

AGENDA ITEM 4.1

**DR/04/21**

**Report to:** DEVELOPMENT & REGULATION (26 March 2021)

**Proposal:** COUNTY COUNCIL DEVELOPMENT – All-through school (primary, secondary and sixth form); sports hall; formal and informal hard and soft play areas/pitches; new vehicular and pedestrian accesses; vehicle drop-off and parking areas; landscaping and other associated infrastructure and works

**Ref:** CC/UTT/90/20

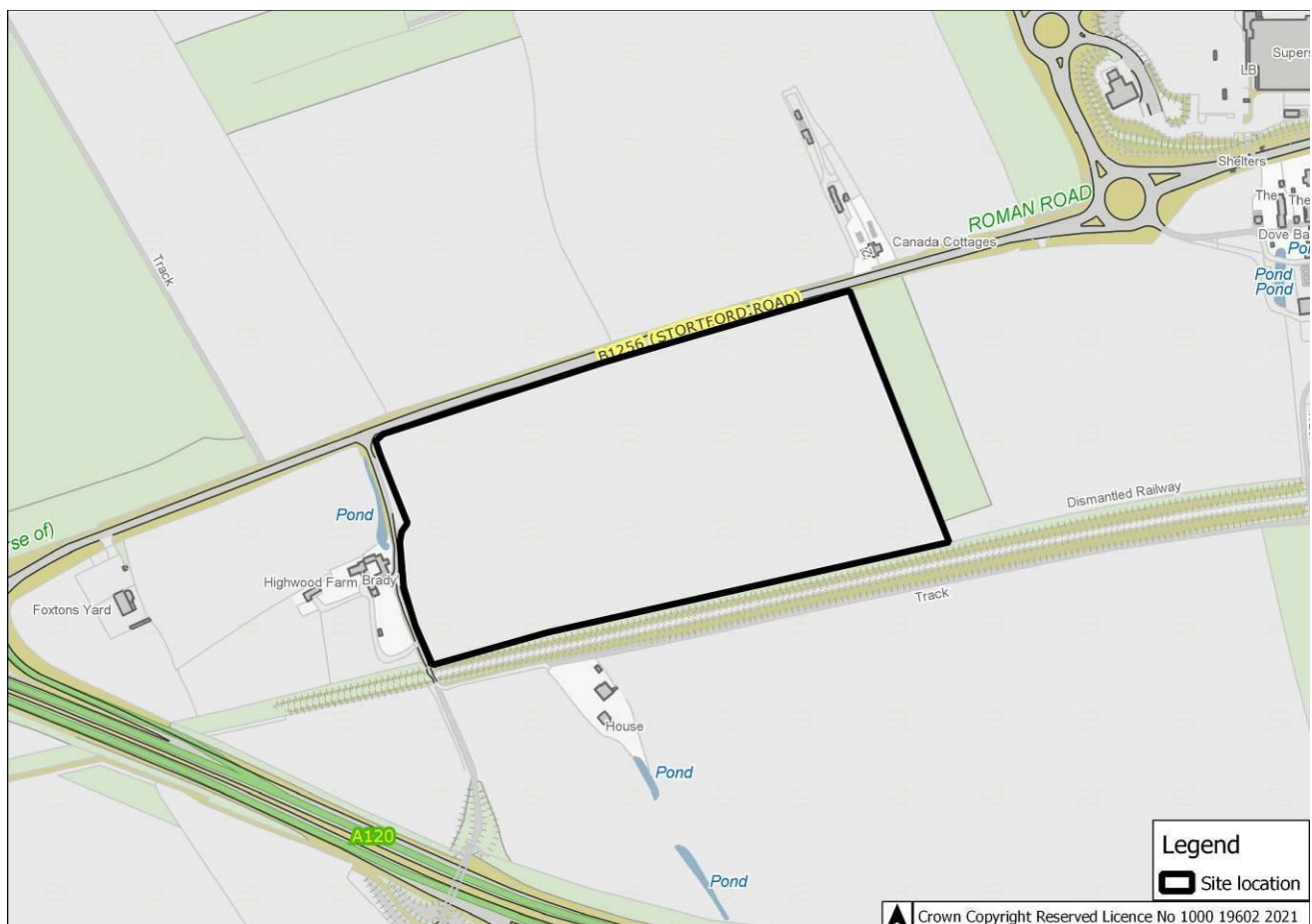
**Applicant:** Essex County Council & Helena Romanes School

**Location:** Land to the east of Buttleys Lane, Stortford Road, Great Dunmow, CM6 1SH

**Report author:** Chief Planning Officer (County Planning and Major Development)

**Enquiries to:** Tom McCarthy Tel: 03330 320943

The full application can be viewed at <https://planning.essex.gov.uk>



## **1. BACKGROUND**

This application relates to the proposed construction of a 'Through School' to replace Helena Romanes Secondary School and provide a 2FE (420 pupil place) Primary School. The existing Helena Romanes School site is proposed to be re-developed for residential with a separate outline planning application for this currently pending determination with Uttlesford District Council (application ref: TT/20/1929/OP).

## **2. SITE**

Within the proposals map accompanying the Uttlesford Local Plan (2005), the area to which this proposal relates is 'white land'. As per policy S7 of the Local Plan, noting the site is outside the development limits of Great Dunmow, the site is considered countryside.

That said, within the Great Dunmow Neighbourhood Plan (2015) the development boundary is amended and this site is allocated for a new secondary school (policy DS3). Whilst the development proposed as part of this proposal does not entirely match that suggested in the Neighbourhood Plan, in so much that this proposal also includes a primary school, it is considered the allocation updates the position of this site being viewed as countryside and sets a clear policy acceptance of this site/area being developed for educational purposes.

In context of the above, it is also worthwhile to note that the fields/parcels of land around the area to which this application relates have also either been granted planning permission for development or have applications/appeals currently pending determination:

- UTT/13/2107/OP – Outline application, with all matters reserved, for up to 790 homes, including primary school, community buildings, open space including playing fields and allotments and associated infrastructure at Land West Of Woodside Way, Woodside Way, Great Dunmow, Essex – Approved 27/10/2015
- UTT/18/2574/OP – Hybrid planning application with: Outline planning permission (all matters reserved except for points of access) sought for demolition of existing buildings (excluding Folly Farm) and development of up to 332 dwellings, including affordable housing, 1,800 sqm Health Centre (Class D1) and new access from roundabout on B1256 Stortford Road together with provision of open space incorporating SuDS and other associated works. Full planning permission sought for demolition of existing buildings (including Staggs Farm) and development of Phase 1 to comprise 108 dwellings, including affordable housing, a new access from roundabout on B1256 Stortford Road, internal circulation roads and car parking, open space incorporating SuDS and play space and associated landscaping, infrastructure and other works. 14ha of land to be safeguarded for education use via a S.106 Agreement at Land South Of Stortford Road Dunmow – Resolution to approve subject to S106
- UTT/19/2354/OP – Outline application for the construction of up to 60 dwellings with a new vehicular access to be agreed in detail and all other matters to be reserved at Land To The West Of Buttleys Lane Dunmow –

Refused 11/09/2020. Appeal pending

In terms of the locality, ecological designations and listed buildings; High Wood, to the north of Stortford Road (B1256) is designated as an ancient woodland and SSSI. The Flitch Way, which is a former railway line that passes through 15 miles of Essex between Bishops Stortford and Braintree is designated as a Local Wildlife Site and managed by ECC as a Country Park. Oak Spring and Ash Grove, to the east of the site, are also allocated as Local Wildlife Sites. Highwood Farmhouse, the Barn at Highwood Farm and the Round House on Buttleys Lane are also all Grade II listed buildings.

### **3. PROPOSAL**

This application seeks planning permission for an 'All Through School' to support pupils at every year ground in one location. The development is proposed as a replacement for the secondary and sixth form as existing at Helena Romanes School off Parsonage Downs, Great Dunmow with a new primary school element.

The school would provide capacity for approximately 2,000 pupils with the following breakdown:

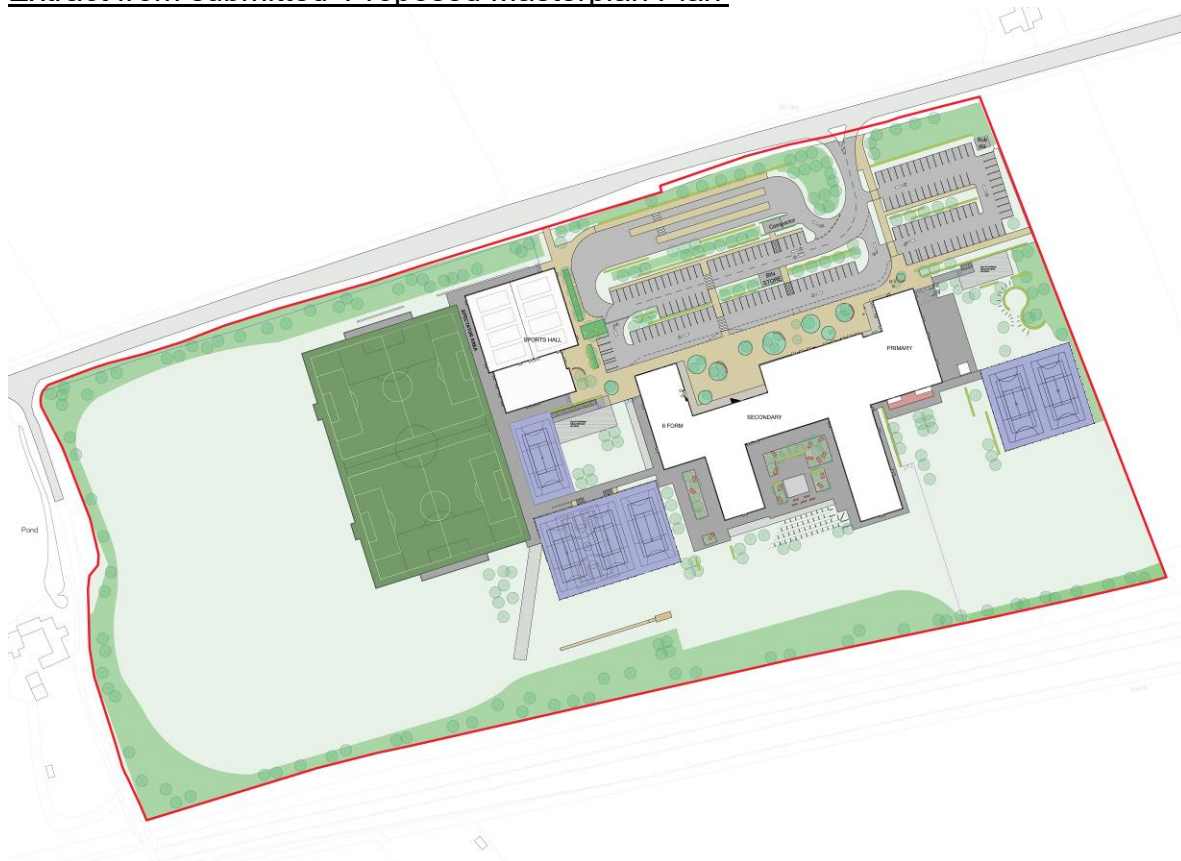
- Primary – 420 pupils (2 form entry);
- Secondary – 1,350 pupils (9 form entry); and
- Sixth Form – 250 pupils.

As can be seen from the extract below, from the submitted masterplan, the proposals effectively seek to split the site in half, with the eastern half containing the main school building and car parking areas and the western half retaining a more open appearance with use of this part of the site proposed for sport. In respect of the main school building this is proposed to be part two, part three storey. In terms of sporting provision/playing fields, the proposals include a U15/U16 all-weather pitch; two C15/Y16 football pitches; one U11/U12 football pitch; six netball/tennis courts; a 60m, 100m and 400m running track; four rounders pitches and a long jump. A sports hall is proposed as a separate building, adjacent to Stortford Road and the car parking area, relatively central in terms of the site, so that it avoids the need for users to go through the school building and is able to support community use, outside of school hours, more easily.

To the north of the proposed main school building, adjacent to Stortford Road is a car parking area inclusive of pupil drop off and separate bus drop off. A total of 139 parking spaces are proposed for staff and visitors.

Access to the site for vehicles is proposed off Stortford Road with a junction designed to mirror the left in/left out arrangement constructed opposite, for a phase of the Woodside Way development. In terms of pedestrian access, two points of access are proposed along the northern boundary off Stortford Road, with an additional access on the eastern boundary which is proposed to connect up with the development of this piece of land in due course. In addition to this, to support the proposed use, a number of signalised pedestrian crossings are proposed together with a footway/cycleway on Stortford Road to provide access to the school entrances.

## Extract from submitted 'Proposed Masterplan Plan'



The application is accompanied by an Environmental Statement, submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. A copy of the conclusions formed by the applicant for each topic considered (extract from the Non-Technical Summary, dated July 2020) is provided at Appendix 1. To confirm, officers are content that the Statement submitted accords with the Regulations and an assessment of the conclusions formed, including reference to where additional or revised information has been sought can be found within the appraisal section of this report.

## **4. POLICIES**

The following policies of the Uttlesford District Council Local Plan (ULP), adopted 2005 provide the development plan framework for this application. The following policies are of relevance to this application:

### Uttlesford District Council Local Plan

Policy S7 – The Countryside

Policy GEN1 – Access

Policy GEN2 - Design

Policy GEN3 – Flood Protection

Policy GEN4 – Good Neighbourliness

Policy GEN5 – Light Pollution

Policy GEN6 – Infrastructure Provision to Support Development

Policy GEN7 – Nature Conservation

Policy GEN8 – Vehicle Parking Standards

Policy ENV2 – Development Affecting Listed Buildings  
Policy ENV3 – Open Spaces and Trees  
Policy ENV4 – Ancient Monuments and Sites of Archaeological Importance  
Policy ENV7 – The Protection of The Natural Environment: Designated Sites  
Policy ENV8 – Other Landscape Elements of Importance for Nature Conservation  
Policy ENV9 – Historic Landscapes  
Policy ENV11 – Noise Generators  
Policy ENV12 – Groundwater Protection  
Policy ENV13 – Exposure To Poor Air Quality  
Policy ENV14 – Contaminated Land  
Policy ENV15 – Renewable Energy

In addition to the above the Great Dunmow Neighbourhood Plan was formally made/adopted by Uttlesford District Council on 8 December 2016. The Great Dunmow Neighbourhood Plan now therefore sits alongside the Uttlesford Local Plan (2005) as part of the development plan to which planning applications are considered/determined. The following policies of the Neighbourhood Plan are of relevance to this application:

Great Dunmow Neighbourhood Plan

Policy DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane  
Policy LSC1 – Landscape, Setting and Character  
Policy LSC-A – The Historic Environment  
Policy NE1 – Identified Woodland Sites  
Policy NE2 – Wildlife Corridors  
Policy NE3 – Street Trees on Development Sites  
Policy NE4 – Screening  
Position SOS-A – Swimming Pool  
Policy GA1 – Core Footpath and Bridleway Network  
Policy GA2 – Integrating Developments (Paths and Ways)  
Policy HEI2 – Secondary School Provision  
Policy HEI3 – Primary School Provision  
Position HEI-A – Infrastructure Delivery

The Revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these should 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 achieving sustainable development means the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways: economic, social and environmental. The NPPF places a presumption in favour of sustainable development. However, paragraph 47 states that planning law requires that applications for planning permission 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 an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission

unless: the application of policies in this NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or 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.

Paragraphs 212 and 213 of the NPPF, in summary, detail that the policies in the Framework are material considerations which should be taken into account in dealing with applications and plans adopted in accordance with previous policy and guidance may need to be revised to reflect this and changes made. Policies should not however be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Uttlesford District Council undertook a compatibility assessment with the NPPF in July 2012. The conclusions of this will therefore be taken on board as part of the policy appraisal of this application. Precedence will be given to the NPPF and Great Dunmow Neighbourhood Plan in event of conflict.

## **5. CONSULTATIONS**

Summarised as follows:

UTTLESFORD DISTRICT COUNCIL – West of Great Dunmow is going through a period of change and transformation, with particular respect to the outline planning approval for circa. 790 dwellings, primary school, community building(s) and formal and informal recreation areas, situated to the north side of Stortford Road.

In terms of outdoor sports provision, it is noted that the proposal would provide for summer and winter activities, but it is unclear as to the relationship of the identified Buttleys Lane site to the application, and whether this and other land would be readily accessible to wider community use, and how this will be monitored and controlled during and outside of school hours. Further, this application site is subject to sensitive receptors, in terms of the SSSI to the north at High Wood, and listed buildings and archaeological interests' locally.

In terms of the form and scale of the proposed 3-storey building, this will have a significant impact upon the agrarian sensitivities of the area and impacts upon adjoining listed buildings, and Uttlesford DC as Local Planning Authority share the concerns raised by ECC Places Services Historic Buildings, in terms of the change to the landscape character as a result of this development.

The LPA also notes the comments of Great Dunmow TC and ECC as Local Highway Authority, in terms of safe access and site layout; the Uttlesford DC as LPA share these concerns and the request for further clarification.

Finally, and whilst Uttlesford DC as Local Planning Authority do not object to the principle of the All-through development as set out, would seek further clarification on matters raised above.

