

RECOMMENDED CONDITIONS-

S62A/2023/0030 (UTT/23/3113/PINS)- Land to the west of Clatterbury Lane, Clavering, Essex.

Outline 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.

Details required under the Reserved Matters

1. 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.

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.

Standard time condition (trigger for submission of the Reserved Matters)

2. 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.

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.

Standard time conditions (commencement of development)

3. 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.

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.

Approved plans

4. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - i) Site Location Plan No: BH002SL01- RevP1
 - ii) Access Plan No. 23-T011-02-Rev F

REASON: To ensure compliance with the approved plans.

Construction Management Plan

5. 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, in consultation with the highway authority. The approved plan shall cover all areas of the site identifying differences in operation as necessary and shall be adhered to throughout the construction period. The Plan shall provide for:
 - a. vehicle routing,
 - b. the parking of vehicles of site operatives and visitors,
 - c. loading and unloading of plant and materials,
 - d. storage of plant and materials used in constructing the development,
 - e. wheel and underbody washing facilities,
 - f. treatment and protection of public rights of way during construction,

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 and Policy DM1 of the Highway Authority's Development Management Policies February 2011.

Access

6. Prior to occupation of the development, the provision of a road junction access formed at right angles to Stickling Green, as shown in principle on drawing no. 23-T011-02-Rev F to include but not limited to: minimum 5.5 metre carriageway width with minimum radii of 6 metres and two 2 metre wide footways. The road junction access at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 96.5 metres to

the west and 2.4 metres by 56.1 metres to the east, as measured from and along the nearside edge of the vehicle track and nearside edge of the carriageway respectively – 1m from the carriageway edge (based on MfS Table 10.1 values for design speeds ‘over 60kph’). Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times.

REASON: to ensure that vehicles can enter and leave the existing highway network in a controlled manner and to provide adequate inter-visibility between vehicles using the road junction and those in the existing public highway 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.

Highway works

7. Prior to occupation of the development, the provision of a 2m footway and pedestrian dropped kerb crossing points with appropriate tactile paving across Stickling Green and B1038 Clatterbury Lane as shown indicatively on drawing no. 23-T011-05-Rev E. Works to be completed entirely at the developer's expense. A 2m footway to be provided from the junction of Stickling Green with Arkesden Road to the new crossing point across B1038 Clatterbury Lane. Crossing points to be provided to the east of the site access across Stickling Green, at the junction of Stickling Green with Arkesden Road, at the two existing accesses on Arkesden Road/Clatterbury Lane and across the B1038 Clatterbury Lane. At each of the pedestrian crossing points, clear to ground visibility splays with dimensions as noted on drawing 23-T011-06-Rev E and 23-T011-05- Rev E shall be provided. Such visibility splays shall be provided before first occupation and retained free of any obstruction at all times.

REASON: in the interests of highway safety, reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM1, DM9 and DM10 of the Highway Authority's Development

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

Vehicle and Cycle Parking

8. As part of the reserved matters application, the Developer shall submit to the Local Planning Authority for approval, in consultation with the highway authority, details of both vehicular and cycle parking for residents and visitors in accordance with the relevant parking standards. Once approved, the development shall not be occupied until such time as the parking indicated on those approved plans has been provided and shall be retained in this form at all times.

REASON: to ensure appropriate cycle parking is provided, to encourage the use of off-street parking, to ensure adequate space for parking off the highway and to ensure that on street parking of vehicles in the adjoining streets does not occur 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.

Residential Travel Information Pack

9. 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.

REASON: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance and in accordance with ULP Policy GEN1.

Surface water drainage

10. No works except demolition shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Verification of the suitability of infiltration of surface water for the development. This should be based on infiltration tests that have been undertaken within the vicinity of the proposed infiltration features and in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753. Testing should also monitor ground water levels.
- In accordance with the Drainage Hierarchy, only if infiltration is found to be unviable then discharge rates must be limited to a maximum of 2.3l/s for all storm events up to and including the 1 in 100 year plus 40% allowance for climate change storm event. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Provide sufficient storage to ensure no off site flooding as a result of the development during all storm events up to and including the 1 in 100 year plus 40% climate change event.
- Demonstrate that all storage features can half empty within 24 hours for the 1 in 30 plus 40% climate change critical storm event.
- Where discharge is to a watercourse, the outfall should be above the 1 in 100 plus climate change level or alternatively the effect of surcharging of the outfall should be modelled and appropriate measures should be put in place.
- Provision of 10% urban creep allowance.
- Dwellings to have a FFL of 300mm above the existing ground level.
- Final modelling and calculations for all areas of the drainage system. It should be evidenced within detailed flood modelling that the drainage system has sufficient capacity to cope with the offsite/overland flows originating from the north of the site. Furthermore, a MADD Factor of 0 must be used within all modelling and any surcharging in the 1-year return period should be reviewed.
- The appropriate level of treatment for all runoff leaving the site, in line with the Simple Index Approach in chapter 26 of the CIRIA SuDS Manual C753. This must take account of treatment for the runoff from the roofs. The location of any rainwater down pipes which connect into the permeable paving sub-base should be shown on the drainage plan.
- Permeable paving to be used as extensively as possible.
- Consideration of fitting a water butt on each dwelling.
- Detailed engineering drawings of each component of the drainage scheme.

- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- An updated drainage strategy incorporating all of the above bullet points including matters already approved and highlighting any changes to the previously approved strategy.

The scheme shall subsequently be implemented prior to occupation. It should be noted that all outline applications are subject to the most up to date design criteria held by the LLFA.

REASON: to prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site. In accordance with ULP Policy GEN3 and the NPPF.

Off-site flooding during construction

11. No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented as approved.

REASON: To ensure the development does not increase risk of flooding or contribute to water pollution during construction. In accordance with the National Planning Policy Framework paragraph 167 and paragraph 174.

Maintenance arrangements

12. Prior to occupation a maintenance plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk. In accordance with ULP Policy GEN3 and the NPPF.

Maintenance log

13. The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk. In accordance with ULP Policy GEN3 and the NPPF.

Lighting

14. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill.

REASON: In the interests of flight safety and to prevent distraction and confusion to pilots using Stansted Airport and in accordance with Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

CEMP- Biodiversity

15. Prior to the commencement of the development a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect human health and the natural environment and in accordance with Policy ENV14 of the Uttlesford Local Plan (adopted 2005).

Unexpected contamination

16. If during any site investigation, excavation, engineering, or construction works evidence of land contamination is identified, the applicant/ developer shall notify the Local Planning Authority without delay. Any land contamination identified, shall be remediated to ensure that the site is made suitable for its end use.

REASON: To protect human health and the environment and in accordance with Policy ENV14 of the Uttlesford Local Plan (adopted 2005).

EV charging

17. 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.

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 Building Regulations Approved Document S 2021.

ASHPs

18. 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 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

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.

M4(2) compliance

19. The dwellings hereby approved shall be built in accordance with Requirement M4(2) (Accessible and adaptable dwellings) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

REASON: To ensure a high standard of accessibility, in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005), the SPD entitled 'Accessible Homes and Playspace' and the Planning Practice Guidance