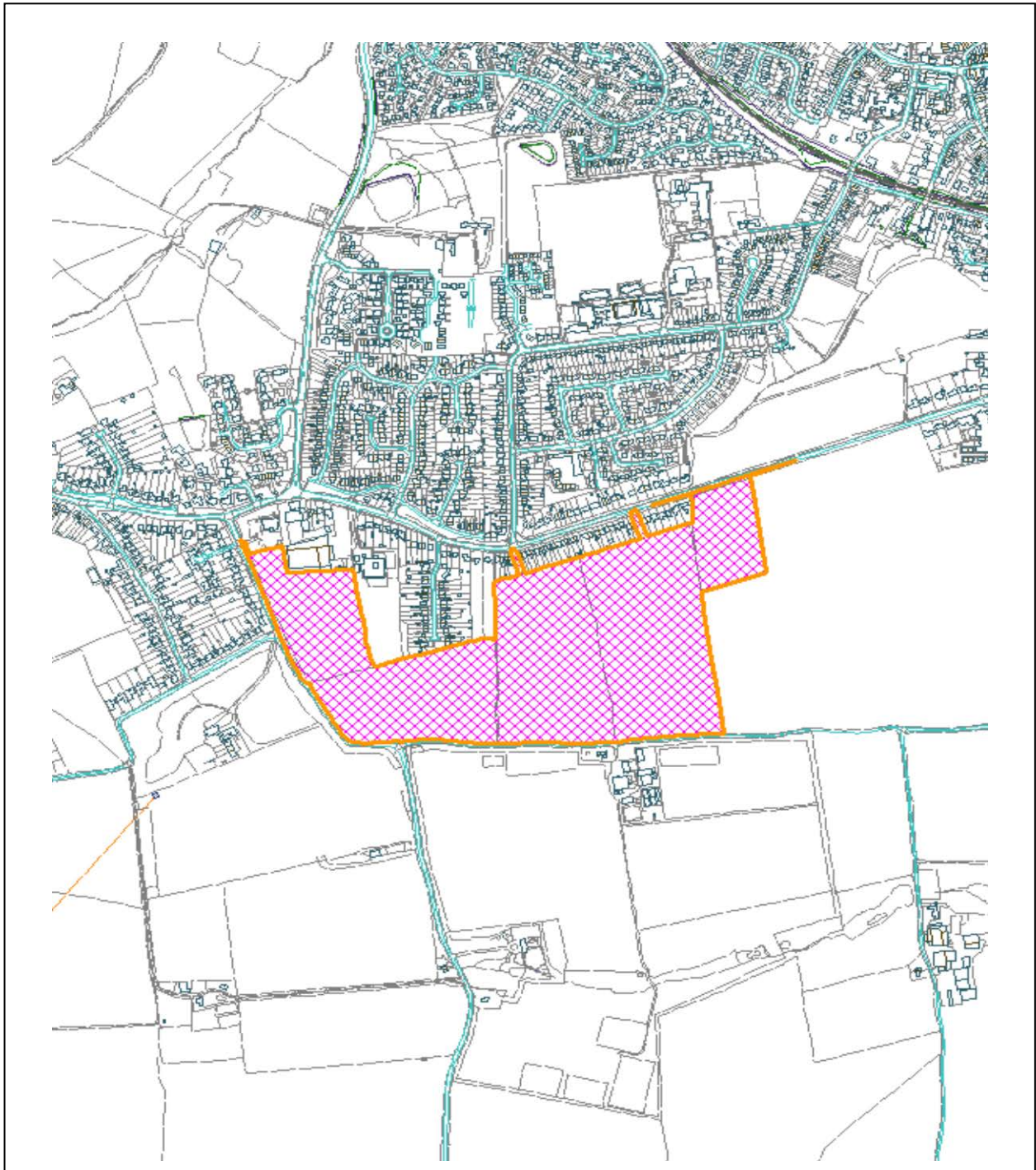


PLANNING COMMITTEE

3 JANUARY 2018

REPORT OF THE HEAD OF PLANNING

A.3 PLANNING APPLICATION - 17/01527/DETAIL - LAND EAST OF BROMLEY ROAD, LAWFORD, CO11 2HS



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Application:	17/01527/DETAIL	Town / Parish: Lawford Parish Council
Applicant:	Mr Steven Rose - Rose Builders (Properties) Ltd	
Address:	Land East of Bromley Road Lawford CO11 2HS	
Development:	Reserved matters application with details of appearance, landscaping, layout and scale pursuant to Phase 1 of outline permission (15/00876/OUT) including 120 dwellings, community building with parking, junior camping field, village green, structural landscaping and playground.	

1. **Executive Summary**

- 1.1 Outline planning permission (all matters apart from access - reserved) was granted on 13th April 2017 for a mixed development of 360 houses and community facilities/open space on 22.76ha of land to the south of Lawford, under 15/00876/OUT. The current submission relates to phase 1 of the development, and is for the outstanding reserved matters.
- 1.2 In accordance with Members' request, the current submission has been brought to Planning Committee seeking consent with regard to the reserved matters of scale, layout, appearance and landscaping.
- 1.3 The site lies outside the defined settlement boundary of the saved Local Plan but within the settlement boundary of the emerging Local Plan. The principle of residential development has been accepted by the granting of outline planning permission, which also established the position of the access.
- 1.4 The site – being the western third of the outline permission - is accessed from Bromley Road with the community building, car-park and open space to the north of the estate road, and the 120 dwellings to the south. The scheme retains the substantial hedge to the Bromley Road and Dead Lane boundaries, and the mature tree on the eastern boundary.
- 1.5 The detailed plans comply with the outline requirements, and the usual design parameters (garden sizes, distance between dwellings and level of parking) and the reserved matters are considered acceptable with no material harm to visual or residential amenity, or highway safety. The submission is therefore recommended for approval.