ENVIRONMENT AGENCY – No objection subject to a condition detailing the proposed method of disposal of foul water which addresses capacity issues at Great Dunmow Water Recycling Centre.

Officer comment: It is noted that Anglian Water within their consultation response confirmed that the catchment for this development would be Great Dunmow Water Recycling Centre and this does not have capacity. However, within the response it is detailed that they are obligated to accept the foul flows from development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Local Planning Authority grant planning permission.

NATURAL ENGLAND – This application has triggered one or more Impact Risk Zones, indicating that impacts to statutory designated nature conservation sites (European sites or Sites of Special Scientific Interest) are likely. The designated site which could be impacted by this proposal is High Wood, Dunmow SSSI. Natural England's consultation response to this planning application is provided in the form of an advice note tailored for this type of development proposal. We anticipate that this will contain sufficient guidance to enable you to make an informed decision regarding impacts to designated sites. If the planning application does not contain the necessary detail, we recommend that you request this from the applicant before reaching a decision.

ESSEX WILDLIFE TRUST – No comments received.

HISTORIC ENGLAND – Do not wish to offer any comments.

SPORT ENGLAND – No objection subject to conditions covering the playing field construction and design specification; the artificial grass pitch design specification; a certification that the artificial grass pitch once constructed/installed has met the FIFA Quality Standard accreditation or equivalent International Artificial Turf Standard (IATS); the MUGA design specification; the cricket practice net and roll out cricket mat specification; the Sports Hall design specification; and a formal Community Use Agreement for the school's indoor and outdoor sports facilities.

ESSEX COUNTY COUNCIL PUBLIC HEALTH – No comments received.

HIGHWAYS AGENCY – No objection subject to a condition requiring submission of a School Travel Plan.

HIGHWAY AUTHORITY – No objection subject to conditions covering construction management; construction of the vehicular access as shown, in principle, on Stortford Road; a TRO to obtain a speed limit reduction on Stortford Road (B1256) in the vicinity of the school; installation of a toucan crossing to the east of the proposed school access; installation of a toucan crossing to the west of the proposed school access; installation of a toucan crossing opposite Tesco on the B1256 (if not already in place); installation of a toucan crossing on Woodside Way; a footway/cycleway between the school access and Woodside Way roundabout; capacity enhancements to the proposed access roundabout to Land West of Woodside Way; construction of the vehicular parking, cycle/scooter parking, bus

waiting area and pedestrian/cycle access as shown; restriction to inward opening gates only; an annual review of cycle/scooter parking; the submission of proposed school start and finish times to realise a staggered enter and departure of primary and secondary school pupils; and the submission of a School Travel Plan.

FLITCH WAY ACTION GROUP (not formally consulted by LPA) - Endorse the comments made on behalf of the Friends of the Flitch Way which are summarised under paragraph 4.52 of the submitted 'Statement of Community Involvement'. It is noted that the proposed pedestrian and cycle access points will be to the north and east of the site and that there is no plan to provide a link to the Flitch Way to the south. Access to the Flitch Way would provide staff, students and local people using the leisure facilities coming from the south of Dunmow: from the Brambles, Maynard Park and Little Dunmow, and also from settlements west of Dunmow (the Canfields, Takeley and Bamber's Green) with the opportunity to walk and cycle to the site on a direct safe off road route. This would accord with the School Travel Plan's stated aims of decreasing car use and encouraging sustainable travel.

STANSTED AIRPORT – No comments received.

FIRE & RESCUE SERVICE – Access for Fire Service purposes has been considered and is considered satisfactory subject to the requirements of ADB Section B5. More detailed observation on access and facilities will be considered at Building Regulations stage. The applicant is reminded that additional water supplies (a hydrant) for fire fighting is likely to be required for this development in view of the distance to the nearest statutory one.

ESSEX POLICE – Essex Police are keen to promote a safe built environment that encourages health and wellbeing in communities and places that are safe and accessible. We would have liked to have seen mention within this application to an intention to consult with the local Police Designing Out Crime Officer. Such a consultation would have provided multiple benefits towards this project. By utilising the specialist skills and local knowledge of the Designing Out Crime Officer they could have readily identified issues worthy of further consideration, one of note, are issues related to the Flitch Way boundary. In similar vein any dialogue could provide additional openings to aid achieving a Secured by Design (SBD) Schools Award. An SBD Schools Award demonstrates that current and security industry standards have been incorporated into the build and that any site-specific requirements for this locality have been integrated. Essex Police remain keen to assist with the ongoing consultation for this development through to its completion in order to provide a safe and secure environment.

LEAD LOCAL FLOOD AUTHORITY – No objection subject to conditions requiring submission of a detailed surface water drainage scheme for the site; a maintenance plan for the aforementioned scheme; and a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction

THE COUNCIL'S URBAN DESIGN, LANDSCAPE, ECOLOGY, TREE, HISTORIC BUILDINGS AND ARCHAEOLOGY CONSULTANTS –

Urban Design: There is a general satisfaction that the principle of this application



is positive. However, there are some elements that it is considered could be improved.

Firstly, whilst it is appreciated that this scheme has incorporated provisions for alternative travel, such as separate pedestrian access points and cycle shelters on site, it is still considered that the masterplan could achieve more in promoting a user-friendly environment in terms of active travel and use. The current masterplan portrays a vehicle-dominated scene on entrance to the site along the northern boundary, due to the formation of the multiple parking areas and vehicle drop off zones to the north of the school façade.

Additionally, the proposed location of the bus drop off area is questioned as this zone is located at the furthest point from the built form. It is considered a viable option would be to swap the car park and bus drop off areas around, so that car parking is concentrated to the north of the site further away from the school building, whilst the coach area could be brought towards the school frontage and incorporated into the public realm – e.g. a shared space/plaza at the school's entrance.

The inclusion of the sports village is seen as a positive for this development and will be a key feature for this application moving forward. Some clarification as to how this sports facility will be managed in the long-term in relation to the school and the local town settlements will be required to inform the required security and accessibility measures for the sports village.

As the site is situated slightly out of town there is increased flexibility to explore alternative materials and new design forms, provided its suitability for a school development. It will therefore be important to consider how the proposed building materials and connections will reflect the local context, and opportunities for incorporating public routes and architectural forms within the school site should be considered. The proposed scales of the built form are supported, and the proposed materials palette is welcomed for this application and helps soften the impact of school building on the natural surroundings around site. It is understood that the large school block has been rearranged in terms of its heights, parapet features, setbacks and entrances in order to distinguish between each key stage of education (primary, secondary, sixth form) and the design development process behind the shape of the built form illustrated within the DAS were welcomed additions for this application.

Further detailed sections and visuals of the proposed boundary treatment between the individual school sites would be recommended in order for us to provide comment on its suitability – it is recommended for a 'softer' approach to be applied where possible to enhance the village feel of the development, as well as being more appropriate to the existing open green nature of the site.

Lastly, as the success of this scheme lies greatly within the quality of the built form, we would suggest that all building materials are conditioned, with material specifications and samples provided to the LPA for approval before construction takes place on site.

Landscape: Generally satisfied with the findings of the landscape and visual

impact chapter of the Environment Statement. Moving forward, we recommend a detailed landscape planting plan, landscape maintenance plan and specification (which clearly sets out the existing and proposed planting) be secured by condition should planning permission be granted. We recommend a landscape maintenance plan for the minimum of 5 years to support plant establishment.

Ecology: The mitigation measures identified in Chapter 6 of the Environmental Statement should be secured and implemented in full. This is necessary to conserve and enhance protected and Priority Species and habitats, as well as the Flitch Way Local Wildlife Site and Local Nature Reserve. The mitigation measures should be included in a Construction Environmental Management Plan for Biodiversity (CEMP: Biodiversity) and secured as a condition of any consent.

We are pleased that a crossing through the Flitch Way will now not be required for this development, which is an improvement from pre-application submission, and we welcome the creation of a buffer to the Flitch Way. We also welcome the improvements to the western boundary by gapping up the hedgerow and creating a lowland meadow buffer.

We also support the retention of the Flitch Way and Buttleys Lane as dark corridors for wildlife. It has been demonstrated that Barbastelle bats (which are a rare bat species) and other bat species use the western boundary. We consider this boundary to be as ecologically important as the southern boundary, as the western boundary provides a valuable green link between High Wood Site of Special Scientific Interest to the north-west with the Flitch Way to the south, and to other woodlands in the area. This will support the movement of bats and other species, including Barbastelle bats, which are known from other surveys to be present in the vicinity of the above SSSI.

We also support the proposed reasonable biodiversity enhancements, which have been recommended to secure measurable net gains for biodiversity, as outlined under Paragraph 170d of the National Planning Policy Framework 2019. The reasonable biodiversity enhancement measures should be outlined within a Biodiversity Enhancement Strategy and should be secured as a condition of any consent.

Trees: The Arboricultural Impact Assessment (AIA) provided states that no trees are to be removed due to their condition, but that three individual trees and two sections of hedge within G1 and G8 will be removed to facilitate the development. No trees appear to have been identified as veterans, despite various veteran features in mature trees being noted within the Environmental Statement and evident in some of the photographs as supplied in the AIA..

Historic Buildings: Object. It is considered that the proposed development would cause 'less than substantial' harm to the significance of the Grade II Listed Highwood Farmhouse, Barn at Highwood Farm and Round House and the non-designated heritage asset Flitch Way. Therefore paragraphs 196 and 197 of the NPPF are relevant. In accordance with paragraph 196 of the National Planning Policy Framework, this harm should be weighed in the balance against the viability of the scheme and the potential public benefits. When considering the impact of a proposed development on the significance of a designated heritage asset, great

weight should be given to the asset's conservation and to any harm identified as part of the planning process.

Archaeology: The Historic Environment Record shows that the proposed development lies within an area of known sensitive archaeological deposits. It is located just south of the Roman road: Stane Street, now Dunmow Road. Excavations immediately north of the Roman road have identified Iron Age and probable late Saxon or early medieval occupation on the northern side of the Dunmow Road. Further Iron Age occupation located to the northwest and medieval deposits to the northeast of the proposed site (EHER19572, 48515) have been identified. There is the potential that these deposits may extend into the proposed development area. The applicants have undertaken a desk based assessment and submitted separately a draft geophysics plan to this office following paragraph 189 of the NPPF. These do not identify any nationally significant archaeological sites. However, the desk based assessment does identify the potential for other archaeological sites to be present which will require a programme of post consent investigation.

PIPELINE / COMMUNICATION / UTILITY COMPANIES – Either no comments received; no objection; no objection subject to standard advice; or no comments to make.

GREAT DUNMOW TOWN COUNCIL –

Letter 01/09/2020:

The Town Council supports the development in principle and the allocated site is covered in Neighbourhood Plan Policy DS3. There is no objection to the scale and design of the education buildings.

The development includes various sporting facilities and a sports village, which will be open to the public. However additional information is requested on scope of access and costs.

Additional information is requested on how the secondary school, and in-particular the 6<sup>th</sup> Form will respond to growth in demand for places in the future.

There is concern that parent parking and drop-off arrangements will be inadequate, as the route will not be walkable from locations around the town to the new school site, which is remotely located on the westerly edge of the town. New footpaths leading to the new schools are also included in proposals for Land South of Stortford Road and Land West of Woodside Way but there are no corresponding access points on the school perimeter.

The Town Council has serious concerns that the proposed single road access point, particularly with a left in/left out requirement, will be inadequate for school use and cause traffic congestion for road users. Please investigate with Essex County Council Highways and Bellway Homes, the developer for Land West of Woodside Way, the potential to create a second access from a new spur onto the proposed new roundabout which will be part of the West of Woodside Way development.

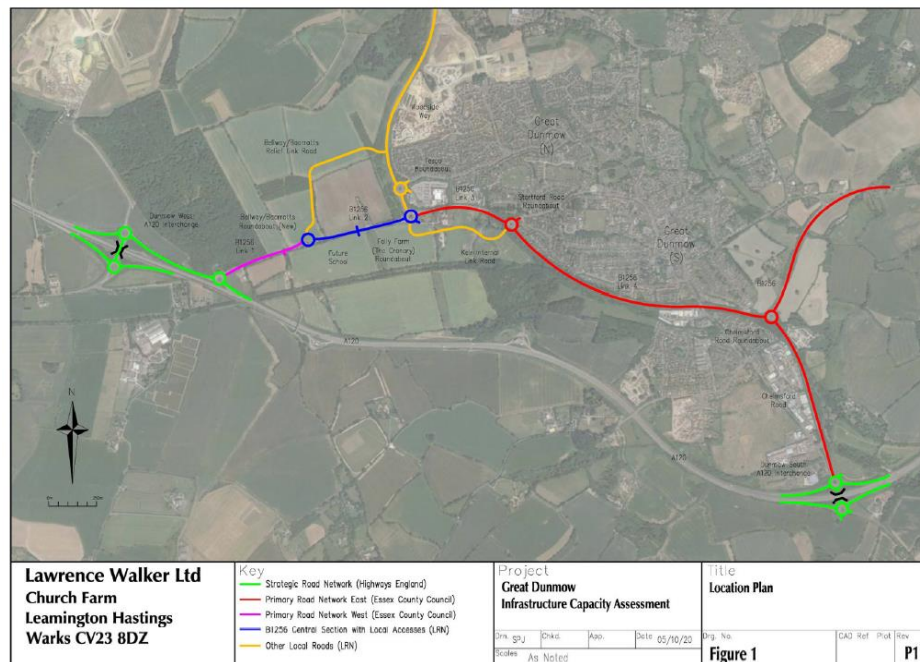
Email dated 08/01/2021 titled 'Town Council objection CC/UTT/90/20':

The Town Council has outstanding serious concerns over safety and traffic congestion caused by the proposed access to the school and the cumulative impact of the school and housing developments along this stretch of the Stortford Road.

The Town Council independently commissioned an Infrastructure Capacity Appraisal and this was also submitted in support of the objection. The conclusion of this is that roads and junction to the north and east of The Folly Farm Roundabout at The Granary are likely to remain adequate and fit for purpose to at least the end of the former UDC Draft Local Plan Period of 2033. Strategic infrastructure is also likely to be similarly disposed. These groups are shown in Red, Orange and Green on the schematic Location Plan below.

Primary infrastructure encompassing the B1256 over its central section shown in Blue and to the west as far as the A120 West Interchange shown in Magenta will be over-capacity and by some margin:

- i. The Magenta western section of the B1256 will be operating at around 130% of capacity and will need to be widened, or preferable dualled;
- ii. The Blue central section will be under severe stress and could be faced with levels of operation in excess of 170% by 2033. A micro-simulation is urgently needed to properly assess this section; coupled with possible moves to eliminate the proposed Helena Romanes School left-in-left-out access if at all feasible;
- iii. At The Granary Roundabout by Folly Farm, the proposed improvements will be inadequate if the above left-in-left-out access is implemented, leaving the Kier housing site with no usable access onto the B1256 from this point in the AM Peak Hour, and;
- iv. The Woodside Way Site Access Roundabout could easily be over-capacity from the day it is built, and particular so if forced to operate with the School left-in-left-out access already in place. Options should be considered that would allow the School to be provided with an alternative and less disruptive form of access.



Letter dated 18/02/2021:

We ask that an alternative access be considered from a new spur on the proposed new roundabout which will be part of the West of Woodside Way development.

There are additional concerns regarding safe walking routes across the Stortford Road and Essex Highways has worked to mitigate this problem with up to six pedestrian crossings. The information supplied by the applicant does not give the full evidence requested which would simulate how all the crossings, signals and junctions would work together. In addition:

- The latest assessment shows the Bellway Roundabout to be over-capacity and attempts have been made to resolve this by altering the proposed white-lining from the east. This results in the need for two exit lanes westbound however, which is a manifestly unsafe proposal in my view. Side-swipe between HGV's and cars will be a permanent feature of such a layout, whilst two HGV's trying to leave the junction abreast to the west would be clearly unsafe. Compliance on paper is one thing, but the reality here is that the through-route as approved is already very tight, so allowing two vehicles to travel along it at the same time can only compound the situation. The Bellway scheme is safe, even if it has insufficient capacity to accommodate the school. The school proposals make it unsafe.
- Numerically, whilst long queues are predicted at the various junctions, these have been brushed under the carpet. It is worth noting that the queue of 24.7 PCU's as predicted at the Bellway Roundabout would be 142m long on the ground, even ignoring the fact that this still does not represent the actual situation that will prevail in my view. The consequence of such a queue is that blocking-back of the crossing and school access will become commonplace, leading to severe safety issues. This again suggests non-compliance with NPPF Para 109.

The applicants declined to attend a meeting we held with Bellway Homes on 3rd February, where Bellway Homes put forward an alternative which could be

delivered within their build programme. Bellway would construct a left in/left out access to their own development that could be expanded when required by the school's developers to construct a 4-arm roundabout. Bellway would retain unspent funds as a contribution to the new roundabout. We understand that Essex Highways have had follow-up discussions on the matter.

The Town Council's Neighbourhood Plan 14ha allocation was informed by UDC's high level assessments for suitability of this site, which did not include a masterplan to show the cumulative impact of development along the Stortford Road, nor did they find the southern parcels of land, not included in these proposals, to be unsuitable for development. Primary school allocations in our Neighbourhood Plan are on sites with planning permission at Land West of Woodside Way and Land at Smiths Farm.

