

DR/17/17

committee DEVELOPMENT & REGULATION

date 21 April 2017

COUNTY COUNCIL DEVELOPMENT

Proposal: **Detached Two Storey School Building, Including 9 New Classrooms and Ancillary Facilities**

Location: **Joyce Frankland Academy, Essex, Newport, CB11 3TR**

Ref: **CC/UTT/04/17**

Applicant: **Essex County Council**

Report by Acting Head of County Planning

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The full application can be viewed at www.essex.gov.uk/viewplanning



1. BACKGROUND

The school campus is split into two parcels of land, located north and south of Bury Water Lane, at the northern end of the village of Newport.

The original grammar school building, located on the southern landholding, is a listed building and dates from 1588. More modern school buildings and playing pitches are located on the northern landholding.

2. SITE

Joyce Frankland Academy is a 6 FE secondary school, located at the northern end of the village of Newport in the District of Uttlesford. It is approximately 0.7 miles north of Newport mainline rail station and located to the east of the M11 motorway.

The site of the existing school is located across two parcels of land. The main part of the site is located north of Bury Water Lane, consisting of a number of school buildings, a pavilion and playing fields. The school buildings are located within the defined settlement boundary but the playing pitches and pavilion are located further north and outside the settlement boundary.

The part of the school site located south of Bury Water Lane is located entirely within the defined settlement boundary of Newport and within the Newport Conservation Area. The site consists of existing school building, including 'The Main Block to Grammar School and Headmasters House' which are Grade II listed buildings.

The site is located within the outer airport safeguarding zone for Stansted Airport.

The site is within Flood Zone 1, at low risk of flooding.

A SSSI is located to the east of the site, a Country Wildlife Site is also located to the south east and south west of the site, the railway line separate the proposed development site from these sites.

3. PROPOSAL

The proposal is for a detached two-storey school building, including 9 new classrooms and ancillary facilities.

The proposed development would facilitate an increase from 6FE to 7 FE secondary school, with a total of 1050 pupils at full capacity. In addition, there are 113 existing pupils in Sixth Form.

Access is proposed via an existing entrance north of Bury Water Lane.

4. POLICIES

The following policies of the, Uttlesford District Local Plan, (LP), provide the development plan framework for this application (inc. Uttlesford District Local Plan (2005) and saved policies 2007 and compatibility statement with NPPF 2012). The

following policies are of relevance to this application

	<u>LP</u>
Other Settlement Boundaries	S3
The Countryside	S7
Design	GEN2
Good neighbourliness	GEN4
Nature Conservation	GEN7
Vehicle Parking Standards	GEN8
Design of development within Conservation Areas	ENV1
Development affecting Listed Buildings	ENV2
Open spaces and trees	ENV3
Loss of sports fields and recreational facilities	LC1

Supplementary Planning Documents/Other Guidance

Essex County Council – Development Management Policies – February 2011
Essex Parking Standards – Design and Good Practice (2009)
Newport Conservation Area Appraisal – December 2007

National Planning Policy Framework (NPPF), DCLG March 2012

Section 1: Building a strong, competitive economy.
Section 4: Promoting sustainable transport
Section 7: Requiring good design
Section 8: Promoting healthy communities
Section 11: Conserving and enhancing the natural environment

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The NPPF highlights that the purpose of the planning system is to contribute to the achievement of sustainable development. It goes on to state that there are three dimensions to sustainable development: economic, social and environmental. The NPPF places a presumption in favour of sustainable development. However, paragraph 11 states that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

For decision-taking the NPPF states that this means; approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this NPPF taken as a whole; or specific policies in this NPPF indicate development should be restricted.

Paragraph 215 of the NPPF states, in summary, that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework. Uttlesford District Council published a NPPF compatibility statement for their Local Plan, specific policies will be discussed where relevant below.

5. CONSULTATIONS

UTTLESFORD DISTRICT COUNCIL – Any comments received will be reported.