Recommendation: Approve

Conditions:

- 1 Dev in accordance with approved plans**
- 2 Implementation of landscaping**
- 3-5 Archaeology Conditions re programme of archaeological evaluation**
- 6 Anglian Water condition re drainage strategy**
- 7 Any conditions as advised by the Highway Authority**

2. **Planning Policy**

NPPF National Planning Policy Framework

National Planning Practice Guidance

Tendring District Local Plan 2007

QL1 Spatial Strategy

QL2 Promoting Transport Choice

QL3 Minimising and Managing Flood Risk

QL9 Design of New Development

QL10 Designing New Development to Meet Functional Needs

QL11 Environmental Impacts and Compatibility of Uses

QL12 Planning Obligations

HG1 Housing Provision

HG3 Residential Development Within Defined Settlements

HG3A Mixed Communities

HG4 Affordable Housing in New Developments

HG6 Dwelling Size and Type

HG7 Residential Densities

HG9 Private Amenity Space

HG14 Side Isolation

HG14 Side Isolation

COM2 Community Safety

COM4 New Community Facilities (Including Built Sports and Recreation Facilities)

COM6 Provision of Recreational Open Space for New Residential Development

COM21 Light Pollution

COM23 General Pollution

COM26 Contributions to Education Provision

COM29 Utilities

COM31A Sewerage and Sewage Disposal

EN1 Landscape Character

EN2 Local Green Gaps

EN4 Protection of the Best and Most Versatile Agricultural Land

EN5 Areas of Outstanding Natural Beauty (AONB's)

EN6 Biodiversity

EN6A Protected Species

EN6B Habitat Creation

EN11A Protection of International Sites European Sites and RAMSAR Sites

EN11B Protection of National Sites SSSI's, National Nature Reserves, Nature Conservation Review Sites, Geological Conservation Review Sites

EN12 Design and Access Statements

EN13 Sustainable Drainage Systems

EN23 Development Within the Proximity of a Listed Building

EN29 Archaeology

TR1A Development Affecting Highways

TR4 Safeguarding and Improving Public Rights of Way

TR5 Provision for Cycling

TR6 Provision for Public Transport Use

TR7 Vehicle Parking at New Development

Tendring District Local Plan 2013-2033 and Beyond Publication Draft (June 2017)