Despite the many merits of the new school and sporting facilities proposed, Great Dunmow Town Council considers that access arrangements are unacceptable and therefore strongly objects to the application.

THAXTED PARISH COUNCIL (neighbouring Parish not formally consulted by LPA) – Support the application.

BROXTED PARISH COUNCIL (neighbouring Parish not formally consulted by LPA) – Support the building of a new larger school (to replace the existing Helena Romanes School) but concerns exist that the school will not have enough capacity. The school needs to be large enough to cater for the proposed number of new families expected to live in Dunmow and the surrounding area. The number of new houses already planned and approved would indicate that a far larger school or a number of schools will be required. A school was included in the 'Garden Community' outlined in the now rejected Uttlesford Local Plan, but until the new plan is developed, it is yet to be defined what it will provide re schools.

LOCAL MEMBER – UTTLESFORD – DUNMOW – Requests the application be determined by Development & Regulation committee.

## **6. REPRESENTATIONS**

Eight properties were directly notified of the application. The application was also advertised by way of press advert and site notice. Five letters of representation have been received. These relate to planning issues summarised as follows:

### Observation

There are several planning applications currently pending determination referred to as land west of..., south of.... and it is not realistic for any anyone to be fully briefed on all matters that might affect them.

### Comment

Noted. The site was described as best as possible, although it is accepted that when a number of applications are submitted in an area some confusion can result. The full planning application submission was however viewable on the Council's website including the submitted site plan which clearly shows the area to which the application relates.

Many residents voted to adopt the Great Dunmow Neighbourhood Plan and concerns exist that this application has therefore been advertised as potentially not according with the provisions of this. The variance is however not confirmed on the site notice/press advert but should be for transparency. I'm of the view the offending statement should be withdrawn in its present form.	The application was advertised as such as the proposal includes a primary school which does not form part of the allocation within the Neighbourhood Plan. The site notice/press advert is worded generically on the basis that something more prescriptive could give rise to challenge should for example this only highlight one reason an application may represent a departure when they may several which were not necessarily picked up at validation.
A school will greatly impact on the area and the character of the area as existing (farmland).	See appraisal.
Impact on outlook, appearance and use of Buttleys Lane.	See appraisal.
Impact on the setting of the Grade II Listed Round House.	See appraisal.
Concerns about impact of floodlighting.	See appraisal.
The drop off/pick up does not seem sufficient for the volume of parents currently transporting children to and from Helena Romanes as existing. This will result in cars waiting on Stortford Road causing obstruction and delays.	See appraisal.
Impact on Stortford Road (B1256) as a free flowing through route.	See appraisal.
Suggestion made to toucan crossings but no plan seem to show where these crossings are actually proposed.	See appraisal.
Secondary school capacity appears an exact replacement for Helena Romanes. With the level of development proposed in this area is the size of the school sufficient? What are the Council's plans when demand increases in the future?	See appraisal in terms of need/justification put forward to support this application. The application is being considered on its individual merits. Questions about future plans would need to be directed to ECC Education.
This should have seen as an opportunity to realise a new school site and remove existing capacity issues at other schools, currently dealt with by temporary classbases.	Noted.

Although there are to be sports facilities included on this site there is also mention in the playing fields assessment that much use will still be made of the leisure centre on the existing school site for school activity provision. Although that is the current situation it is not overly impactful as the leisure centre and school are adjoined. This new school will be some way from the leisure centre and the transporting of children to and from to make use of the facilities will be disruptive, time consuming and costly. This also does not benefit the wider community who will still, at times, have to compete with school children using the facilities.

As existing it is understood that pupils at HRS utilise some of the facilities at the adjacent Great Dunmow Leisure Centre.

The leisure centre remains as part of the proposals to redevelop HRS and will not be lost/closed.

It is understood that there would be no intention to bus or transport pupils to the leisure centre, should planning permission be granted and the school move location. The proposed replacement school having sufficient sporting provision/facilities to meet the school's needs. See appraisal for further information.

Noise nuisance.

See appraisal.

Concerns about security and limitations to improve boundary treatments at nearby properties given their Listed status.

Any application for development at an adjacent property would be considered on its individual merits in accordance with the development plan and relevant guidance.

Fencing proposed is inappropriate to rural setting and nearby Listed Buildings.

See appraisal.

Condition of Buttleys Lane and that the condition of this is likely to worsen if used more frequently.

Buttleys Lane is a Public Highway, maintained by the Highway Authority. If there are therefore issues with the condition of the highway this should be raised with the Highway Authority for investigation.

Closing Helena Romanes and building a replacement isn't the answer. Modernise Helena Romanes and make house builders pay for a smaller school in the area where they are building houses. We are losing all our green space and Great Dunmow is becoming a concrete jungle.

Noted.

Concerns about air quality (for students) with site located between Stortford Road and the A120.

See appraisal.



## 7. APPRAISAL

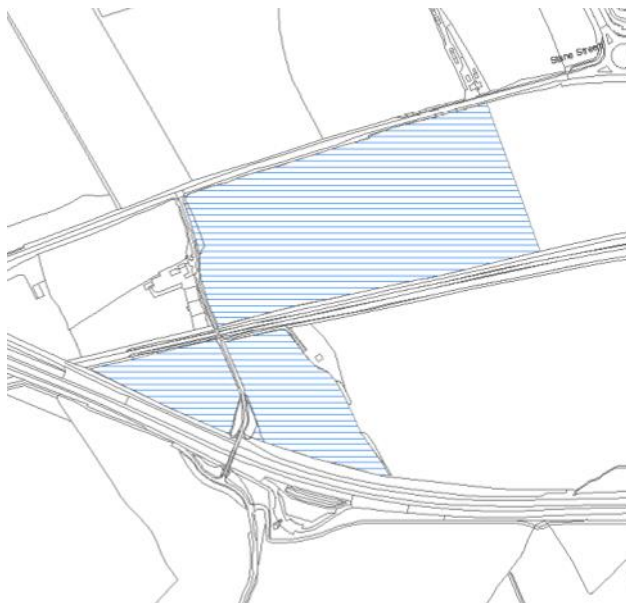
The key issues for consideration are:

- A. Principle of Development and Need
- B. Site Layout and Design (including Playing Field Assessment)
- C. Landscape, Trees and Ecology
- D. Heritage
- E. Amenity (Noise, Air Quality and Lighting)
- F. Highways
- G. Other Issues
  - Community Use
  - Sustainability
  - Flood Risk and Drainage
  - Land Contamination
  - Mineral Safeguarding

### A PRINCIPLE OF DEVELOPMENT AND NEED

Whilst this is not an allocated site within the Uttlesford Local Plan (2005), the Great Dunmow Neighbourhood Plan currently takes precedent as this was adopted later and in accordance with the NPPF. The site forms part of allocation DS3 within the Neighbourhood Plan and is identified for development of a new secondary school alongside 400 housing units. The area within the plan 'protected' for the development of a secondary school is shown below.

Fig. 19 from the Great Dunmow Neighbourhood Plan



The red line area for this application comprises land solely within the Neighbourhood Plan designation. It will however be noted that the two parcels of land included in the designation to the south of the Flitch Way do not form part of this application. It is understood consideration was given to these parcels. However, in view of the separation distance and physical barriers between these and the main part of the designation concerns about the usability in terms of getting pupils to these areas meant these were not included as part of this application. An

assessment of proposed playing field/sport provision can nevertheless be found in the next section of this report.

In addition to the above, it will be noted that the allocation in the Neighbourhood Plan makes no reference to a primary school on site. Whilst this is a departure/deviation from the allocation, in land use terms no principle objections are considered to exist subject to this additional element (and the development overall) complying with other stipulations/criteria of the development plan.

With regard to the proposed school effectively being a replacement for the existing Helena Romanes school it is also noted that the Neighbourhood Plan allocates the existing Helena Romanes school site for re-development in an acknowledgement that the school is looking to relocate (policy DS2).

With regard to need, as a replacement provision for the existing Helena Romanes the need is considered relatively self explanatory. That said, noting that some concerns or questions have been raised as to whether the size of the school is sufficient a more detailed discussion about predicted need can be found below. Together with the suggested justification for the primary school element.

The '10 Year Plan – Meeting the demand for school places in Esses 2021-2030' produced by Essex County Council's School Organisation Service confirms that the current capacity of Helena Romanes is 1563 pupils, with 270 pupils admitted per year (PAN).

No expansion projects are identified in the pipeline, as part of the 10 year plan and as such by virtue of the fact that this proposal, as a replacement for Helena Romanes, seeks to support a 270 PAN it is considered that this should be sufficient. The 10 year does factor in housing trajectories supplied by District Council's and whilst it is acknowledged that demand for school places will likely increase as development takes place in Great Dunmow at the current time no requirement for expansion of the existing capacity at HRS has been identified.

In terms of primary school provision the position is a lot bleaker with trends showing a sustained and long term need for primary school places within the Great Dunmow area. The below table assumes no change to the current number of Reception Year places being supplied, which is 140 across Dunmow St Mary's Primary, Great Dunmow Primary and Great Easton CE Primary, and is just adjusted for the impact of new housing:

	ACADEMIC YEAR									
	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31
Reception Place Forecast	11	-12	-19	-28	-35	-44	-57	-66	-75	-84

As shown above, forecasts indicate an additional form entry to be required by September 2022, with the mid to long term demand rising to a 3FE.

Noting the Great Dunmow catchment considered as part of the 10 year plan includes Great Easton Primary, in support of this application and to further highlight the need, the School Organisation Service has sought to confirm that demand is most pressing within Great Dunmow itself. Accordingly, the figures if viewed in isolation for Great Dunmow are probably worse reading than when considered as part of the wider catchment. In respect of this live data indicates additional reception places are likely to be required in Great Dunmow from September 2021 and accordingly temporary options are currently being explored: namely a temporary provision at the existing HRS. However, this cannot be viewed as a long term solution as the existing HRS site cannot accommodate high numbers of primary children in addition to the secondary pupils on site

The School Organisation Service in summary has said that without a primary school here, and the expansion of HRS as an all through school, there is currently no way to provide local school places for children in Great Dunmow. The high level of housing permitted in Great Dunmow is causing huge pressure on the schooling system, and unfortunately school sites secured by S106 have either stalled or are too far in the future to cater to this need now. Not delivering the HRS learning village will lead to years of uncertainty and the need to provide school places for Dunmow primary age pupils at schools in other villages with associated home to school transport at considerable cost as well as increasing the carbon footprint of the local area.

The NPPF, at paragraph 7, states that the purpose of the planning system is to contribute to the achievement of sustainable development. Specifically, in relation to educational facilities (paragraph 94), it is noted that the Government considers it important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

The need case, particularly in terms of primary school provision, in this case is acute and considered to hold significant weight in the determination of this application. That said, this need must be considered in respect of other policies and the impacts resulting from the development before a conclusion can be drawn as to if the proposal as a whole represents sustainable development or not.

## **B SITE LAYOUT AND DESIGN**

Policies HE12 and HE3 of the Great Dunmow Neighbourhood Plan relate to new sites or extensions to secondary and primary schools respectively. These policies both seek to outline a number of criteria which should be met for development proposals coming forward. In respect of design both policies state that any new site should be designed in sympathy with the rural and market town nature of Great Dunmow.

Policy GEN2 of the Uttlesford Local Plan inter-alia suggests in terms of design that development will not be permitted unless its design is compatible with the scale, form, layout, appearance and material of surrounding building. In addition to this, important environmental features should be safeguarded, and layouts should have regard to relevant supplementary planning guidance.

Initially with regard to the proposed layout of the site, the rationale for effectively splitting the site in half and containing the built form on the eastern side of the site is supported. This seeks to create a clear gap between the main school building and car park area and Buttleys Lane and the nearby listed buildings, which is embedded as a principle in the aforementioned policies. The proposed southern stand-off is also supported noting the ecological corridor within the Flitch Way.

In terms of the building and car park, the proposed orientation of these follows Stortford Road and the existing street pattern. Although some of the screening hedgerow/vegetation along Stortford Road is proposed to be retained as part of this application, a significant part of this is proposed to be removed to facilitate the main vehicular access and required visibility splays. By virtue of this and that the main school building is set behind the car park/drop-off, visually the site from the street may however appear vehicular dominant. That said, given the proposed use of the site it is acknowledged that parking provision and drop-off facilities are essential and from a safety and practical perspective often incorporated close to main access points. Replacement landscaping is proposed further south into the site to offset the visual appearance of the site from the road and this is discussed in more detail later in this point.

A significant positive of the proposed layout is however that the sports hall has been proposed as a separate building, which will effectively allow easier community use of this, separate to the main school building. The sports hall is located centrally within the site, positioned further towards Stortford Road than the main school building.

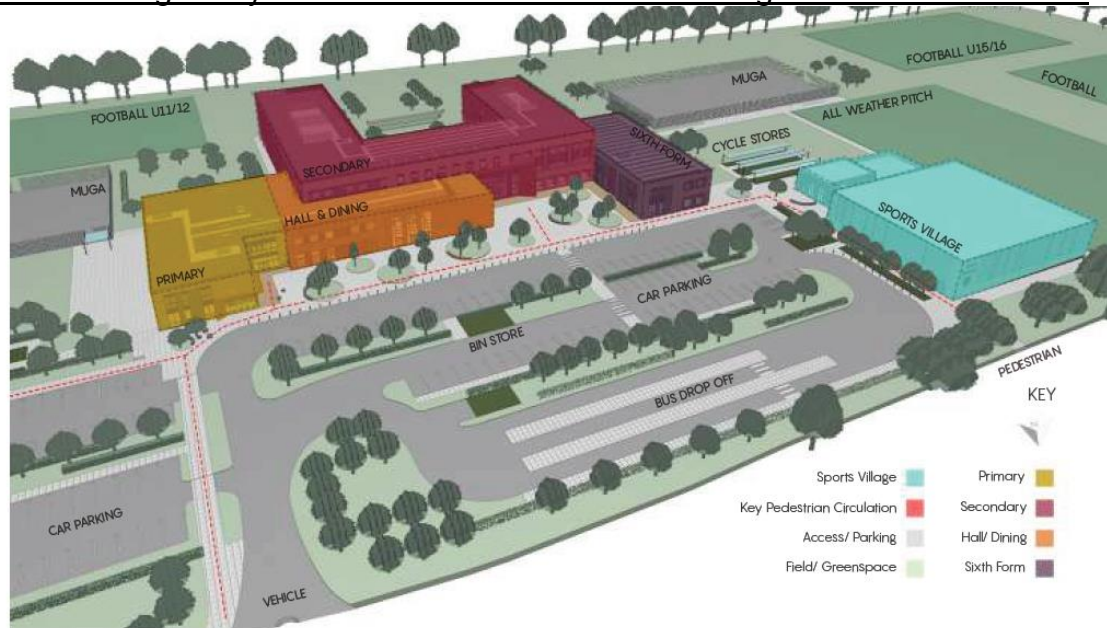
#### Visualisation included within the submitted Design & Access Statement





In terms of scale the main school building, this is proposed to be part two, part three storey. The rationale for the massing and form of the building has been suggested to create a compact and efficient building form which allows the various components of the school to operate in isolation but all collectively in a legible and logical manner. The core and wing two storey aspects have been designed to break down the overall mass of the building and articulate interest through varying roof projections with the aim of creating the perception of a cluster of buildings or campus. This is portrayed in the below massing study drawing which also seeks to show how the building would effectively be split in terms of use.

#### Site Massing Study included within the submitted Design & Access Statement



With regard to building entrances, the architect for the proposals has sought to suggest that significant consideration was given to this; and how each of the entrances to the primary, secondary and sixth form could relate to their audience but also share similar characteristics. In terms of this, the primary school entrance is proposed as an intimate single-storey entrance canopy, whereas the main entrance of the secondary school features expansive glazing and a large double height canopy. And, similarly the sixth form entrance is marked by a distinctive recessed double height entrance. However, by utilising the same materials and colours to accent entrance points a rhythm is created to the building.

In respect of materials, a palette of buff brick cladding, chocolate fibre cement board cladding and powder coated aluminium (charcoal and metallic finish) is proposed across the main school building and sports hall. Together with windows and doors in powder coated aluminium, as shown on the front elevation for the school building.

#### Extract from submitted drawing 'Proposed GA Elevations'



Overall, this is considered to likely be a landmark building in the local setting, given its scale, location and community use. That said, it is considered that the design rationale has sought to minimise the perceived bulk of the building with the projecting wings at two storey and entrance façade. The proposed materials are also considered of acceptable quality and the design approach conducive to a building which will have a positive impact on the emerging sub-urban character of this area.