Comment: Uttlesford DC were consulted at the pre-application stage. 2 options were considered (option A – the subject of this application) and option B. The District Council had no objection to option A in principle but were concerned about option B and commented as follows:

“I can confirm that whilst the Local Planning Authority has no objection in principle, there would be concerns regarding option B. As stated, the site is located within the Conservation Area of Newport and it is considered that a building of this size, scale and design would be harmful to the character and appearance of the Conservation Area. It is also considered that either option would need to consider parking arrangements and any adverse impact on neighbouring residential amenity as a result of the proposals.”

SPORT ENGLAND – No objection, meets policy exception E3;

HIGHWAY AUTHORITY – No objection, subject to condition relating to cycle parking, travel plan and construction method statement;

STANSTED AIRPORT - Any comments received will be reported;

PLACE SERVICES (Ecology) – No objection, subject to a condition requiring a Method Statement;

PLACE SERVICES (Trees) – Support subject to condition regarding specification of replacement trees;

PLACE SERVICES (Urban Design) – No objection;

PLACE SERVICES (Landscape) – Support subject to condition requiring detailed landscape plan;

PLACE SERVICES (Historic Environment) – Support subject to conditions, relating to archaeological trial trenching;

PLACE SERVICES (Historic Buildings) – No objection

NEWPORT PARISH COUNCIL – In principle support expansion of school but request that prior to works commencing a safe "in and out" access onto the existing school land for school buses is implemented together with extra parking and a footpath onto the site from Gaces Acre and Bury Water Lane.

LOCAL MEMBER – UTTLESFORD-STANSTED - Any comments received will be reported

6. REPRESENTATIONS

24 properties were directly notified of the application. Two letters of representation

have been received. These relate to planning issues covering the following matters:

<u>Observation</u>	<u>Comment</u>
A better design should remove bus parking outside neighbouring properties and relocated within school property	See appraisal
Objects to removal of hedge in front of school.	The planning application does not include removal of hedgerow in front of the school. 2 trees are indicated for removal but this is not required to facilitate the development and does not form part of the planning application.
Object on safety grounds from traffic and parking, on basis proposal does not include off road provision for bus and cars.	See appraisal

7. APPRAISAL

The key issues for consideration are:

- A. Principle of Development
- B. Site Layout and Design
- C. Sustainable Transport and Highways Impact
- D. Impact on Playing Field
- E. Impact on Natural Environment
- F. Impact on Historic Environment

A PRINCIPLE OF DEVELOPMENT

Newport is identified as a Key Rural Settlement in the Uttlesford Local Plan. As per Policy S3, *“development compatible with the settlement’s character and countryside setting will be permitted within these boundaries.”*

The development site is located partially outside of the defined settlement boundary and in the ‘countryside’. As per Policy S7 *“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.....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.”*

As the eastern end of the proposed school block would be located on lands outside the defined settlement boundary of Newport, Policy S7 needs to be considered further.

While the eastern end of the proposed school building would be located on lands located outside the defined settlement boundary, it would still be located on lands that currently form part of the school campus, a grassed area, defined as 'playing field'.

The proposed school building would be surrounded on three sides by existing school buildings which would minimise its' visibility from outside the site and it would not prejudice the use of the playing pitches.

In considering options for the school expansion the applicant first considered locations on school land within the defined settlement boundary (through the pre-application process), as this would be supported in principal by Policy S3. However, most of the school's landholding within the settlement boundary is located south of Bury Water Lane and development at this location would also be within the Conservation Area, with potential for impacts upon it and the setting of the listed building.

In conclusion, having considered alternative options for locating the proposed school building on lands within the defined settlement boundary, and the potential for impacts on Conservation Area and Listed Building, it is considered that the proposed location, albeit partially outside the defined settlement boundary, but within school grounds, is the preferred option and therefore meets the requirements of Policy S7 and S3 of the Local Plan.

B SITE LAYOUT AND DESIGN

It is a core planning principal of the NPPF to *"always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings."*

Paragraph 60 of the NPPF states *"decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness."*

A Design and Access Statement is submitted in support of the planning application.