SP1 Presumption in Favour of Sustainable Development

SP2 Spatial Strategy for North Essex

SP5 Infrastructure & Connectivity

SP6 Place Shaping Principles

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

HP1 Improving Health and Wellbeing

HP2 Community Facilities

- HP3 Green Infrastructure
- HP4 Safeguarded Local Greenspace
- HP5 Open Space, Sports & Recreation Facilities
- LP1 Housing Supply
- LP2 Housing Choice
- LP3 Housing Density and Standards
- LP4 Housing Layout
- LP5 Affordable and Council Housing
- PPL3 The Rural Landscape
- PPL4 Biodiversity and Geodiversity
- PPL5 Water Conservation, Drainage and Sewerage
- PPL6 Strategic Green Gaps
- PPL7 Archaeology
- PPL9 Listed Buildings
- CP1 Sustainable Transport and Accessibility
- CP2 Improving the Transport Network
- CP3 Improving the Telecommunications Network

Status of the Local Plan

The 'development plan' for Tendring is the 2007 'adopted' Local Plan, despite some of its policies being out of date. Paragraph 215 of the NPPF allows local planning authorities to give due weight to adopted albeit outdated policies according to their degree of consistency with the policies in the NPPF. Paragraph 216 of the NPPF also allows weight to be given to policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies and the degree of consistency with national policy. As of 16th June 2017, the emerging Local Plan for Tendring is the Tendring District Local Plan 2013-2033 and Beyond Publication Draft. As this plan is yet to be examined, its policies cannot carry the full weight of adopted policy. However, because the plan has reached publication stage its policies can carry some weight in the determination of planning applications. Where emerging policies are particularly relevant to a planning application and can be given some weight in line with the principles set out in paragraph 216 of the NPPF, they will be considered and, where appropriate, referred to in decision notices. In general terms however, more weight will be given to policies in the NPPF and the adopted Local Plan.

3. Relevant Planning History

15/30021/PREAPP	Screening Opinion request for mixed use development including community building, school access with drop off and pick up area, village green, parking and residential development (360 dwellings).		06.02.2015
15/00876/OUT	The erection of 360 houses (including Lawford Enterprise Trust Housing), with associated garages on 22.76ha with two vehicular access points, site roads, pedestrian and cycle routes, a new primary school access with off-road pickup and drop-off parking, a community building with public access toilets, a junior camping field, village green, public open space, structural landscaping and playground.	Approved	13.04.2017
17/01527/DETAIL	Reserved matters application with details of appearance, landscaping, layout and scale pursuant to Phase 1 of outline permission (15/00876/OUT) including 120 dwellings, community building with parking, junior camping field, village green, structural landscaping and playground.	Current	

4. Consultations

Cadent Gas Limited	Cadent Gas do not object to this proposal.
Anglian Water Services Ltd	<p>Records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.</p> <p>The foul drainage from this development is in the catchment of Manningtree Water Recycling Centre, which currently does not have capacity to treat the flows from your development site. Anglian Water 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 planning authority grant planning permission.</p> <p>A drainage strategy to serve the wider development has been prepared in consultation with Anglian Water to determine a feasible mitigation solution. We will request a condition requiring compliance with the agreed drainage strategy.</p>

From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, are unable to provide comments on the suitability of the surface water management.

The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

CONDITION

No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

REASON

To prevent environmental and amenity problems arising from flooding.

Building Control and
Access Officer

No comments at this time. We would advise that the agents work with us from an early stage to ensure compliance with the Building Regulations.

Environmental Protection

No response received.

Regeneration

The Regeneration Team have no specific comments to make on this application.

Tree & Landscape Officer

The main body of the application site is currently in agricultural use. The most significant trees and hedgerows are situated on the perimeter of the land. There is a 'gappy' hedgerow running north to south adjacent to the existing Public Right of Way.