### Proposed Playing Field Assessment

As a replacement for the existing HRS, an assessment of playing field and sports provision at HRS has been submitted to demonstrate that appropriate re-provision is being created as part of this application; and also sufficient playing field is being proposed for the primary school element. In respect of this, the below table seeks to identify the sporting provision proposed as part of this application:

### Extract from Section 1.4 of the submitted Playing Pitch Assessment

2FE Primary School	9FE Secondary School and Sixth Form
	Sports Hall 8-Court 1,382 sqm
	Activity Studio 150 sqm
	1 x All-Weather Pitch 7,420 sqm includes 1 x over 18 and adult Football Pitch with an overmarking 2 x 9-a-side Football Pitch
1 x U11/U12 Football Pitch	1 x 9-a-side Football Pitch
2 x Netball / Tennis Courts	4 x Netball / Tennis Courts 1 x Basketball Courts
60m 6 Lane Running Track	100m 8 Lane Running Track 400m 5 Lane Athletic Track
1 x Rounders Pitch	7 x Rounders Pitches
	Long Jump
	1 x Grid Area (40m by 40m) 1,600 sqm
	Discus and Shot Put Throwing Circles
	Full sized Rugby Union Pitch

Sport England has raised no objection in principle to the development subject to conditions. Although there would be a net loss of around 1ha of natural turf playing provision in comparison to that at HRS as existing, Sport England consider that the sport related benefits to the school and the community associated with the proposed Artificial Games Pitch, MUGAs, cricket practice nets and indoor sports facilities, together with community use being secured to all of the facilities, would be significant enough to outweigh this net loss.

## C LANDSCAPE, TREES AND ECOLOGY

### Landscape

The site at a national level forms part of the National Character Area Profile 86: South Suffolk and North Essex Claylands. This character area is described as 'an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau'. At a more regional level, Essex County Council's Landscape Character Assessment (2003) identified the site/area as 'Central Essex Farmlands'. Key characteristics are suggested as irregular field patterns of mainly medium size arable fields, marked by sinuous hedgerows and ditches; small woods and copses that provide structure and edges in the landscape; scattered settlement patterns, with frequent small hamlets, typically with greens and ponds; a concentration of isolated moated farmsteads; network of narrow, winding lanes; and mostly tranquil character away from major roads and Stansted Airport. At a local level, Uttlesford District Council's Landscape Character Assessment (2006) identified the site/area as 'Broxted Farmland Plateau'. The character area is described as 'gently undulating farmland' ... 'large open landscape with tree cover appearing as blocks on the horizon or as scattered trees along field boundaries, with intermittent hedgerows; higher ground where plateau broadens and flattens is expansive and full of big sky views; dispersed settlements and few villages of any size; some sunken lanes; moats, halls and historic farmsteads scattered over the area'.

In context of the above and a suggested zone of visual influence the submitted Landscape and Visual Impact Assessment seeks to assess the effects of the proposed development from both a landscape character and visual perspective. In respect of this, the development is broken into two phases: construction and completed development. For construction, landscape effects are suggested to be minor adverse with visual effects likely to be significant albeit temporary. Once constructed, the impact of the development on the landscape character overall is suggested as minor to moderate adverse. This is due to the introduction of built development to the site and the loss of some of the existing tree/hedgerow boundary screening along Stortford Road. That said, the overall sensitivity to change is considered low in view of development occurring adjacent and as such the adverse impact is not considered significant in this instance.

In terms of visual effects, the most direct change will be for the properties to the west where there are as existing gaps in the vegetation screening affording views of the site. For these properties the impact of the development is suggested as substantial, although this would be downgraded to slightly adverse if effective mitigation/additional landscape planting was incorporated along this boundary. In addition to this a visual relationship is considered to exist to Nos 1 and 2 Canada Cottages and Folly Farm (or in-particular the western elevation of The Granary). However as these are properties are located quite a distance from the site and the school building would not be dominant in views the magnitude of visual impact is suggested as only slight adverse.

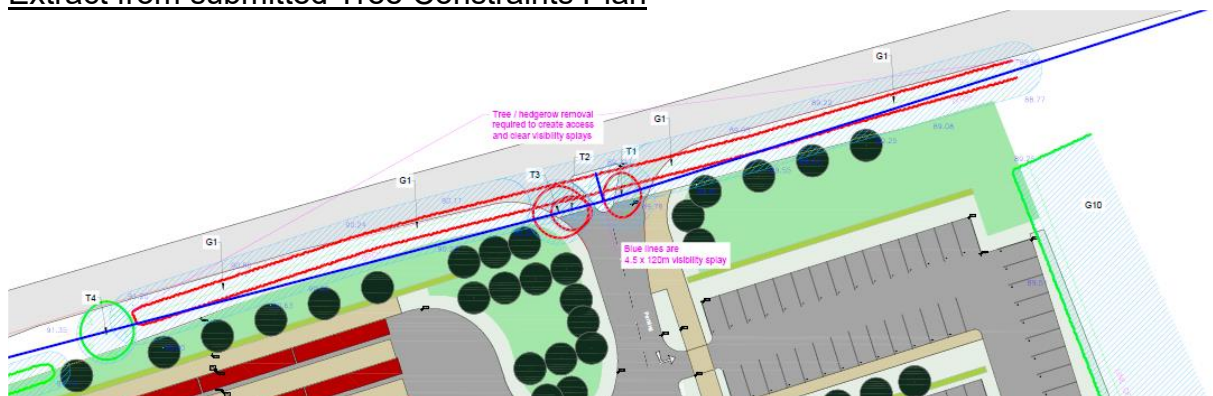
In terms of users of the PRoW network, the development is likely to be visible from a number of places. Whilst user sensitivity is considered high, in all cases for intermittent views the impact is only considered slight adverse. A similar suggestion is made for vehicles or users on Stortford Road.

The Council's landscape consultant is content with the content of the LVIA submitted and is generally satisfied/in agreement with the conclusions formed. Whilst it is accepted that this development will change the existing character of this particular field, it is noted that this area is changing and the character assessments long pre-date current aspirations. Subject to a landscape plan and maintenance plan being secured by condition which follows the recommendations within the LVIA, particularly in terms of the western boundary and the need for a robust but sensitive landscape proposal, no objections are raised to the development coming forward in context of the relevant policy position in the Uttlesford Local Plan and Great Dunmow Neighbourhood Plan with regard to landscape impact.

### Trees

Policy ENV3 of the Uttlesford Local Plan states that visually important groups of trees and fine individual species will not be permitted to be removed as part of development proposals unless the need for the development clearly outweighs the amenity value. An Arboricultural Impact Assessment has been submitted with this application. In respect of this a survey was carried out of the development area to assess the quality/value of the trees on site. Following on from this, the AIA confirms that to facilitate the development as submitted three Category B trees, one group of Category B trees and a 6m stretch of another group of Category trees would need to be removed. The group of trees/vegetation proposed to be removed is quite extensive, measuring some 200m in length (annotated as G1 and bubbled in red on the below plan).

### Extract from submitted Tree Constraints Plan



That said, given that as existing the tree/hedgerow line is relatively constant along Stortford Road, it is acknowledged that to access this parcel of land some removal would likely be required. The proposals as such do not require any removal of Category A trees and no objection in principle has been raised by the Council's tree or ecology consultants subject to suitable mitigation being secured by condition.



## Ecology

Turning to ecology, the site it is understood has been in arable production for at least 20 years (oil-seed rape and more recently wheat). Narrow margins along the northern and western edges of the arable field support common plant species indicative of a nutrient enriched environment. The 5-metre-wide southern boundary set-aside margin is rabbit-grazed, but some sections are becoming encroached by dense bramble and there is occasional dogrose dock, teasel and creeping thistle.

The site is demarked to the north, south and partially to the west by species-poor intact hedgerows with standard trees. Several areas of dead/dying specimens occur as well as sections of dense scrub, particularly along the north-eastern section. The northern hedgerow is approximately 585 metres long, extending beyond the site towards the Stortford Road roundabout. It consists of established field maple, blackthorn, hawthorn and hazel with mature standard oak and field maple trees. There is an associated dry ditch that is wet over the winter months. This hedgerow also contains some aged oak trees with features that are potentially suitable for roosting bats.

The southern hedgerow runs along the top of the Flitch Way embankment. The hedgerow consists of standard oak trees with an established hawthorn understorey. The western boundary hedgerow is split in half by a farm access. It consists of a mature twinstemmed ash, a further smaller ash tree, a row of mature oak trees and a sporadic elm with blackthorn and bramble scrub acting as the understorey. There is a mature oak tree at the southern end of this hedgerow. All hedgerows on site are suggested by the applicant as species-poor, containing a maximum of four woody species.

With regard to impacts or effects, there is the direct habitat loss and severance resulting from the proposed removal of trees/hedgerows to facilitate access to the site. However, in view of the suggested quality of the features being removed and their habitat potential this impact is not considered to anything but local/minor adverse. Subject to the development being undertaken in accordance with mitigation and enhancement measures proposed, confirmed through a site-specific biodiversity enhancement strategy the Council's ecological consultant has raised no objection to the development coming forward. Accordingly, the development is considered to comply with policies GEN7 and ENV8 of the Uttlesford Local Plan and policy NE2 of the Great Dunmow Neighbourhood Plan.

## High Wood SSSI

Policy ENV7 of the Uttlesford Local Plan states that development proposals that adversely affect areas of nationally important nature conservation concern, such as Sites of Special Scientific Interest, will not be permitted unless the need for the development outweighs the particular importance of the nature conservation value of site or reserve. Policy NE1 of the Neighbourhood Plan furthermore seeks to ensure identified ancient woodlands, SSSIs and site of high biodiversity value are protected. When this application was initially screened for EIA, concern was raised about potential impacts to the SSSI from this development in terms of pollution or NO<sub>2</sub> and PM<sub>10</sub> emissions from additional vehicle movements and congestion. Air quality is discussed later in this report, in general, but principally in respect of High

Wood SSSI the Air Quality Assessment submitted has predicted that the annual mean NO<sub>2</sub> concentration increase to the SSSI area as a direct result of this development would be 0.4 µg/m<sup>3</sup> – which is representative of a 0.021% increase or change relative to Air Quality Objectives. A similar assessment was undertaken for Particulate Matter (PM<sub>10</sub>) with a 0.8 µg/m<sup>3</sup> increase across the SSSI area predicted as a direct result of this development – which is representative of a 0.044% increase or change relative to Air Quality Objectives. High Wood SSSI (or the potential impacts to this designation) is not therefore considered a barrier to this development coming forward.

## D HERITAGE

A Heritage Statement has been submitted with this application. This seeks to suggest that the field to which the school is proposed has no discernible built or landscape features, with the exception of the boundaries which appear to have remained since the 19<sup>th</sup> Century. Sited directly to west of Buttleys Lane, approximately equidistant between Stortford Road and Flitch Way is Highwood Farmhouse and the Barn at Highwood Farm which are both designated Grade II listed buildings. To the south of Buttleys Lane, on the southern side of Flitch Way is Round House. Round House is also a Grade II listed building. It is considered that the development site contributes to the setting of these designated heritage assets due to their close proximity to the boundary of the site.

To the west of the site, on the northern side of Stortford Road (approximately 350m from the western boundary) is The Gatehouse to Easton Lodge which is Grade II listed. To the east of the site, on the southern side of Stortford Road, approximately 450m from the eastern boundary is Folly Farmhouse which is Grade II listed, and the site includes a farmyard which contains four Grade II listed agricultural buildings. Both the Gatehouse and the Folly Farm complex are considered, within the submitted Heritage Statement, to be positioned sufficiently distant from the site to prevent the proposed development from affecting their setting.

Policy ENV9 of the Uttlesford Local Plan relates to historic landscapes, policy ENV2 relates to development affecting listed building and policy ENV4 covers archaeology. In terms of impact the Heritage Statement submitted in support of this application suggest that the setting of the three listed buildings adjacent to the proposal has been a key consideration in the siting and layout of the built form of the school to the east. Furthermore it is advanced that whilst the loss of the isolated nature of the setting of the designated heritage assets through the introduction of non-agrarian uses alters the wider setting, this change in character is not overtly detrimental to the significance of the designated heritage assets themselves. Highwood Farmhouse and Barn will still be legible as a farmstead due to their architectural forms and the spatial relationship between the buildings and the site. In terms of Round House it is considered that the scheme will have a neutral impact on the setting and significance of this. Currently the House benefits from an isolated setting, and this would be maintained despite the introduction of the school as Flitch Way acts a barrier between the House and the site. There are no views in or out of the school site towards the Round House, due to the thick mature planting on this aspect.

The NPPF at paragraph 196 details that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Expanding on this, paragraph 197 details, in respect of non-designated assets (i.e the Flitch Way), applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

As will be noted that the Council's heritage consultant has objected to this planning application. This is on the basis that this considered that the development would cause less than substantial harm to the significance of the Grade II Listed Highwood Farmhouse, Barn at Highwood Farm and Round House and the non-designated heritage asset Flitch Way. As per paragraph 196 the Council's consultant suggests that harm identified should therefore clearly be outweighed by public benefits of the proposal. If there are not such benefits or these do not outweigh the identified harm then planning permission should be refused.

As outlined previously in this report, this site has been allocated for development within the Neighbourhood Plan and accordingly, noting that the concerns raised about impact are spatial in so much as the loss of historic agrarian context, it is considered that this impact would result irrespective of how development occurred on this parcel of land. In this instance, the impact has however attempted to be lessened by where the built form has been proposed and the landscaping mitigation proposed. The proposals would give rise to harm but as previously confirmed the need argument for school places is compelling. Public benefit from a purposed built all through education complex, as a replacement to a school in need of modernisation, would be realised from this development as would benefit from new sport provisions/facilities available for public hire. Accordingly, on balance, no objection on heritage grounds or in-particular impact to listed buildings is raised.

Turning to archaeology, an archaeological desk-based assessment and draft geophysics plan has been submitted. However, should permission be granted, conditions are recommended to secure the programme of on-site archaeological evaluation suggested in the form of a written scheme of investigation. Further conditions requiring details of a summary report of initial archaeological work undertaken, and a mitigation strategy such features be found are also recommended. Subject to the aforementioned conditions being secured, should planning permission be granted, it is not considered that archaeology or heritage impact is a particular barrier to this development coming forward.

## **E AMENITY**

Policy GEN4 of the Uttlesford Local Plan seeks to ensure proposals do not give rise to noise or vibration; smell, dust, light, fumes, electro magnetic radiation or exposure to other pollutants to a level which would likely cause material disturbance or nuisance to occupiers of surrounding properties. Policy GEN5 specifically covers light pollution, policy ENV11 expands on potential noise nuisance and policy ENV13 relates to exposure to poor air quality.

## Noise

Existing background noise levels at the site are suggested to principally be derived from traffic noise from vehicles on the A120 and on Stortford Road. Monitoring was undertaken of background noise levels at four locations across the site with the conclusion being that background noise levels LAeq,T are relatively similarly 56-60dB. In respect of this, from the school operations and in-particular the use of the playing pitches there may be some noise nuisance from activities undertaken on-site (whistles being blown or isolated shouting). However, per-se the school use is unlikely change the noise character of the area or that experienced by nearby properties, given the existing high background levels.

There is however one point of clarification with regard to the above statement in terms of bus movements within the site. Bus movements are predicted to potentially result in a noise level of 56.5dB. This is above Lowest Observed Adverse Effect Level (LOAEL) (55dB LA10, 18h) but below the Significant Observed Adverse Effect Level (SOAEL) (68dB LA10, 18h) and therefore the impact is considered negligible in the long term and compliant with the various policy positions in terms of noise nuisance.

With regard to noise from a teaching perspective, noting that background noise levels are already quite high, the submitted noise assessment has also sought to suggest that the site is appropriate for a teaching environment. In terms of this, the proposed use of high specification glazing is proposed to ensure that internal ambient noise levels comply the 35dB LAeq, 30 required thresholds for schools. Whilst it is necessarily considered appropriate for the planning regime to pick up on this requirement through planning condition, with this be a requirement with the appropriate Building Bulletin for school development, it is comforting to see that this is already being considered and that the required levels can be achieved without excessive noise mitigation/barriers which would likely further impact on the landscape character and quality.

## Air Quality

As detailed within the submitted Air Quality Assessment, the proposal has the potential to cause air quality impacts from vehicle emissions and energy emissions associated with the running of the school site. Predicted impacts on NO2 and PM10 concentrations as a result of increased exhaust emissions are however negligible and below UK Air Quality Management Objectives. No objection in terms of policy ENV13 is therefore raised.

## Lighting

Whilst an outline lighting strategy has been submitted which does include an assessment of indicative lighting, it is disappointing to note that a finalised lighting design was not submitted. The outline strategy and assessment does not also match the proposed pitch layout as has been submitted and makes no reference to the floodlights proposed to support the all-weather pitch. The lack of a finalised lighting scheme is not however considered a reason to refuse this application or delay determination. Should planning permission be granted, a blanket restriction on the installation of external lighting would however need be secured, pending the

submission of a full scheme which can be considered and reviewed in context of relevant policy. With regard to this initially there are some concerns about the potential impact of lighting on the artificial pitch. However, until the exact details of the lighting are known, together with proposed use/hours of illuminance it is difficult to officers to advise on whether any lights on in-particular this provision would need to be more tightly restricted than that elsewhere on-site.