The proposal is for a two storey detached buildings that would accommodate 9 classrooms (including a graphics room).

The proposed school building would be elevated above Bury Water Lane and the proposed roof ridge level would be higher than the existing Sixth Form building adjoining Bury Water Lane. Notwithstanding the elevated location, the proposed school building would be enclosed on three sides by existing school buildings and screened from wider view by existing trees along Bury Water Lane.

The proposed material finishes include red brick and white render external walls to match existing school buildings. Aluminium windows and roof tiles to match existing are also proposed.

The Council's Urban Design Consultant comments as follows: *"The proposals for the new 1FE school expansion at Joyce Frankland Academy have been led by a number of site constraints, which has influenced many of the design decisions made.*

Working alongside the consultant's team, we have been involved in the key decision making process regarding the site location, elevation design and detail specification at a series of pre application design meetings. Many alternative elevation options were explored and presented.

The new building has been located to relate to the rest of the school, extending the existing campus layout to provide direct and clear access for staff and pupils. The site is in concealed location, surrounded on three sides by the existing school buildings. The proposed new building is heavily screened by existing trees and landscape along Bury Water Lane and Belmont Hill.

The site constraints and the preferred design solution include a number of compromises to meet the requirements of a new school building within this location. Balancing the need to meet the required school growth against the difficulties faced with this site, the proposals, as submitted, are adequate enough to be granted approval.

Materials have been discussed and agreed at pre application stage and will not require conditions."

In conclusion, it is considered the proposed development would achieve good design in accordance with the NPPF and policies GEN 2 of the Local Plan.

C SUSTAINABLE TRANSPORT AND HIGHWAYS IMPACT

There are three existing vehicular access points to the school campus, all via Bury Water Lane. Two access points serve land to the north, the western entrance serving the school and hockey club. The eastern end serves a large school car park. The third vehicular access serves land to the south and access to the original school (listed building) and main school reception.

A School Transport Statement and Travel Plan were submitted in support of the planning application.

Cycle Parking Requirements:

Minimum 1 space per 3 pupils plus 1 space per 5 staff.

Therefore an additional 150 school places and estimated 21 additional staff would require 50 pupil cycle spaces plus 7 staff cycle spaces. There is no existing cycle parking provision for pupils. There are 6 existing cycle stands for staff. Due to the rural nature of the site and catchments of pupils from a 10 mile radius, the school travel plan states the school actively discourages cycling due to concerns for pupil safety on the rural road network.

Results of a recent travel mode survey are included in the School Travel Plan.

The majority (76%) of pupils in Year 7-11 travel to school by sustainable modes (54% by bus, 13% by train, 9% walk) the other 24% travel by car. At sixth form the use of sustainable modes decreases to 45% (10% walk, 20% by bus, 15% by train) with 55% travelling by car, including driving themselves. Only 14% of staff travel by sustainable modes, with 86 % travelling by car.

The school is not proposing to increase the number of cycle parking spaces. This would not be in accordance with Policy GEN8 of the Local Plan. However, having regard to the rural nature of the site, the current high level of sustainable travel by pupils at Year 7-11 (mostly by school bus), the fact that no increase in sixth form is proposed and having regard to the school's policy to actively discourage cycling on safety grounds, it is considered that no provision of cycle parking stands for pupils would be acceptable in this case.

There would be an estimated increase of 21 staff for the proposed development. There are 6 existing uncovered staff cycle spaces on the school campus. It is noted from the staff survey that 8% of existing staff currently cycle and that cycling would be the preferred mode for 9% of staff. Based on this demand for staff cycling, the full provision of 4 additional staff cycle spaces to accommodate 21 additional staff should be provided to meet the requirements of policy GEN8. The Highway Authority has recommended that a covered cycle stand to accommodate a total of 10 staff cycle stands should be provided as minimum.

The school has a number of existing car parks spread across the campus, north and south of Bury Water Lane, totalling 130 car parking spaces. No additional car parking is proposed, which is acceptable in accordance with the maximum vehicle parking standards in policy GEN 8.

