that development proposals comply with Essex County Council's current "Parking Standards: Design and Good Practice" document, or its subsequent replacement.

#### **Policy DM9 Accessibility and Transport Sustainability**

The Highway Authority will ensure that the developer will minimise the number of trips by the private vehicle through the provision of alternative transport modes and/or associated infrastructure by ensuring that:

- i. alternatives to private car use are considered as a first principle in assessing travel impacts on the transportation network and mitigation will be required through the application of comprehensive travel planning options, where impact is identified.
- ii. all development proposals are assessed and determined against the Essex Road Passenger Transport Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- iii. all development proposals are assessed and determined against the Essex Cycling Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network;
- iv. all development proposals are assessed and determined against the Essex Walking Strategy, or its subsequent replacement, and mitigation will be required where impact is identified including connection to the existing network;
- v. all development proposals are assessed and determined against the Essex Rail Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- vi. all development proposals are assessed and determined against the Essex Schools and Colleges Sustainable Modes of Travel Strategy, or its subsequent replacement, and mitigation will be required where impact is identified;
- vii. all development proposals are assessed and determined against the Essex Workplace Sustainable Business Strategy, or its subsequent replacement, and mitigation will be required where impact is identified.

#### **Policy DM11 Public Rights of Way**

The Highway Authority will:

- i. safeguard the existing network of Definitive Public Rights of Way where affected by development, ensuring that it remains protected and open for use by the public and having regard to the Department for Environment, Food and Rural Affairs Circular 1/09, or its subsequent replacement;
- ii. require that, where Definitive Public Rights of Way exists through a development site, it will be retained on its existing alignment and the development designed and laid out to accommodate it. In the event that there is no alternative and the development can not accommodate the existing Definitive Public Right of Way, a diversion and/ or alternative route shall be provided. Any such diversion and/or alternative must be approved as convenient and suitable in all respects by the Highway Authority and will be constructed in accordance with current standards;
- iii. require the creation of new and/or enhancement of existing Definitive Public Rights of Way and/or permissive routes to encourage alternative modes of travel;
- iv. take appropriate consideration of Rights of Way reasonably alleged to subsist, where affected by development.

***Uttlesford Local Plan (Adopted 2005)***

**Policy S7 – The Countryside**

The countryside to which this policy applies is defined as all those parts of the Plan area beyond the Green Belt that are not within the settlement or other site boundaries. In the countryside, which will be protected for its own sake, planning permission will only be given for development that needs to take place there, or is appropriate to a rural area. This will include infilling in accordance with paragraph 6.13 of the Housing Chapter of the Plan. There will be strict control on new building. Development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there.

**Policy GEN1 – Access**

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.

**Policy GEN2 – Design**

Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

- a) It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;
- b) It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;
- c) It provides an environment, which meets the reasonable needs of all potential users.
- d) It helps to reduce the potential for crime;

- e) It helps to minimise water and energy consumption;
- f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.
- g) It helps to reduce waste production and encourages recycling and reuse.
- h) It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.
- i) It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.

**Policy GEN4 - Good neighbourliness**

Development and uses, whether they involve the installation of plant or machinery or not, will not be permitted where:

- a) noise or vibrations generated, or
- b) smell, dust, light, fumes, electromagnetic radiation, exposure to other pollutants; would cause material disturbance or nuisance to occupiers of surrounding properties.

**Policy GEN8 – Vehicle Parking Standards**

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this Plan.

*Essex Design Guide - [REDACTED]*

*Essex Design Guide - Urban Place Supplementary Planning Document - [REDACTED]*