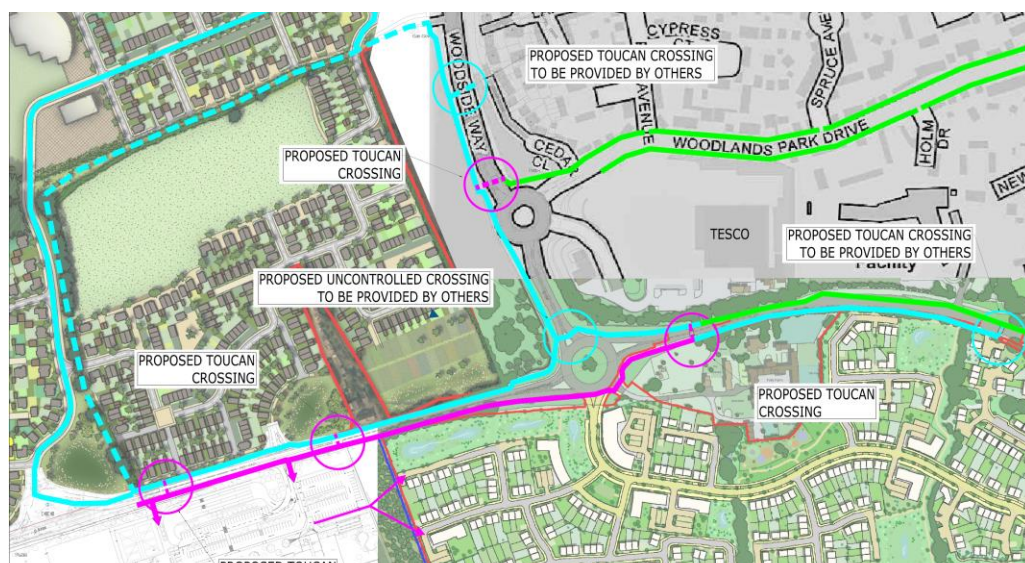
## F HIGHWAYS

Policy GEN1 of the Uttlesford Plan Local details that development will only be permitted if it meets 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; and e) the development encourages movement by means other than driving a car. Relevant vehicle parking standards are then prescribed within policy GEN8.

The school is proposed to be supported by a single vehicular access, operating as a left in, left out junction off Stortford Road (B1256). In addition to this, in terms of infrastructure improvements, a footway/cycleway between the school access and the existing Woodside Way roundabout is proposed, together with four toucan crossings in the vicinity of the site to facilitate pedestrian movement to the site from the nearby (emerging) residential areas. Namely:

- a toucan crossing to the west of the proposed site access;
- a toucan crossing to the east of the proposed site access;
- a toucan crossing on Woodside Way; and
- a toucan Crossing east of Woodside Way roundabout.

Extract from drawing titled 'Off-Site Connections' showing the proposed toucan crossings (purple circles)



Stortford Road is a single carriageway road formed of two running lanes. The carriageway is approximately 6-7m along the majority of its length although this increases to approximately 11m along the site frontage to accommodate a lay-by. Stortford Road is a key access road which runs in an east/west alignment offering access into the centres of Great Dunmow, Blake End and Rayne eastbound and Little Cranfield, Takeley and Bishop Stortford westwards. Stortford Road is supported by a footway along its length on its northern side only. There is no pedestrian infrastructure south side. The carriageway is subject to a 50mph speed limit as existing.

As has been outlined previous in this report, a number of developments have recently been approved in this area or applications for development are pending. These all have implications for Stortford Road and make the current situation a slightly evolving picture, noting technical approval is in place for an additional roundabout on Stortford Road, a slight re-alignment of Stortford Road to merge the aforementioned roundabout and also changes approved to the existing Woodside Way roundabout. That said both the Transport Assessment submitted and the response from the Highway Authority have sought to take on board the current status of Stortford Road and how this is likely to change as committed and planned development starts to come forward.

With respect of this, the submitted Transport Assessment has sought to assess the development in a base year of 2027 at which time it is predicted the school would be at full capacity (noting the primary school will be added to on a year on year basis until a full pupil roll is on-board). The Assessment to give a comprehensive view of impact on the wider highway has also sought to consider the impact from the re-development of the existing HRS. Total forecast development vehicle trip generation is shown below, as is the percentage impact of development on key junctions in the vicinity:

Table 5.11 of the submitted Transport Assessment

Mode	Weekday AM peak hour (08:00-09:00)			Weekday PM peak hour (17:00-18:00)		
	<i>In</i>	<i>Out</i>	<i>Two-way</i>	<i>In</i>	<i>Out</i>	<i>Two-way</i>
Primary School (staff and pupils)	100	65	165	11	16	27
Secondary School (staff, pupils and buses)	137	78	215	8	43	51
Residential (200 units)	32	117	149	84	43	127

Table 6.1 of the submitted Transport Assessment

Route	AM Dev Impact	PM Dev Impact
<b>Junction 1</b> – Land West of Woodside Way Proposed Access Roundabout	9%	5%
<b>Junction 2</b> – Woodside Way / Stortford Road Roundabout	11%	4%
<b>Junction 3</b> – Woodside Way / Tesco Roundabout	5%	3%



Moving this forward, the impact of the development was then modelled at the aforementioned junctions. The modelling was refined a number of times during the course of determination following discussions with the Highway Authority and amendments to the roundabout proposed to be installed to support the Woodside Way development in an attempt to increase capacity. The findings of the most recent modelling is presented below:

	AM		PM	
	Queue (PCU)	Delay (s)	Queue (PCU)	Delay (s)
<b>[Lane Simulation] - 2027 + COM DEV + EX SCHOOL</b>				
1 - Tesco - 1 - Woodside Way (North)	3.1	20.78	3.1	22.68
1 - Tesco - 2 - Woodlands Park Drive	0.6	5.99	0.2	4.99
1 - Tesco - 3 - Tesco Access	2.6	19.05	6.7	30.52
1 - Tesco - 4 - Woodside Way (South)	2.5	9.39	6.0	19.30
2 - Woodside - 1 - Woodside Way	5.7	16.87	5.8	22.14
2 - Woodside - 2 - Stortford Road (east)	3.4	11.79	2.9	9.92
2 - Woodside - 3 - Farm Access	0.0	0.00	0.0	0.00
2 - Woodside - 4 - Land South of Woodside Way Access	0.6	7.27	0.3	7.18
2 - Woodside - 5 - Stortford Road (west)	1.0	4.35	6.2	15.19
3 - Stortford - 1 - B1256 East	1.4	7.30	1.7	7.29
3 - Stortford - 2 - B1256 West	1.2	5.12	6.3	17.04
3 - Stortford - 3 - Land West of Woodside Way (Main Access)	0.5	5.72	0.4	8.30
4 - Site - A - Stortford Road (East)	0.0	0.05	0.0	0.06
4 - Site - B - Site Access	0.0	0.00	0.0	0.00
4 - Site - C - Stortford Road (West)	0.0	0.06	0.2	0.19
<b>[Lane Simulation] - 2027 + COM DEV + PROP SCHOOL</b>				
1 - Tesco - 1 - Woodside Way (North)	24.7	120.70	7.1	51.02
1 - Tesco - 2 - Woodlands Park Drive	1.7	14.36	0.2	4.85
1 - Tesco - 3 - Tesco Access	13.3	70.73	20.9	109.67
1 - Tesco - 4 - Woodside Way (South)	2.7	10.19	10.7	33.10
2 - Woodside - 1 - Woodside Way	12.9	39.80	0.9	7.36
2 - Woodside - 2 - Stortford Road (east)	10.8	28.52	3.4	12.15
2 - Woodside - 3 - Farm Access	0.0	0.00	0.0	0.00
2 - Woodside - 4 - Land South of Woodside Way Access	1.6	21.69	0.3	6.36
2 - Woodside - 5 - Stortford Road (west)	1.7	6.83	6.4	18.42
3 - Stortford - 1 - B1256 East	4.8	14.46	1.4	7.09
3 - Stortford - 2 - B1256 West	1.5	5.71	45.0	90.63
3 - Stortford - 3 - Land West of Woodside Way (Main Access)	0.6	6.75	0.5	9.43
4 - Site - A - Stortford Road (East)	22.2	58.18	0.6	3.47
4 - Site - B - Site Access	0.8	16.19	0.1	6.48
4 - Site - C - Stortford Road (West)	1.4	5.12	13.9	37.05

As can be seen from the above, the modelling does identify delays and queuing as a result of the development coming forward. The queues and delays suggested are however representative of a worst-case scenario and not therefore queues or delays which would be expected necessarily continuously. The delays are principally the result of factoring in the impact of the proposed toucan crossings and the impact this will have on the relatively free flowing nature of Stortford Road, as existing. Concerns have been raised about the modelling used by the applicant and that if modelled differently the impact is likely to be shown to be worse than predicted but the Highway Authority is content with the modelling and assessment which has been submitted.

Great Dunmow Town Council has noted that the modelling shows the roundabout to support the Woodside Way development on Stortford Road will be at over-capacity, as a result of the school development. Noting that this (the roundabout) is not even built yet, concerns are therefore raised about whether this infrastructure is sufficient and should not be reviewed and/or enhanced now before it becomes a more permanent barrier to other development and a traffic hotspot that the

community will simply have to live with. In addition to this, concerns are raised by the Town Council that where the applicant has attempted to resolve the issues of congestion and queuing at the roundabout, the changes made and the introduction of two lanes will make the roundabout unsafe. In the Town Council's view the access as proposed would give rise to an unacceptable impact on highway safety and the residual impact on the road network would be severe. The Town Council therefore consider the development as proposed should be prevented or refused in accordance with paragraph 109 of the NPPF to allow consideration of a different means of access or more comprehensive highway improvement scheme.

With regard to this, the Town Council consider that accessing the school via a fourth arm of the roundabout being installed to support the Woodside Way development on Stortford Road would be a much more sensible and logical solution. The Highway Authority accepts that the access arrangements to the school are not necessarily optimal in relation in so much that there will be congestion. However, planning applications have to be considered as submitted and it is not considered that the LPA could seek to refuse the application solely on the basis that there might be a better access solution.

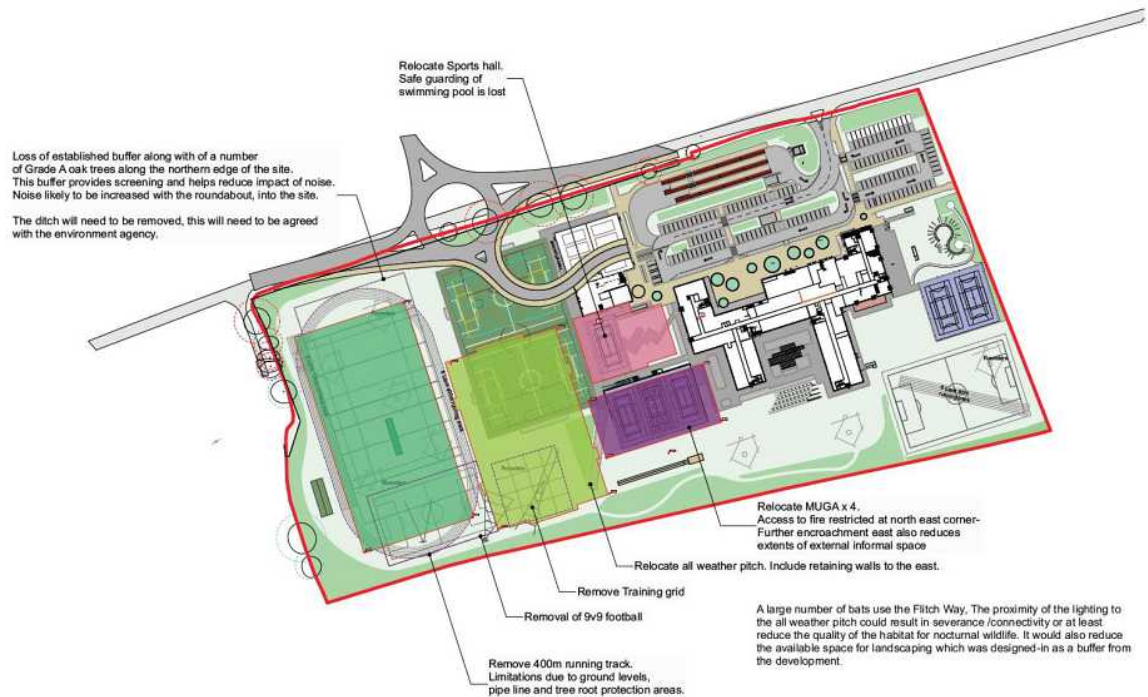
The applicant in respect of this has also sought to outline a number of reasons why this option (an access via the roundabout) is not viable. Principally the reasons suggested are the additional land take which would result in areas of dead/unusable space for the school and loss of key sporting facilities which would not be able to be provided elsewhere on-site. In addition to this it is suggested that moving the access westwards would give rise to more ecological impacts, the removal of some high-quality trees/vegetation and a more significantly engineered drainage solution.

Accepting that potentially some of these issues could be overcome through a wholesale re-design of the site layout, the applicant has also sought to suggest that options in this regard are limited given the desire to keep the built form towards the east of the site, away from the listed buildings on Buttleys Lane and that there is a pipeline which runs across the western part of the site with an easement which prevents works within 30m of this.

Lastly, in support for not progressing this option, the applicant has suggested that the roundabout re-design is reliant on third parties. Whilst the Town Council and the Highway Authority have met with the adjacent housing developer; and potentially they appear willing to entertain such changes, this is subject to any such changes not impacting on their timetable and/or giving rise to any additional costs for them. In the view of the applicant, such a re-design would likely give rise to a 12 month delay which would be unacceptable, given the acute need referred to earlier.



Plan overlaying the Town Council's suggested access on the site layout submitted with this application



Noting this is not option is not part of the application, no further comment or assessment will be provided on this. The above commentary has been provided solely for reference as to the position of the applicant and the Town Council. The County Planning Authority (CPA) has not sought to formally review or assess the practicalities of an alternative access noting any such assessment is purely speculative and the CPA has to consider the application before it in accordance with the development plan.

In respect of this, with any development site, there is an infinite number of ways the site could be proposed to be laid out and accessed. Whilst officers will strive to inform proposals through pro-active engagement and deliver successful development, in the absence of identified harm or impact which would support a reason for refusal it is difficult to resist development in the case where simply an alternative or better solution may exist.

In this instance, contrary to the view taken by the Town Council, the Highway Authority does not consider the access arrangements as proposed would give rise to an unacceptable impact on highway safety or severe residual impact on the road network. It has been acknowledged that the nature of Stortford Road will change, should planning permission be granted, as the safety of pedestrians will be prioritised over traffic flow, particularly at school drop off and pick up times which is not the case now. However, in the view of the Highway Authority this would be a local and not severe impact on the highway network and as such no objection is raised to the development, subject to a number of conditions.

## Parking Provision

Turning to parking, the car parking standard for education is a maximum of one space per 15 pupils with minimum cycle standards of one space per five staff plus one space per three pupils. The below table shows that the proposed provision of 139 car spaces is policy compliant. With regard to cycle/scooter spaces an under provision is proposed. However, the under provision for secondary school students has been justified on trends/usage at HRS as existing and in principle noting quite a significant capacity is proposed the Highway Authority is content with the provisions proposed across the board. Noting the applicant's intention to bring forward the cycle capacity over time as the school capacity increases, the Highway Authority has however requested a condition which seeks to ensure provision is reviewed annually in context of the data from the School Travel to ensure that demand does not outstrip capacity at any point prior to the complete proposed provision being installed/provided.

<b>Land Use</b>	<b>Vehicles (Max)</b>	<b>Parking Level (spaces)</b>		
		<b>Cycles (Min)</b>	<b>PTW (Min)</b>	<b>Disabled (Min)</b>
Primary School (420 Pupils)	28	6 staff 140 pupils		
Secondary School (1,350 Pupils)	90	25 staff 450 pupils		
Sixth Form (250 Pupils)	17 staff 17 students	5 staff 83 students	7	7
Total	152	36 staff 673 students / pupils		
<b>Provision</b>	<b>139 (plus additional drop-off space)</b>	<b>140 for primary 350 for secondary 83 for sixth form</b>	<b>7</b>	<b>7</b>

## G OTHER ISSUES

### Community Use

As part of this application, it has been proposed that all sports facilities will be available for use by the local community when not in use by the School. Specific details of the management of this have not been provided with this application. However, this community use has been heavily emphasised within the application and this was also an expectation for the site development as per the Neighbourhood Plan. Accordingly, whilst in some circumstances the CPA is reluctant to secure a Community Use Agreement by condition, in this instance it is considered acceptable. That said the level of community use acceptable will need to be considered against about potential impacts to the locality from for example light and noise nuisance particularly during evening periods.

## Sustainability

The applicant is seeking to be lean, be clean and be green in terms of the energy performance of the buildings proposed. To deliver this the development is proposed to use heat pumps for heating, cooling and hot water. In addition to this solar panels are proposed on the roof of the main school building. Only indicative details of this have been provided with the application but the assessment submitted has sought to suggest the aforementioned measures would deliver a 36% regulated Carbon savings above the standard required by Building Regulations. Subject to a condition seeking to confirm details of the aforementioned measures, no objections from a sustainability are raised noting that as existing there is no policy requirement for developments to deliver anything above Building Regulations.

## Flood Risk and Drainage

This site is located within Flood Zone 1, at a low probability of fluvial and/or tidal flooding. As the proposed developed area is in excess of 1ha a Flood Risk Assessment has nevertheless been submitted with the application. In respect of this, as a baseline the existing site has been considered as greenfield in nature and the aim of the proposal is therefore to limit the discharge rate to a commensurate greenfield rate of 21.8 litres/sec (post development).