Newport Parish Council and 2 neighbouring residents raised concerns regarding the parking of buses and traffic safety on Bury Water Lane and they requested a drop off/ pick up area within the school grounds. The applicant investigated the feasibility of providing a drop-off /pick-up area on school grounds. The areas of the existing car park on Bury Water Lane was investigated and taking account of the sloping grounds levels, potential impact on mature trees and encroachment into playing field, loss of car parking spaces and potential impact on conservation area, it was concluded that the provision of an drop-off pick up point was not feasible.

The Highway Authority comments as follows *"The Joyce Franklin school is in situated on a very constrained highway network and in reviewing this the highway authority visited the site and reviewed the parking surveys provided to ensure that adequate onsite parking was available for the expanded school. The application included detailed information on how pupils and staff currently get to school and the areas from which they come and how future pupils are likely to be accommodated on public transport. The school currently manages the boarding and alighting of the buses that serve the school to ensure the safety of students and limit the impact on the highway as far as is possible. From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority"*. They also recommend conditions for a travel plan, cycle stands and construction method statement.

In conclusion, subject to a condition requiring the provision of 10 covered cycle stands for staff, the proposed development would be in accordance with the principle of promoting sustainable transport in the NPPF and policy GEN8 of the Local Plan.

D. IMPACT ON PLAYING FIELD

The proposed school building would encroach upon the edge of the existing school playing field. This area is currently grassed with 4 existing mature trees and is used for informal recreation and is not capable for setting out as a playing pitch.

Having regard to paragraph 74 of the NPPF *“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on....”* subject to a number of listed exceptions

Sport England is a statutory consultee regarding loss of playing field and comment as follows:- *“having considered the nature of the playing field and its ability to accommodate a range of pitches, it is not considered that the development would reduce the sporting capability of the site. As such, Sport England is satisfied that the proposed development broadly meets the intention of the following Sport England Policy exception:E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site. “*

In conclusion, it is considered that the encroachment into the playing field is minor in nature and would not reduce the sporting capacity of the site and is therefore in accordance with paragraph 74 of the NPPF and policy LC1 of the Local Plan.

E IMPACT ON NATURAL ENVIRONMENT

It is a core planning principle of the NPPF to “contribute to conserving and enhancing the natural environment”

Trees: A ‘Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protections Plan’ is submitted in support of the planning application.

To facilitate the construction of the proposed building, the removal of four existing trees would be necessary. They are identified as T001 (Hawthorn), T002 (Silver birch), T003 (Norway Maple) and T004 (Hazel) in the Tree Survey submitted. All are categorised as C2, defined as *“those of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm”*

The Tree Survey identifies other necessary tree works irrespective of development, including the removal of a further three trees. This does not form part of this planning application.

Policy ENV 3 *“The loss of traditional open spaces, other visually important spaces,*

groups of trees and fine individual tree specimens through development proposals will not be permitted unless the need for the development outweighs their amenity value."

The Council's Arboriculture's states *"The scheme does not appear to be detrimental to the condition of the retained trees."* and *"The trees recommended for removal are all category C and therefore do not form a constraint on development. Due to the size and location of the trees, it is likely to cause a loss in amenity value from the public viewpoint, especially with T003 Norway Maple which can be seen from Bury Water Lane."* And further advises *"Replacement planting has not been sufficiently outlined within any reports/plans. To reduce the loss in amenity value which the removal of the trees will create, it is essential that further details of replacement planting are provided."*

The Council's Landscape Consultant also requests a detailed landscape condition.

In conclusion, subject to a planning condition for a detailed landscaping plan to be submitted, the removal of four (category 2) trees to facilitate the proposed development is considered to be in accordance with the NPPF and policy ENV 3 of the Local Plan.

Ecology: The proposed site does not have any statutory or non-statutory designations. Debden Water SSSI lies 440m south east of the development site.

A 'Preliminary Ecological Appraisal Report' is submitted in support of the planning application. The report identified a low potential for bat roosts (protected species) in two of the trees that require removal to facilitate the proposed school building. Details of a further aerial survey have also been submitted, that report concluded that the trees can be felled without any further recommendations with regards to roosting bats.

Enhancement measures have been recommended in section 5 of the report and include installation of bat boxes and bird boxes.

Therefore the proposed development is considered to be in accordance with the Policy GEN7 of the Local Plan and the NPPF objective of conserving and enhancing the natural environment.

F. IMPACT ON HISTORIC ENVIRONMENT

It is a core planning principle of the NPPF to *"conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations"*

The Council's Archaeological Consultant comments as follows *"The Historic Environment Record shows that the proposed development lies outside the suggested limits of the medieval town; however, there is documentary evidence of a castle being in the vicinity (EHER 234) of the school. The HER records the Castle as being located in the area of the school. Archaeological monitoring adjacent to the development area did not find any evidence of the castle; however, this work was only on one area within the grounds. There is a threat from the*

proposed construction of the building and potentially the location of the contractor's compound, depending on how this is constructed."

The Council's Historic Buildings Consultant comments as follows *"the building is located outside of the conservation area; it is well screened by landscape planting and existing school building both north and south of Bury Water Lane. The building is therefore unlikely to have a harmful impact upon the grade 2 Listed School Building located on the opposite side of the road."*

In conclusion, subject to a condition requiring archaeological trial trenching, the development proposed would conserve the historic environment in accordance with the NPPF and policies ENV1 and ENV2 of the Local Plan.

8. CONCLUSION

Having regard to the need for additional school places and the alternative options considered on the school landholding within the settlement boundary of Newport, the location of the proposed school building, on land partially outside the defined settlement boundary is considered acceptable in this case in accordance with Policy S7 of the Uttlesford Local Plan.

The proposed development represents good design and would not result in significant adverse impact on the natural or historic environment or on the capacity of existing playing pitches.

Subject to the conditions listed below, the development as proposed is considered to be acceptable in accordance with the National Planning Policy Framework and policies S3, S7, GEN2, GEN4, GEN7, GEN8, ENV1, ENV2, ENV3 and LC1 of the Uttlesford District Local Plan (2005) and saved policies 2007.

9. RECOMMENDED

That pursuant to Regulation 3 of the Town and Country Planning General Regulations 1992, planning permission be **granted** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiry of 3 years from the date of this permission. Written notification of the date of commencement shall be sent to the County Planning Authority within 7 days of such commencement.

Reason: To comply with section 91 of the Town and Country Planning Act 1990 [as amended].

2. The development hereby permitted shall be carried out in accordance with the details submitted by way of application reference CC/UTT/04/17 validated on 09/01/2017 including the following drawings and documents:

Drawings

DR-A-9000 Rev. P02	Location Plan
DR-A-0201 Rev. P03	Proposed Site Plan
DR-A-1200 Rev. P04	Ground Floor Plan Option A
DR-A-1201 Rev. P04	First Floor Plan Option A
DR-A-1202 Rev. P02	Roof Plan
DR-A-3100 Rev. P04	Proposed Elevations
DR-A-4101 Rev. P01	Proposed Elevations

Haydens Tree Survey Drawing No. 5569-D dated 25/08/16

Documents

- Planning Statement, prepared by Strutt & Parker in association with Pick Everard, dated December 2016.
- Design and Access Statement, prepared by Pick Everard, dated December 2016
- Preliminary Ecological Appraisal Report V2 , prepared by Practical Ecology Ltd, dated September 2016
- Aerial Tree Inspection report by Practical Ecology Ltd, by letter dated 15th November 2016
- Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plan, prepared by Haydens Arboricultural Consultants, dated 26/08/2016.
- Transport Statement, Issue 07, prepared by Pick Everard, dated 15 March 2017
- School Travel Plan, prepared by Joyce Frankland Academy, dated March 2017

and in accordance with any non-material amendment(s) as may be subsequently approved in writing by the County Planning Authority.

Reason: Reason: To ensure development is carried out in accordance with the approved plans.