To achieve this a connection to the ordinary watercourse/ditch along the northern boundary of the site is proposed. Discharge will be controlled to 21.8 litres/sec with a flow control device installed to achieve this. To facilitate the reduced rate, following periods of heavy rainfall, attenuation is proposed within a system of permeable paving with an effective storage depth of 200mm within the granular drainage medium reservoir course and a geo-cellular attenuation at the outfall (under the car parking area). To minimise the risk of polluted run-off, it is proposed that the car park and any area proposed to be routinely used by a vehicle will be lined, with the drainage medium reservoir course also including a specialist membrane to treat and remove any contaminants.

The Lead Local Flood Authority has raised no objection in principle to the development subject to conditions requiring submission of detailed engineering drawings for the proposed drainage solution; relevant permission to discharge from the site; and a maintenance plan for the drainage scheme in the long term. The development is therefore considered to comply with the policy position portrayed within GEN3 and ENV12 of the Uttlesford Local Plan.

## Land Contamination

A Phase 1 Site Appraisal has been submitted in support of this application. The conclusions are this are generally standard with it considered that the site is suitable for the development proposed. That said, a Phase 2 ground investigation is recommended to more accurately determine the effect of potentially identified hazards. Given this conclusion, it is considered that a condition be attached to any permission granted requiring submission of a scheme of mitigation should previously unidentified contamination be found as a result of the Phase 2

investigation.

### Mineral Safeguarding

Whilst this site is within the sand and gravel mineral safeguarding area, as suggested by the applicant, the proposal is excluded from the requirements of policy S8 of the Minerals Local Plan (2014) by virtue that the site is allocated for development within the Great Dunmow Neighbourhood Plan and no mention is made as part of the allocation of the need to produce a mineral resource assessment. No objections from a mineral safeguarding perspective are therefore raised.

## **8. CONCLUSION**

The principle of an education use on this site is supported by the allocation within the Great Dunmow Neighbourhood Plan. In respect of this, the proposed site layout is considered logical, with the proposal scale and mass of the built form also appropriately broken up to create the appearance of a campus of buildings rather than one large continuous building. The proposed design and materiality of the built form is considered of good quality and conducive to what will likely become a local landmark building and use.

Whilst concerns have been raised about the proposed access arrangements, the Highway Authority has not raised an objection to this. It is accepted that potentially a different access solution may exist but in the absence of identified harms or impacts which would support a reason for refusal it is considered that the development could not be resisted on this basis.

For this reason and, subject to appropriate conditions, there are no identified adverse or unacceptable impacts that outweigh the need for the development and/or the resulting public benefits, it is considered that the proposals represent sustainable development as per the NPPF definition.

## **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 of the application dated 10 July 2020, together with drawings titled 'Site Location', drawing number 1002 (Rev P01), dated 08/07/2020; 'Proposed Masterplan Plan', drawing number 1003 (Rev P01), dated
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08/07/2020; 'Proposed Ground Floor GA Floor Plan', drawing number 2201 (Rev P09), dated 08/07/2020; 'Proposed First Floor GA Floor Plan', drawing number 2202 (Rev P09), dated 08/07/2020; 'Proposed Second Floor GA Floor Plan', drawing number 2203 (Rev P09), dated 08/07/2020; 'Proposed Roof GA Floor Plan', drawing number 2204 (Rev P04), dated 08/07/2020; 'Proposed GA Elevations', drawing number 3201 (Rev P07), dated 08/07/2020; 'Proposed GA Elevations Courtyard', drawing number 3202 (Rev P01), dated 08/07/2020; 'Sports Village Ground Floor Plan – Ground Floor (Technical)', drawing number 2303 (Rev P01), dated 22/10/2020; 'Sports Village Roof Plan', drawing number 2302 (Rev P02), undated; 'GA Proposed Sports Village Elevations', drawing number 3301 (Rev P03), dated 30/07/2020; and 'Landscape Site Sections', drawing number 4001 (Rev P01), dated 09/07/2020 and in accordance with any non-material amendment(s) as may be subsequently approved in writing by the County Planning Authority, except as varied by the following conditions.

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 and in accordance with policies GEN1 – Access, GEN2 – Design, GEN3 – Flood Protection, GEN4 – Good Neighbourliness, GEN5 – Light Pollution, GEN6 – Infrastructure Provision to Support Development, GEN7 – Nature Conservation, GEN8 – Vehicle Parking Standards, ENV2 – Development Affecting Listed Buildings, ENV3 – Open Spaces and Trees, ENV4 – Ancient Monuments and Sites of Archaeological Importance, ENV7 – The Protection of The Natural Environment: Designated Sites, ENV8 – Other Landscape Elements of Importance for Nature Conservation, ENV9 – Historic Landscapes, ENV11 – Noise Generators, ENV12 – Groundwater Protection, ENV13 – Exposure To Poor Air Quality, ENV14 – Contaminated Land and ENV15 – Renewable Energy of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, NE1 – Identified Woodland Sites, NE2 – Wildlife Corridors, NE3 – Street Trees on Development Sites, NE4 – Screening, GA1 – Core Footpath and Bridleway Network, GA2 – Integrating Developments (Paths and Ways), HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016).

3. No development shall take place until details of the materials to be used for the external appearance (including all windows and doors) of the development hereby permitted have been submitted to and approved in writing by the County Planning Authority. The details, which it is expected would follow that shown on drawings titled 'Proposed GA Elevations', drawing number 3201 (Rev P07), dated 08/07/2020; 'Proposed GA Elevations Courtyard', drawing number 3202 (Rev P01), dated 08/07/2020; and 'GA Proposed Sports Village Elevations', drawing number 3301 (Rev P03), dated 30/07/2020, shall specify the specification, materials (including manufacturer), colour and finishes proposed to be used on all facades. The development shall be implemented in accordance with the approved details.
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Reason: In the interest of the amenity of the local area and to comply with policy GEN2 – Design of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016)..

4. No development or any preliminary groundworks shall take place until:
  - a) All trees to be retained during the construction works, as shown on drawing titled 'Tree Protection Plan', drawing number: 605-03 (Rev A), dated July 2020 have been protected to the specification outlined. With regard to this the fencing shall be erected around the trees and positioned from the trees in accordance with BS:5837 "Trees in Relation to Construction", and notices shall be erected on the fencing stating "Protected Area (no operations within fenced area)".

Notwithstanding the above, the development shall also be constructed as per the wider recommendations outlined within the submitted 'Arboricultural Impact Assessment', dated 9<sup>th</sup> July 2020 and namely the 'reduced dig' construction for the pedestrian footpath within the Root Protection Area of T5. For the avoidance of doubt no materials shall furthermore be stored or activity shall take place within the area enclosed by the fencing. No alteration, removal or repositioning of the fencing shall take place during the construction period without the prior written consent of the County Planning Authority.

Reason: In the interest of visual amenity, to ensure protection for retained landscaping and the existing natural environment and to comply with policies GEN7 – Nature Conservation, ENV3 – Open Spaces and Trees, ENV8 – Other Landscape Elements of Importance for Nature Conservation and ENV9 – Historic Landscapes of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, NE2 – Wildlife Corridors, NE3 – Street Trees on Development Sites and NE4 – Screening of the Great Dunmow Neighbourhood Plan (2016).

5. No development shall take place until a landscape and planting scheme has been submitted to and approved in writing by the County Planning Authority. The scheme shall be based on that shown on drawings titled 'Landscape Materials', drawing numbers 8005 to 8014, all dated 09/07/2020 but include specific details of areas to be planted with species, sizes, spacing, protection; proposed seed mix for grassed areas; and programme of implementation. The scheme shall, for reference, also include details of all existing trees and hedgerows on site proposed to be retained for context. The landscape scheme shall be implemented within the first available planting season (October to March inclusive) following commencement (or completion) of the development hereby permitted in accordance with the approved details.

In addition to planting details the submitted landscaping plan shall furthermore show and detail the finish of all proposed hardstanding areas

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(circulation and parking), the retaining wall proposed to the north of the Sports Hall and AGP and all boundary and internal fences and gates.

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: To comply with section 197 of the Town and Country Planning Act 1990 (as amended), to improve the appearance of the site in the interest of visual amenity and to mitigate impacts of the development on the natural and historic environment in accordance with GEN2 – Design, GEN7 – Nature Conservation, ENV2 – Development Affecting Listed Buildings, ENV3 – Open Spaces and Trees, ENV8 – Other Landscape Elements of Importance for Nature Conservation and ENV9 – Historic Landscapes of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, NE2 – Wildlife Corridors, NE3 – Street Trees on Development Sites and NE4 – Screening of the Great Dunmow Neighbourhood Plan (2016).

6. The development hereby permitted shall be implemented in accordance with the biodiversity mitigation and enhancement measures detailed in Chapter 6 – Ecology and Biodiversity of the Environmental Statement, dated July 2020. A specific Biodiversity Enhancement Strategy for Protected and Priority species shall nevertheless be submitted to the County Planning Authority for review and approval in writing prior to commencement of the development. The content of the Biodiversity Enhancement Strategy shall include the following:
  - a) Purpose and conservation objectives for the proposed enhancement measures;
  - b) detailed designs to achieve stated objectives;
  - c) locations of proposed enhancement measures by appropriate maps and plans;
  - d) timetable for implementation demonstrating that works are aligned with the proposed phasing of development;
  - e) persons responsible for implementing the enhancement measures;
  - f) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To conserve and enhance Protected and Priority species, to allow the County Planning Authority to discharge its duties under the UK Habitats Regulations, the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with policies GEN7 – Nature Conservation, ENV3 – Open Spaces and Trees and ENV8 – Other Landscape Elements of Importance for Nature Conservation of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA:

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Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character and NE2 – Wildlife Corridors of the Great Dunmow Neighbourhood Plan (2016).

7. Prior to beneficial occupation of any of the buildings hereby permitted, a Landscape and Ecological Management Plan (LEMP) shall be submitted to the County Planning Authority for review and approval in writing. The content of the LEMP shall include the following:
  - a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management.
  - d) Appropriate management options for achieving aims and objectives.
  - e) Prescriptions for management actions.
  - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - g) Details of the body or organisation responsible for implementation of the plan.
  - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The development shall be implemented in accordance with the approved LEMP.

Reason: To allow the County Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and in accordance with policies GEN7 – Nature Conservation, ENV3 – Open Spaces and Trees and ENV8 – Other Landscape Elements of Importance for Nature Conservation of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character and NE2 – Wildlife Corridors of the Great Dunmow Neighbourhood Plan (2016).

8. No development or preliminary groundworks shall take place until a written scheme and programme of archaeological investigation 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 as approved, prior to the commencement of the development hereby permitted or any preliminary groundworks, with confirmation to also be sought from the County Planning Authority that the investigation works have been completed satisfactorily.
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Reason: To ensure that any archaeological interest has been adequately investigated in accordance with policy ENV4 – Ancient Monuments and Sites of Archaeological Importance of the Uttlesford District Council Local Plan (2005).

9. Prior to commencement of development but following completion of the archaeological work required, a mitigation strategy detailing the proposed excavation/preservation strategy for areas containing archaeological deposits shall be submitted to the County Planning Authority for review and approval and writing. No development or preliminary groundworks shall commence in these areas until the fieldwork as detailed in the mitigation strategy has been completed. With regard to this, request shall be also made to the County Planning Authority for written confirmation that the aforementioned mitigation fieldwork has been satisfactorily completed before commencement of the development.

Reason: To ensure development of an appropriate mitigation strategy covering both excavation (preservation by record) or preservation in situ of any archaeological features or deposits identified by the trial-trenching or geophysical survey undertaken in accordance with policy ENV4 – Ancient Monuments and Sites of Archaeological Importance of the Uttlesford District Council Local Plan (2005).

10. Within six months of completion of the programme of archaeological investigation, as approved, a post excavation assessment shall be submitted to the County Planning Authority for review and approval in writing. This shall include 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.

Reason: To ensure that the results of the fieldwork are reported on and made available to the public in a timely and appropriate manner, in order to fulfil the requirements of preservation by record, and in accordance with policy ENV4 – Ancient Monuments and Sites of Archaeological Importance of the Uttlesford District Council Local Plan (2005).

11. 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 provide for:
    - a) the parking of vehicles of site operatives and visitors;
    - b) loading and unloading of plant and materials;
    - c) storage of plant and materials used in constructing the development;
    - d) wheel and underbody cleaning facilities;
    - e) routing of vehicles;
    - f) mechanisms for liaising other developers in the vicinity to co-ordinate construction activity and reducing the impact on the network; and
    - g) measures proposed to minimise the risk of offsite flooding caused by surface water run-off and groundwater.
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Reason: In the interests of highway safety and amenity, that construction works may lead to excess water being discharged from the site and to comply with policies GEN1 – Access, GEN2 – Design, GEN3 – Flood Protection, GEN4 – Good Neighbourliness, GEN5 – Light Pollution, ENV11 – Noise Generators, ENV12 – Groundwater Protection and ENV13 – Exposure To Poor Air Quality of the Uttlesford District Council Local Plan (2005).

12. No development shall take place, including any ground works or demolition, until a Construction Environmental Management Plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The approved Plan shall be adhered to throughout the construction period and provide for:
- a) A risk assessment of potentially damaging construction activities;
  - b) Identification of “biodiversity protection zones”;
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
  - d) The location and timing of sensitive works to avoid harm to biodiversity features;
  - e) The times during construction when specialist arboriculturists and ecologists need to be present on site to oversee works;
  - f) Responsible persons and lines of communication;
  - g) The role and responsibilities on site of both ecological and arboricultural clerks of works or similarly competent persons; and
  - h) Use of protective fences, exclusion barriers and warning signs.

Reason: To conserve protected and Priority species, allow the County Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and to comply with policies GEN7 – Nature Conservation, ENV3 – Open Spaces and Trees and ENV8 – Other Landscape Elements of Importance for Nature Conservation of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character and NE2 – Wildlife Corridors of the Great Dunmow Neighbourhood Plan (2016).

13. Prior to beneficial occupation of any of the buildings hereby permitted, the access shown in principle on drawing titled ‘Stortford Road Access Arrangements’, drawing number 198131-003 (Rev F), dated 21/12/2020 shall be provided, including a clear to ground visibility splay with dimensions of 4.5 metres by 200 metres to the east, as measured from and along the nearside edge of the carriageway and two 3.5m footway cycleways. The visibility splays shall be retained free of any obstruction at all times thereafter. Access arrangements shall include Traffic Regulation Orders to prevent right hand turns and overtaking as required by the highway authority.
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Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in forward gear with adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

14. Prior to beneficial occupation of any of the buildings hereby permitted, the developer shall seek to secure a Traffic Regulation Order (TRO) to obtain a speed limit reduction to 30mph along the B1256 in the vicinity of the school. On attainment of the TRO all necessary signing and road marking to be provided as part of the access arrangements.

Reason: To provide a safer environment for around the school 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.

15. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the installation of a toucan crossing situated on the B1256, to the east of the proposed school access, as shown in principle on drawing titled 'Stortford Road Access Arrangements', drawing number 198131-003 (Rev F), dated 21/12/2020. The crossing shall subsequently be provided by the developer prior to beneficial occupation of the any of the buildings hereby permitted.

Reason: To provide safe and suitable access for pupils on foot and bike to the school across the B1256 and in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

16. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the installation of a toucan crossing situated on the B1256, to the west of the proposed school access and the associated footway cycleway, as shown in principle on drawing titled 'Stortford Road Access Arrangements', drawing number 198131-003 (Rev F), dated 21/12/2020. The crossing shall subsequently be provided by the developer prior to beneficial occupation of the any of the buildings hereby permitted.
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Reason: To provide safe and suitable access for pupils on foot and bike to the school across the B1256 and in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

17. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the installation of a toucan crossing situated on the B1256, opposite Tesco and the associated footway/cycleway between the crossing and the Woodside Way Roundabout, as shown in principle on drawing titled 'Proposed Toucan Crossing - Stortford Road West', drawing number 198131-006 (Rev B), dated 22/10/2020 (unless already in place). The crossing shall subsequently be provided by the developer (again unless already in place) prior to beneficial occupation of the any of the buildings hereby permitted.

Reason: To provide safe and suitable access for pupils on foot and bike to the school across the B1256 and in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

18. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the installation of a toucan crossing situated on Woodside Way and associated footway/cycleway to the south, as shown in principle on drawing titled 'Proposed Toucan Crossing – Woodside Way', drawing number 198131-008 (Rev C). The crossing shall subsequently be provided by the developer prior to beneficial occupation of the any of the buildings hereby permitted.

Reason: To provide safe and suitable access for pupils on foot and bike to the school across Woodside Way and in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

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19. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the installation a footway/cycleway, with a minimum width of 3.5m between the school access and Woodside Way Roundabout. The footway/cycleway shall subsequently be provided by the developer prior to beneficial occupation of the any of the buildings hereby permitted.

Reason: To provide safe and suitable access for pupils on foot and bike to the school from the town and in the interest of highway safety in accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

20. No development beyond damp proof membrane shall take place until the developer has secured technical approval for the proposed capacity enhancements to the proposed access roundabout to Land West of Woodside Way, as shown in principle on drawing titled 'Stortford Road 3 Arm Access Roundabout Amendments, drawing number 198131-018, dated 10/02/2021. The enhancements shall subsequently be provided by the developer prior to beneficial occupation of the any of the buildings hereby permitted.

Reason: To provide additional capacity on the proposed roundabout and reduce potential queuing accordance with policies GEN1 – Access, GEN2 – Design and GEN6 – Infrastructure Provision to Support Development of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network and GA2 – Integrating Developments (Paths and Ways) of the Great Dunmow Neighbourhood Plan (2016); and policy DM1 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

21. No development shall take place until an updated parking plan has been submitted to the County Planning Authority for review and approval in writing. The plan shall include dimensions for all spaces proposed and define those to be allocated as disabled spaces, those with charging points for electric vehicles and those proposed for motorbikes. The parking area shall subsequently be constructed/laid out as approved. In addition to this, the cycle/scooter parking, bus waiting area and pedestrian/cycle accesses as shown on drawing titled 'Proposed Masterplan Plan', drawing number 1003 (Rev P01), ), dated 08/07/2020 shall for the avoidance of doubt be provided prior to beneficial occupation of any of the buildings hereby approved. The parking and waiting areas and pedestrian accesses shall be permanently retained for the lifetime of the school and shall not be used for any other purpose.
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Reason: To provide safe and suitable access for pupils on foot and bike to the school, a suitable level of parking within the school in interest of highway safety and in accordance with policies GEN1 – Access, GEN2 – Design, GEN6 – Infrastructure Provision to Support Development and GEN8 – Vehicle Parking Standards of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, GA1 – Core Footpath and Bridleway Network, GA2 – Integrating Developments (Paths and Ways), HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016); and policies DM1, DM9 and DM10 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

22. Provision of cycle/scooter parking shall be reviewed annually, as part of the School Travel Plan, with capacity increased in accordance to need, up to the level required proposed within the submitted Transport Assessment, dated July 2020.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies GEN6 – Infrastructure Provision to Support Development and GEN8 – Vehicle Parking Standards of the Uttlesford District Council Local Plan (2005); policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016); and policies DM1, DM9 and DM10 of the Development Management Policies as adopted as County Council Supplementary Guidance in February 2011.

23. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 or any Order amending, replacing or re-enacting Order), any gates provided adjacent to the highway shall be inward opening only, with any gates at vehicular accesses set a minimum distance of 12 metres back from the edge of the back of footway/cycleway.

Reason: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed and to allow parking off street and clear from obstructing the adjacent footway/cycleway/carriageway 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.

24. Prior to beneficial occupation of any of the buildings hereby permitted, a schedule of school start and finish times shall be submitted to the County Planning Authority for review and approval in writing. The schedule shall seek to appropriately stagger the primary and secondary elements of the school.

Reason: To limit the impact of the development on the 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.

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25. No development 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 County 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 in accordance with BRE 365 testing procedure and the infiltration testing methods found in chapter 25.3 of The CIRIA SuDS Manual C753.
- Limiting discharge rates to 21.8l/s for all storm events up to and including the 1 in 100 year rate plus 40% allowance for climate change. All relevant permissions to discharge from the site into any outfall should be demonstrated.
- Final modelling and calculations for all areas of the drainage system.
- 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.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The approved scheme shall subsequently be implemented prior to commissioning and opening.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site, to ensure the effective operation of SuDS features over the lifetime of the development, to provide mitigation of any environmental harm which may be caused to the local water environment and to mitigate the risk of surface water flooding and to ensure the proposed development does not result in flood risk elsewhere, in accordance with policies GEN3 – Flood Protection and ENV12 – Groundwater Protection of the Uttlesford District Council Local Plan (2005) and policy DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane of the Great Dunmow Neighbourhood Plan (2016).

26. Prior to occupation a Surface Water Drainage System 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 approved, in writing, by the County Planning Authority. The development shall be maintained in accordance with the approved plan.

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 policies GEN3 – Flood Protection and ENV12 – Groundwater Protection of the Uttlesford District Council Local Plan (2005) and policy DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane of the Great Dunmow Neighbourhood Plan (2016).

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27. During the construction period should contamination, not previously identified, be found to be present at the site, no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of pollution from previously unidentified contamination sources in line with paragraph 170 of the NPPF.

28. Prior to any works commencing on the natural turf playing field hereby approved, a construction specification for the detailed design of the playing field area prepared in accordance with the document titled 'An equivalent quality assessment of the existing and proposed sports pitch provision for Helena Romanes School' (prepared by TGMS, dated 26<sup>th</sup> July 2020, Revision 1, 10th August 2020), which includes a construction programme, shall be submitted to the County Planning Authority for review in consultation with Sport England and subsequently approved in writing. The playing field shall be implemented in accordance with the approved specification.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose.

29. No development shall commence in respect of the Artificial Grass Pitch hereby permitted until the design specifications of the Artificial Grass Pitch, including details of surfacing, construction cross-section, line marking, lighting and fencing have been submitted to the County Planning Authority for review in consultation with Sport England and subsequently approved in writing. The Artificial Grass Pitch shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to comply with policies GEN2 – Design, GEN4 – Good Neighbourliness, GEN5 – Light Pollution, GEN6 – Infrastructure Provision to Support Development, GEN7 – Nature Conservation, ENV8 – Other Landscape Elements of Importance for Nature Conservation and ENV11 – Noise Generators of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016).

30. Use of the artificial grass pitch shall not commence until:
- a) certification that the Artificial Grass Pitch hereby permitted has met the FIFA Quality accreditation or equivalent International Artificial Turf Standard (IATS); and
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b) confirmation that the facility has been registered on the Football Association's Register of Football Turf Pitches;  
has been submitted to and approved in writing by the County Planning Authority.

Reason: To ensure the development is fit for purpose, sustainable and provides the proposed sporting benefits.

31. No development of the multi-use games areas shall commence until details of the multi-use games area design specifications including the surfacing, fencing, lighting and line markings have been submitted to the County Planning Authority for review in consultation with Sport England and subsequently approved in writing. The multi-use games area shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to comply with policies GEN2 – Design, GEN4 – Good Neighbourliness, GEN5 – Light Pollution, GEN6 – Infrastructure Provision to Support Development, GEN7 – Nature Conservation, ENV8 – Other Landscape Elements of Importance for Nature Conservation and ENV11 – Noise Generators of the Uttlesford District Council Local Plan (2005) and policies DS3 – TDA: Land South of Stortford Road and Land adjacent to Buttleys Lane, LSC1 – Landscape, Setting and Character, HEI2 – Secondary School Provision and HEI3 – Primary School Provision of the Great Dunmow Neighbourhood Plan (2016).

32. No development shall commence on the natural turf playing field hereby approved until details of the design specification of the cricket practice net system and roll out cricket mat have been submitted to the County Planning Authority for review in consultation with Sport England and subsequently approved in writing. The cricket practice net system shall be constructed in accordance with the approved details.

Reason: To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use.

33. No development of the sports centre hereby approved shall commence until details of the design and layout of the sports hall including line markings, cricket nets, flooring and lighting specifications have been submitted to the County Planning Authority for review in consultation with Sport England and subsequently approved in writing. The development shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose, sustainable and provides the proposed sporting benefits.

34. No external fixed lighting shall be erected or installed on-site until exact details of the location, height, design, luminance, operation and management have been submitted to and approved in writing by the County Planning Authority. With regard to this, the details to be submitted shall include an overview of the lighting design and management (including
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proposed hours of operation), the maintenance factor and lighting standard applied together with a justification as why these are considered appropriate, detailed drawings showing the lux levels on the ground (including spill in context of adjacent site levels), angles of tilt, colour, temperature, dimming capability and the average lux (minimum and uniformity) for all external lighting proposed. The details shall ensure the lighting is designed to minimise the potential nuisance of light spillage on adjoining properties and highways.

The lighting design shall also consider the impact on light sensitive biodiversity and a) identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and b) clearly demonstrate that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

The lighting shall thereafter be erected, installed and operated in accordance with the approved details.

Reason: To minimise the nuisance and disturbances to neighbours (and the surrounding area), in the interests of highway safety, to minimise impact on light sensitive biodiversity and in accordance with policies GEN2 – Design, GEN4 – Good Neighbourliness, GEN5 – Light Pollution, GEN7 – Nature Conservation, ENV2 – Development Affecting Listed Buildings, ENV8 – Other Landscape Elements of Importance for Nature Conservation, ENV9 – Historic Landscapes and ENV11 – Noise Generators of the Uttlesford District Council Local Plan (2005).

35. Prior to beneficial occupation of the sports centre hereby permitted, a Community Use Agreement prepared in consultation with Sport England shall be submitted to the County Planning Authority for review and approval in writing. The agreement shall apply to the sports hall, activity studio, natural turf playing fields, artificial grass pitch, multi-use games areas, cricket practice nets and supporting ancillary facilities and include details of pricing policy, community use programming, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review. The provisions covered by the Agreement shall not be used at any time other than in strict compliance with the approved Agreement.

Reason: To secure well managed safe community access to the sports facility/facilities and to ensure sufficient benefit to the development of sport.

36. Prior to beneficial occupation of any of the buildings hereby permitted, two School Travel Plans, one for secondary school and one for the primary school including Early Years shall be submitted to the County Planning Authority for review and approval in writing. The Travel Plans shall be in line with prevailing policy and best practice and shall as a minimum include:

- The identification of targets for trip reduction and modal shift;
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- The methods employed to meet these targets;
- The mechanisms for monitoring and review;
- The mechanisms and review;
- The penalties to be applied in the event that targets are not met;
- The mechanisms for mitigation;
- Implementation of the travel plan to an agreed timescale or timetable and its operation thereafter; and
- Mechanisms to secure variations to the Travel Plan following monitoring and reviews.

Each approved Travel Plan shall have a named co-ordinator and shall be actively implemented, monitored and reviewed throughout the life of the school in consultation with Essex County Council.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10 of the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011

37. No development beyond damp proof membrane shall take place until exact details of the carbon/energy saving measures outlined in the 'Energy Statement' (First Issue) have been submitted to the County Planning Authority for review and approval in writing. Such detail shall include further specification of the heat pumps and also the solar array shown in principle on drawing titled 'Proposed Roof GA Floor Plan', drawing number 2204 (Rev P04), dated 08/07/2020. The development shall subsequently be implemented in accordance with the approved details.

Reason: In the interests of energy efficiency, delivering the carbon savings suggested as part of the proposals and to comply with policy ENV15 – Renewable Energy of the Uttlesford District Council Local Plan (2005).

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## **BACKGROUND PAPERS**

Consultation replies  
Representations

## **THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2017 (AS AMENDED)**

The proposed development would not be located adjacent to a European site. Therefore, it is considered that an Appropriate Assessment under Regulation 63 of The Conservation of Habitats and Species Regulations 2017 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 planning application, the County Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure)(England) Order 2015.

## **LOCAL MEMBER NOTIFICATION**

UTTLESFORD – Dunmow

## 6.0 Ecology and Biodiversity

- 6.1 An assessment of the effects of the Proposed Development on ecology and biodiversity has been undertaken by Hybrid Ecology.

### Baseline

- 6.2 Baseline conditions have been established through ecological surveys including a Preliminary Ecological Assessment, reptile surveys, great crested newt surveys, breeding bird surveys and bat roost climbing inspections, and bat transect surveys have been undertaken at the Site.
- 6.3 These surveys identified that the Site comprises approximately 9 hectares of predominantly arable land with hedgerows along boundaries. The Site is of low ecological value owing to the arable land-use but nevertheless does provide habitat for a range of species some of which are protected including a range of bat species.
- 6.4 There are no designated sites within the Site, however High Wood SSSI is located approximately north west of the Site and Flitch Way Local Wildlife site immediately abuts the southern boundary.
- 6.5 The Proposed Development has been designed to minimise effects of the Development on the Flitch Way and High Wood SSSI.
- 6.6 Ecological mitigation, compensation and enhancement measures are included within the design in accordance with National Planning Policy Framework and the CIEEM guidelines. These include:
- Retaining all mature oak trees;
  - All built development is located in the north east of the Site, away from the designated sites, with the closest buildings located approximately 100m from the boundary with the Flitch Way;
  - Lighting has been designed to ensure no light spill onto the Flitch Way or the western boundary since all buildings are positioned away from this habitat and no lighting is proposed to grass sports pitches in the south of the Site;
  - Landscaped buffer zone along the southern and western boundary including shade-tolerant woodland wildflowers to attract insect activity and thus increase foraging habitat; and
  - The development also includes enhanced habitats to the north, in the form of hedgerow management and new planting, reflected in the landscape plans.

### Construction

- 6.7 There would be a temporary minor adverse effect on habitats as a result of loss of arable land and hedgerow severance to create access to the Site, during construction but this would be mitigated through the proposed habitat creation including tree and hedgerow planting and grassland creation.

- 6.8 The CEMP would manage the construction process to ensuring the effects of noise and vibration and lighting, would be minimised. In addition, this would ensure measures would be in place to protect water quality. As such, the effects on the Blackwater Special Protection Area (SPA), Blackwater Ramsar site and Essex Estuaries Special Area of Conservation (SAC)) would be negligible.
- 6.9 A pre-commencement repeat ecological walkover will ensure that any additional species issues are highlighted and mitigated as appropriate. Updated aerial bat inspections will be undertaken prior to any major tree work.
- 6.10 All wildlife legislation including that protecting nesting birds will be adhered to during all works on site. Enhancement measures will ensure that the development leaves the site in an ecologically more diverse state than before (complying with Paragraph 170(d) of the NPPF), whilst balancing the needs of education.

#### Completed Development

- 6.11 Once completed, as a result of the above inherent mitigation and enhancement no significant direct effects would occur as a result of the Development on the surrounding designated sites or species as a result of the Proposed Development.
- 6.12 With regards to indirect effects, an air quality assessment has been undertaken at High Wood SSSI. This showed that there would be negligible change in air quality as a result of the Proposed Development and the effects on High Wood would therefore be negligible.
- 6.13 In the absence of mitigation there would be a minor adverse effect as a result of increased use, with potential for habitat trampling, and general habitat disturbance. However, this would be mitigated through education at the school in combination with the mitigation measures stipulated in the previous section, such that effects would be anticipated to be negligible.
- 6.14 The proposed drainage strategy proposed would ensure water quality is maintained once operational, resulting in no effect on the blackwater estuary. Further detail is set out in Section 11.

#### Cumulative Effects

- 6.15 The cumulative impacts, alongside the proposed developments to the north, east and west of the Site would lead to an increase in habitat loss. However, there is a commitment to retain and enhance the Flitch Way corridor and prevent development-related pressures on High Wood SSSI.



## 7.0 Transportation and Access

- 7.1 An assessment of the effects of the Proposed Development on Transportation and Access has been prepared by Ardent Consulting Engineers.

### Baseline Conditions

- 7.2 Baseline conditions for the assessment have been established through a variety of sources. Primarily, a review of the local highway network has been undertaken to understand the road hierarchy in the immediate area, the footway and cycleway connections available and location of public transport services. Due to the Covid-19 pandemic traffic surveys were not undertaken. However, suitable up to date traffic data has been derived from reports prepared for the adjacent application (Planning Application UTT//18/2574/OP).
- 7.3 In addition, information has been collated from the existing HRS School in relation to existing travel patterns.
- 7.4 The existing B1256 Stortford Road north of the Site is a single carriageway road with a single footway on the northern side of the B1256, with no footways on the Site side of the road. The traffic surveys suggest that there are some 1,300 two-way vehicle movements in the AM peak hour, and around 1,500 two-way vehicle movements in the PM peak hour on B1256 at the Site frontage.
- 7.5 Accident data review of the local highway network indicates a single accident along the Site frontage within the past 5 years and a further two slight accidents at the Woodside Way / Stortford Road roundabout. No specific accident trend has been identified.
- 7.6 A number of Public Rights of Way (PROW) are found in the vicinity of the Site including the Flitch Way immediately along the southern boundary of the Site. The nearest bus stops are on B1256 Stortford Road to the east of the Woodside Way / Stortford Road roundabout.
- 7.7 In order to reflect future baseline changes, the traffic associated with the three surrounding planned developments has been modelled, along with the associated highway works. In addition, traffic growth has been considered.

### Construction Effects

- 7.8 The results of the assessment indicate that with the implementation of a CEMP there would be a short term minor adverse effect on driver delay. For the remaining construction period effects on driver delay, and pedestrian and cyclists would be negligible.

### Completed Development

- 7.9 Once the Proposed Development is complete the provision of a new signalised pedestrian crossing would improve connectivity to the north, to the new proposed Woodside Way development. A travel plan would be implemented encouraging sustainable travel choices. The increase in traffic would lead to an increase in driver delay of 4 seconds at the junction, considered a negligible effect. Effects on pedestrian and cyclist amenity and delay would be negligible.

**Cumulative Effects**

- 7.10 The assessment presented in Appendix 10.1 has shown that with the cumulative schemes operational all junctions would operate within capacity. Mitigation proposed associated with each of the proposed schemes such as junction improvements and signalised pedestrian crossings would ensure likely cumulative effects on driver delay and stress, severance, pedestrian delay amenity and fear and intimidation would be negligible.