3. **Landscape Plan**

Within one month of commencement of development on site, a landscape scheme shall be submitted for the prior written approval of the County Planning Authority.

The scheme shall include details of areas to be planted with species, sizes, spacing, protection and programme of implementation.

Replacement trees should be of suitable species and suitable maturity to mitigate the loss of amenity value.

The scheme shall be implemented within the first available planting season

(October to March inclusive) following commencement of the development hereby permitted in accordance with the approved details and maintained thereafter.

Any tree or shrub forming part of a landscaping scheme approved in connection with the development that dies, is damaged, diseased or removed within the duration of 5 years during and after the completion of the development shall be replaced during the next available planting season (October to March inclusive) with a tree or shrub to be agreed in advance in writing by the County Planning Authority.

Reason: In the interests of visual amenity and to enhance the natural environment in accordance with the NPPF and policy GEN 7 and ENV 3 of the Uttlesford Local Plan.

4. **Advance Archaeological Investigation**

No development or preliminary groundworks shall take place until a written scheme and programme of archaeological investigation (trial trenching and excavation) and recording has been submitted to and approved in writing by the County Planning Authority. The scheme and programme of archaeological investigation and recording shall be implemented prior to the commencement of the development hereby permitted or any preliminary groundworks.

Reason: To ensure that any archaeological interest has been adequately investigated and recorded prior to the development taking place to conserve the historic environment in accordance with the NPPF.

5. **Bicycle Parking**

Prior to first occupation of the proposed building, a minimum of 10 covered bicycle stands for staff use shall be erected on the school landholding outlined in blue on the site location plan (DR-A-9000 Rev. P02)

Within one month of commencement of development on site, details of proposed location and detailed design drawings for the covered bicycle stand shall be submitted for the prior written approval of the County Planning Authority and the development carried by implemented in accordance with the approved details.

Reason: In the interests of promoting sustainable transport in accordance with the National Planning Policy Framework (NPPF)(2012) and to comply with policy GEN 8 of the Uttlesford Local Plan

6 **Construction Method Statement**

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 county 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 washing facilities
- v. details of a suitable construction access
- vi details of routing of construction vehicles on local roads

***Reason:** To ensure that a suitable construction access is provided with a routing plan that will minimise conflict on the surrounding network, and that non-street parking of construction related 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 DM 1 of the Highway Authority's Development Management Policies February 2011.*

INFORMATIVES

School Travel Plan

Prior to the beneficial occupation of the development it is advised that a Travel Plan including monitoring arrangements is prepared, in liaison with the Highway Authority, and subsequently implemented in full.

The school, in association with Essex County Council's School Travel Planning Advisor, is advised to agree the frequency of reviewing and, where necessary, updating the School Travel Plan. To this end, the School Travel Planning Advisor will provide assistance in identifying measures that should help to mitigate the overall impact of the proposal.

The ECC sustainable travel Plan team can be contacted by e-mail at travelplanteam@essex.gov.uk

Work within or affecting the highway

Any work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.

Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.

The Applicant should provide for agreement, information regarding their drainage proposals i.e. draining by gravity/soakaways/pump assisted or a combination thereof. If it is intended to drain the new highway into an existing highway drainage system, the Developer will have to prove that the existing system is able to accommodate the additional water.

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, traffic regulation orders, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

Works to Trees in a Conservation Area

The works to trees identified along Bury Water Lane appear to be located within the Newport Conservation Area, you are advised to contact Uttlesford District Council prior to carrying out any works to trees in a Conservation Area.

Bat and Bird Boxes

It is recommended that bat boxes and bird boxes be installed in accordance with the recommendations of the Preliminary Ecological Appraisal report, By Practical Ecology Ltd, submitted with the planning application.

BACKGROUND PAPERS

Consultation replies

Representations

THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2010 (AS AMENDED)

The proposed development would not be located adjacent to/within distance to a European site.

Therefore, it is considered that an Appropriate Assessment under Regulation 61 of The Conservation of Habitats and Species Regulations 2010 is not required.

EQUALITIES IMPACT ASSESSMENT

This report only concerns the determination of an application for planning permission. It does however take into account any equality implications. The recommendation has been made after consideration of the application and supporting documents, the development plan, government policy and guidance, representations and all other material planning considerations as detailed in the body of the report.

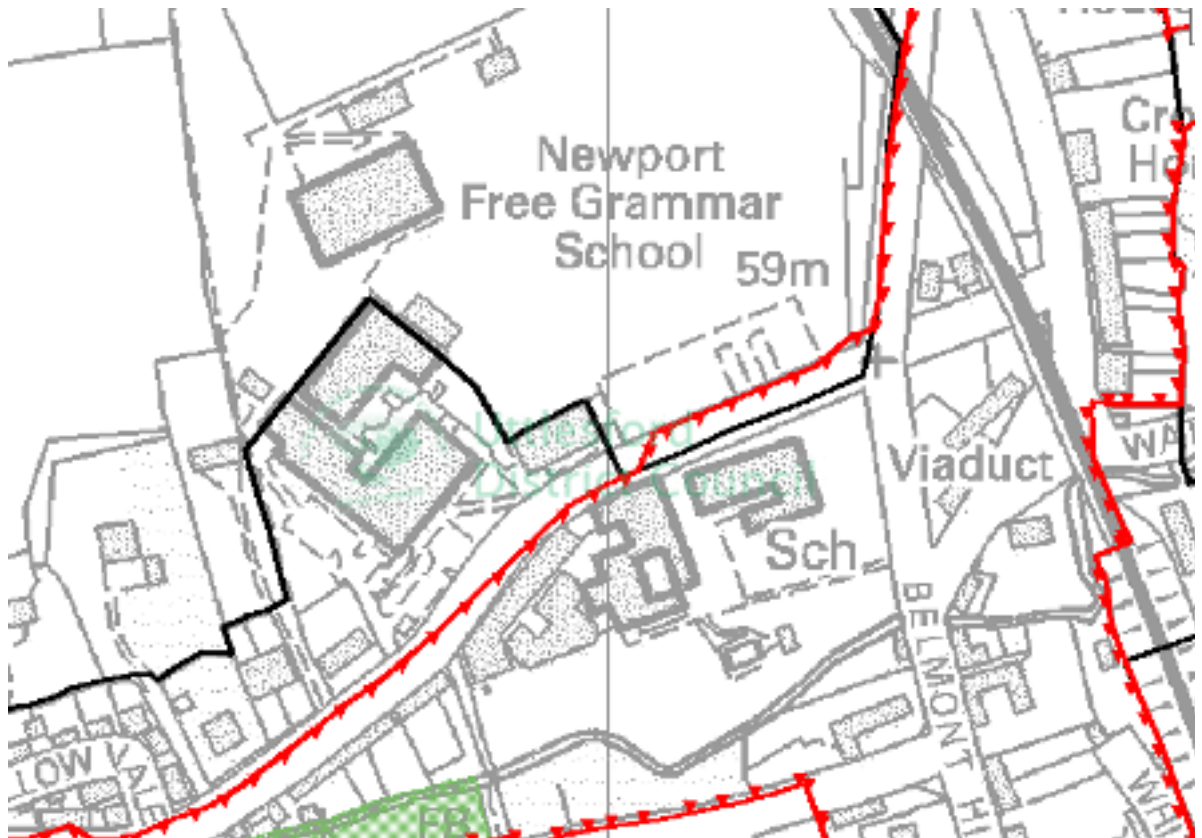
STATEMENT OF HOW THE LOCAL AUTHORITY HAS WORKED WITH THE APPLICANT IN A POSITIVE AND PROACTIVE MANNER

In determining this application the County Planning Authority has worked positively and proactively with the applicant by entering into pre-application discussion; assessing the proposals against relevant Development Plan policies; all material considerations; consultation responses and any valid representations that may have been received. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