## 8.0 Noise

- 8.1 A noise and vibration assessment has been undertaken by Create Consulting.

### Baseline Conditions

- 8.2 An acoustic baseline survey was undertaken in order to establish the prevailing noise conditions at the Site. climate at the site. The sound levels to which the future students and teachers would be exposed to have been determined from the results of this assessment. The surveys indicated that the main noise source of noise on the Site is traffic noise from the A120 and Stortford Road.
- 8.3 The closest existing noise sensitive properties have been noted as Highwood Farmhouse and Brady's Farm to the West, Round House to the South and Canada Cottages to the north and Folly Farm to the east. In addition, consideration has been given to the future residential properties planned as part of the proposals to the north, east and west of the Site.

### Construction

- 8.4 An assessment of the likely significant effects of construction noise generated by the construction phase of the Development has been carried out. With the implementation of the CEMP, the effects on existing surrounding residents is expected to be a short term minor adverse effect.
- 8.5 As assessment of the likely significant effects of construction generated vibration due to the construction phase of the Development has been carried out and deemed to be negligible following the implementation of the mitigative measures.

### Completed Development

- 8.6 In line with guidelines (Acoustics of Schools: a design guide), the internal sound levels would be suitable for teaching and studying , when acoustic glazing and ventilation has been used. Some localised noise attenuation would potentially be required in external teaching areas such as the all-weather sports pitch located in the north of the Site to ensure guidelines for external teaching spaces are met.
- 8.7 An assessment of the likely significant effects of plant noise generated by the operational Development has been undertaken which has provided guidance on the maximum permissible sound level for any externally mounted or vented plant, inclusive of any special acoustical characteristics. All plant will be installed in line with the local requirements as well as following the guidance of BS 4142 which will result in a negligible effect.
- 8.8 The effects of the traffic noise generated by the operational development would be expected to be negligible. Speed restrictions within the Site would ensure the effects of the car-park and bus interchange on residents to the north of the Site would be negligible.

- 8.9 Other operational noise elements have been considered, including the use of whistles, sports persons shouting and the potential noise emanating from the MUGA area. Some minor adverse effects are anticipated as a result of whistles to a single residential property.

**Cumulative**

- 8.10 An assessment has been made of the construction noise and vibration effects from the Development to the committed developments and existing receptors in close proximity to the site. With the use of the mitigation techniques, the noise and vibration impacts have been shown to be negligible.
- 8.11 The cumulative impact for the Proposed Development and the other committed developments would be negligible and not significant to existing or future residents.

## 9.0 Air Quality

- 9.1 An air quality assessment has been undertaken by Create Consulting. The assessment has included dispersion modelling undertaken using the ADMS-Roads dispersion model (version 4.1.1.0).

### Baseline Conditions

- 9.2 A baseline study was undertaken to determine current air quality in the area. The Site is not within an Air Quality Management Area, (AQMA), the only AQMA within the district is in Saffron Walden, approximately 18km north-west of the Site. The Site is located close to the Stortford Road and A120. However, the current background emission levels for the area are low and well below acceptable levels.

### Construction Effects

- 9.3 An assessment has been undertaken of dust emissions from construction works, as well as the effect of road vehicle exhaust and energy emissions associated with the operational phase of the Proposed Development.
- 9.4 During the construction phase of the Proposed Development there is the potential for air quality impacts as a result of dust emissions from the Site. Assuming good practice dust control measures are implemented, the residual effect from dust is predicted to be negligible.

### Completed Development

- 9.5 The dispersion modelling results for the operational phase indicate that pollutant levels at sensitive locations across the Site would be below the relevant Air Quality Objectives. The location is therefore considered suitable for the proposed use as a school. No mitigation measures are therefore required.
- 9.6 An assessment was undertaken at surrounding sensitive receptors including surrounding residential properties, Great Dunmow Primary School and at ecological receptors including High Wood Site of Special Scientific Interest (SSSI). The assessment indicated that the Proposed Development would have a negligible at all sensitive receptor locations considered and that air quality would remain within the air quality objectives. As such, no significant effects are anticipated on air quality as a result of the Proposed Development during construction or its proposed use. Furthermore, the implementation of a Travel Plan at the proposed school and provision of electric charge points would encourage sustainable travel.

### Cumulative Effects

- 9.7 The future baseline includes traffic associated with the cumulative schemes. The assessment showed that with these schemes in place all receptors would meet air quality objectives. As such the cumulative effect is considered to be negligible.

## 10.0 Landscape and Visual Effects

- 10.1 A Landscape and Visual Assessment has been undertaken by Arborterra Ltd. The assessment has followed Guidelines for landscape and Visual Impact Assessment' 3rd edition 2013.
- 10.2 A baseline study was undertaken to establish existing landscape character and views towards the Site and identify key sensitive receptors. This involved a desktop study to including modelling to determine Zones of Theoretical Visibility and a field study. The field survey was carried out of the Site on the 03 March 2020 and 02 April 2020 when vegetation was not in leaf.

### Baseline Conditions

- 10.3 The Site comprises a large, relatively level rectangular arable field on the western outskirts of Great Dunmow. The field is clearly defined by boundary vegetation. Vegetation is mature along the northern and western boundaries, with early mature planting to the south and young trees on the eastern boundary.
- 10.4 The Site is not within any national designations such as a National Park or Area of Outstanding Natural Beauty.
- 10.5 There are several listed buildings within 2km of the Site including:
- Brady's Barn (1), the building line is 15m to the west;
  - Highwood Farmhouse (2), the buildings line is 35m to the west;
  - Roundhouse (3), the building line is 80m to the south;
  - Folly Farm (6), some buildings are protected, and the farm is located 360m to the east;
  - Minchin's Farm (7), some buildings with the farmstead are protected approximately 625m to the south.
- 10.6 The key landscape receptors are:
- The Site, including the following key aspects:
  - Arable field enclosed by boundary trees and hedgerows;
  - Setting of surrounding designated listed structures; and,
  - The landform / topography.
  - The Uttlesford District Council's landscape area of 'Broxted Farmland Plateau'.
- 10.7 The key visual receptors are:
- Surrounding Settlements and Properties (Shown on Figure 10.1);
  - Users of Public Rights of Way (Shown on Figure 10.2); and
  - Users of Surrounding Roads.

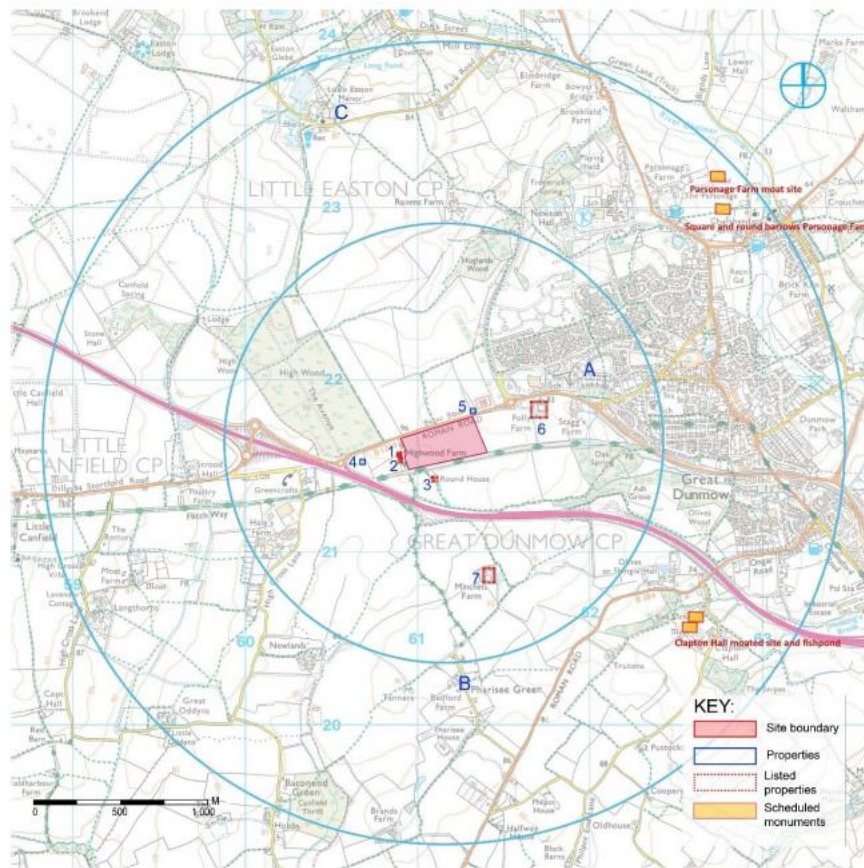


Figure 10.1: Location of properties relevant to the Site. Blue circle shows 1km and 2km from Site boundaries



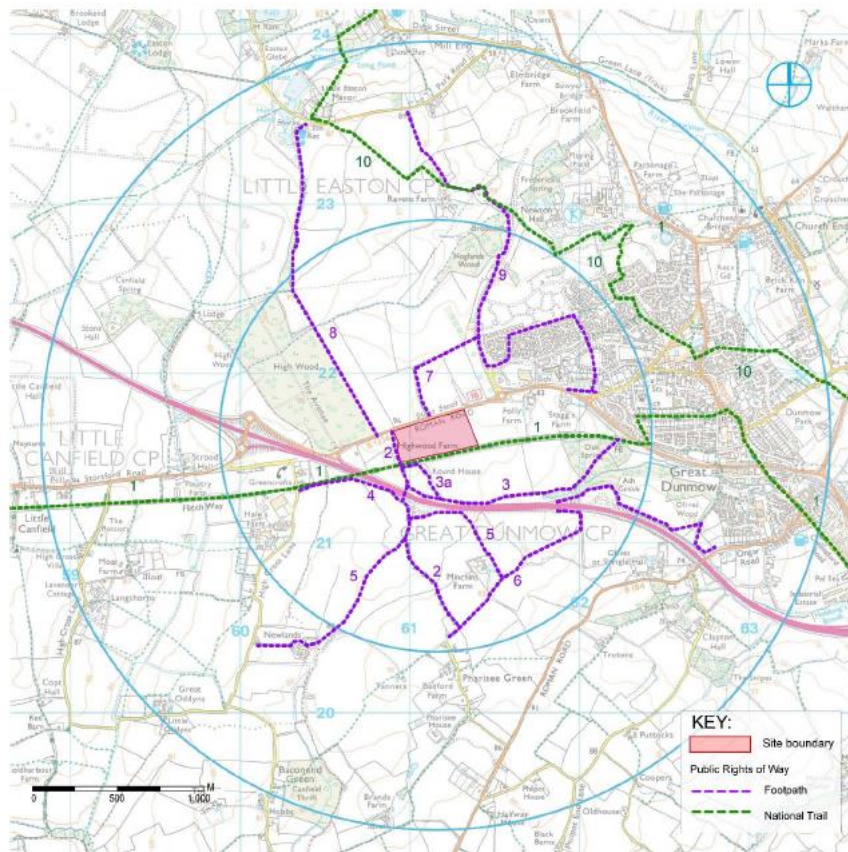


Figure 10.2: Location of footpaths relevant to the Site. Blue circle shows 1km and 2km from Site boundaries

#### Construction Effects

- 10.8 During construction, there would be a change in the character of the Site. However, the effects on the wider 'Broxted Farmland Plateau' landscape character key sensitivities will be negligible. The effect on the Site would be considered temporary and minor adverse.
- 10.9 There would be temporary adverse effects to surrounding properties and users of footpath. The effect would be most significant to Brady's Barn and Canada Cottages and users of surrounding footpaths. This would be temporary and minimised through Site hoarding, such that the effects are not considered significant.

#### Completed Development

- 10.10 The Proposed Development has been designed to retain existing boundary features, trees and hedgerows landform and topography, however there will be a loss of arable field and some open ground. The Proposed Development will bring about more enclosure of the Site and increase hedgerow and tree cover. The sensitivity of 'Broxted Farmland Plateau' landscape character area is not considered to be affected.
- 10.11 Mitigation in the form of boundary planting will reduce the visual effect of the Proposed Development on surrounding properties and footpaths.
- 10.12 Properties to the west, north and east directly adjacent the Site will experience the most visual effect. However, this will be minimised through increasing the tree and hedgerow planting on the Site's boundary.
- 10.13 Walkers are the most affected adjacent the Site on the western boundary, however only briefly and with partial views of the interior of the Site. Views from the wider landscape to the north and south are likely to be brief and glimpsed and within the Site the rooftop only will be visible.
- 10.14 The effects on transport routes is considered to be negligible.

#### Cumulative Effects

- 10.15 The Proposed Development and permitted housing estates will cumulatively change the character of the Site surrounds and extend the settlement edge of Great Dunmow to the west.
- 10.16 The cumulative visual effect will reduce the visual amenity to the few dwellings to the boundaries of the Site and Nos 1 and 2 Canada Cottages (5) will be most notably affected. Other dwellings will not have views of developments in the same view.

## 11.0 Water Resources, Water Quality, and Flood Risk

- 11.1 An assessment of water resources, water quality and flood risk has been undertaken by Ardent Consulting Engineers.
- 11.2 In determining the baseline hydrological conditions at the Site, the collection of baseline information principally comprised a desk top study to review Environment Agency flood mapping together with a review of the phase 1 geo-environmental assessment and intrusive on-site investigations together with a site visit.
- 11.3 A Flood Risk Assessment and drainage strategy have been prepared to support the application.

### Baseline Conditions

- 11.4 The Site is classified by the Environment Agency as being at low risk of flooding from rivers or seas. The Site is not susceptible to pluvial/surface water flooding for the medium-risk (1:100-year event). The Site is also not located within an area at risk of groundwater flooding.

### Construction

- 11.5 During the construction works, there would be effect water quality. However, with the implementation of a Construction Environmental Management Plan, the residual effects on water quality would be considered negligible within the wider catchment, with some short term/temporary minor adverse effects locally.

### Completed Development

- 11.6 A surface water drainage strategy for the Proposed Development has been developed to control surface water runoff to existing rate (with allowance for climate change) and suitable treatment proposed to ensure the effects on flood risk and water quality would be negligible.
- 11.7 The Site does not currently benefit from a potable water supply connection or connection to Anglian Water's foul water sewage infrastructure. Consultation will be undertaken to determine how demand would be met. However, water efficient fittings would be implemented to reduce the use of potable water and minimise foul water discharge.

### Cumulative Effects

- 11.8 As the Proposed Development does not cause additional flood risk to the surrounding area it is considered there are no cumulative effects for this aspect. The cumulative effect of developing the Project Site and surrounding areas will therefore be beneficial.
- 11.9 The cumulative effects on the foul water are similarly considered to be negligible, subject to Anglian Water's responsibility to manage and maintain the public sewer network for the agreed design flows.

## 12.0 Effect Interactions

- 12.1 As set out in Chapter 2: EIA Methodology of the ES two types of cumulative effects have been considered within this ES as follows:
- The effect interactions (sometimes referred to as Type 1 or intra-project), being the combined effects of individual effects for the project, for example noise, airborne dust or traffic effects on a single receptor; and
  - The combined effects of several schemes (sometimes referred to as Type 2 or In-combination effect) which may, on an individual basis be insignificant, but additively, have a significant effect.
- 12.2 Intra-project effects occur when individual residual effects from the Proposed Development (which might be minor on their own) combine to create an overall effect on a particular sensitive receptor.
- 12.3 During construction, there would be some temporary effects on the closest properties along Buttley's Lane and Stortford Road in relation to visual amenity, noise and dust. However, these would be short term and local in nature and therefore considered to be of no more than minor significance. A Construction Environmental Management Plan would be implemented to minimise these effects.
- 12.4 Once complete and operational, these properties may experience some effect interactions in relation to visual amenity and noise. However, with the proposed mitigation in place these effects would not be considered significant.

## 13.0 Effect Interactions

- 13.1 As set out in Chapter 3: EIA Methodology two types of cumulative effects have been considered within the ES as follows:
- The effect interactions, being the combined effects of individual effects for the project, for example noise, dust, visual effects or traffic effects on a single receptor; and
  - The combined effects of several schemes (which may, on an individual basis be insignificant, but cumulatively have a significant effect.
- 13.2 Cumulative effects from surrounding schemes have been considered in each technical chapter.
- 13.3 During construction, there would be some minor adverse temporary effects on local residents and surrounding footpath users in relation to visual amenity, noise, and dust. These would however be short term and local in nature and therefore not considered to be significant. A CEMP would be implemented to minimise these effects.
- 13.4 Once completed, there would be no likelihood for significant in-combination effects.

## 14.0 Residual Effects

- 14.1 The Environmental Statement includes a summary of the proposed mitigation measures and likely residual effects.
- 14.2 During the construction phase, it is anticipated that there would be some temporary local adverse effects on surrounding residential receptors. These would be short-term and would be mitigation through the implementation of a Construction Environmental Management Plan (CEMP) which would be secured by planning condition.
- 14.3 Once operational, adverse effects from the Proposed Development would be limited to localised minor adverse effects on landscape character and visual amenity from a small number of residential properties and local footpaths. The proposed landscape strategy would ensure these effects are mitigated as far as possible such that they would not be significant.
- 14.4 In summary, an Environmental impact Assessment has been undertaken. This has identified that with mitigation in place there would be no 'significant' effects from the Proposed Development