LOCAL MEMBER NOTIFICATION

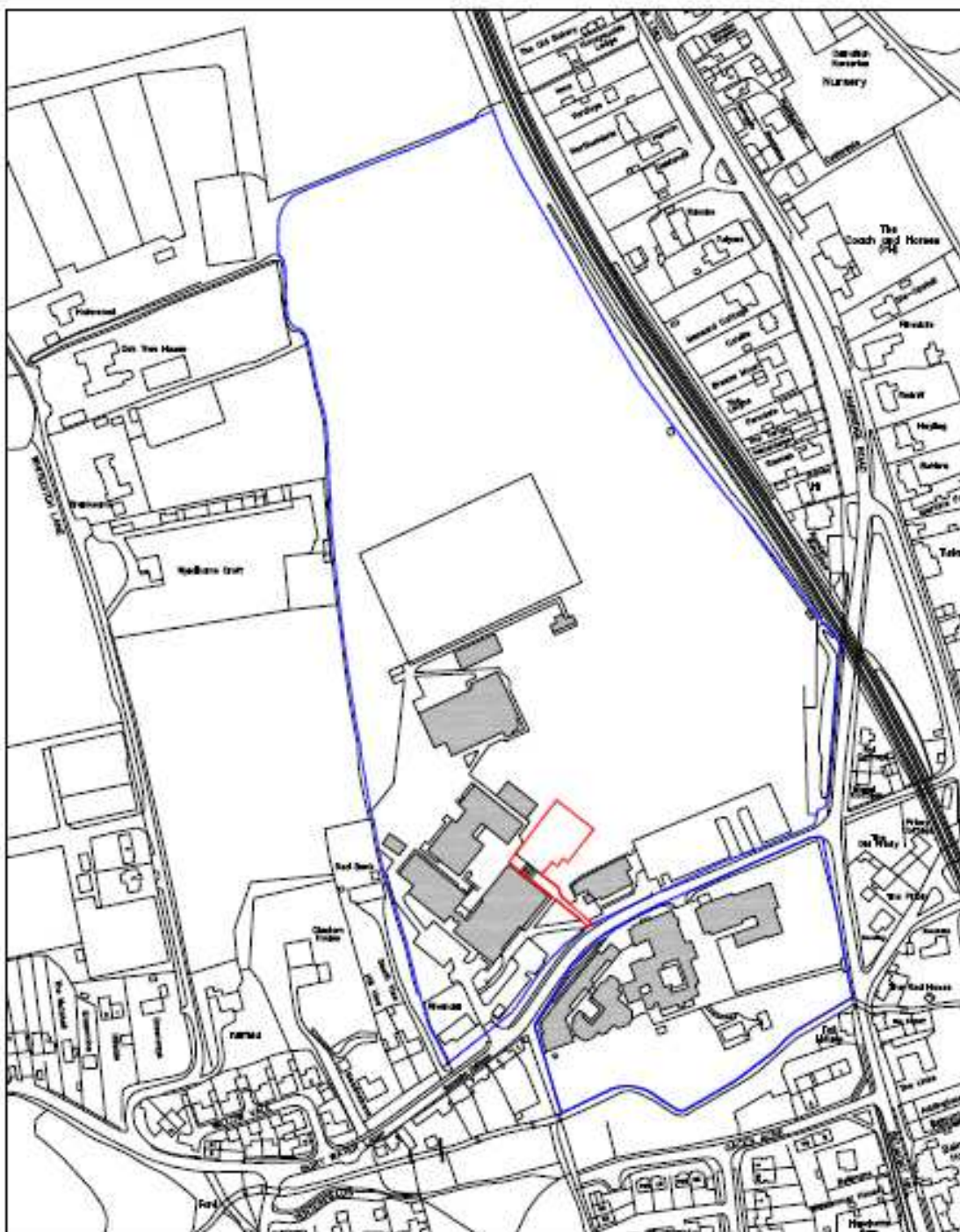
UTTLESFORD – Stansted

NEWPORT SETTLEMENT BOUNDARY



Extract from Uttlesford Proposals Map – black line indicates settlement boundary.

– Site Location Plan



Development site boundary outlined red

Site Layout Plan



Proposed Ground Floor Plan