In order to show the extent of the constraint that the trees are on the development of the land and to identify the works that will be necessary in order to implement the consent the applicant has provided a Tree Survey and Report. The report is in accordance with BS5837: 2012 Trees in relation to design, demolition and construction.

Information contained in the report shows that the development proposal could be implemented without causing harm to retained trees. None of the small trees or sections of hedgerow identified for removal will have a significant adverse impact on the local landscape character.

The creation of a new access from Bromley Road will necessitate works to and felling of trees and a section of hedgerow. The removal of hedgerow and trees contained in (A4i) is not desirable however the harm caused can be relatively easily mitigated against and compensated for by new planting that will, within a reasonable period of time replicate and improve on the existing level of screening and benefits to wildlife.

In terms of soft landscaping the applicant has submitted a comprehensive and top quality landscape scheme that includes a wide range of plant species and tree planting throughout the development.

Babergh District Council	No objection to the proposal. The application site is some distance from the district boundary, with a large housing development between the site and the boundary. Planning issues such as traffic movements and highway safety will be covered through your own consultation process. Visually, the site will not impact on Babergh's landscape because of existing development in Lawford.
Department For Environment Food and Rural Affairs	No response received.
Essex Bridleways Association	No response received.
Essex County Council Archaeology	In response to the original planning application 15/00876/OUT an updated and appropriate archaeological desk based assessment was requested in order to meet the requirements of para 128 of the NPPF in order to assess the potential of the site prior to making recommendations. A Written Scheme of Investigation has been submitted with this application which proposes trial trenching for each phase of the development. The WSI has been approved and the archaeological investigations will need to take place prior to the commencement of development for each phase of work.

RECOMMENDATION: A Programme of Archaeological evaluation

1. No development or preliminary ground-works can commence until a programme of archaeological evaluation has been secured and undertaken in accordance with a Written Scheme of Investigation, which has been submitted by the applicant, and approved by the planning authority. Following the completion of this initial phase of archaeological work, a summary report will be prepared and a mitigation strategy detailing the approach to further archaeological excavation and/or preservation in situ, shall be submitted to the local planning authority.
2. No development or preliminary groundwork can commence on those areas of the development site containing archaeological deposits, until the satisfactory completion of archaeological fieldwork, as detailed in the mitigation strategy, which has been signed off by the local planning authority.

3. Following completion of the archaeological fieldwork, the applicant will submit to the local planning authority a post-excavation assessment (within six months of the completion date, unless otherwise agreed in advance with the planning authority), which will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

ECC Highways Dept

The Highway Authority has assessed this application and would request additional information prior to making a final recommendation.

' 6m wide shared surface roads have now been indicated for the minor roads with side drainage to a swale as per our request. However, we will need to agree suitable construction details if long term damage to the carriageway is to be prevented by the ingress of surface water at sub-base level.

' The Layout drawing suggests the drainage for the spine road remains unchanged with a swale between the carriageway and footway. There is no cross section through these features and no supporting comments. We are unable to agree to this as we do not consider it to be a suitable solution from a highway point of view.

On receipt of this additional information further assessment can be made

ECC Highways Dept
Additional comments

Comment as follows on the highway drainage aspect of this application:

- The highway soakaway detail is acceptable
- The long term maintenance of the grass swales could be a problem as they are unlikely to receive the necessary number of cuts per year to keep them looking tidy if we are to maintain them. Including the grass cutting of these areas within a maintenance company contract would solve this issue
- Concern about the long term stability of swales adjacent to the shared use roads as previously stated. Vehicles should be prevented from driving / parking on the swale or a system of verge reinforcement considered
- The road sub base layer should be protected from the effects of surface water by wrapping the geotextile material up at the end of sub base where it is adjacent to the swale.

Essex County Fire Officer

No response received.

Network Planner - UK
Power Networks

The Design and Access Statement has the following short comment with regard to the 11,000 volt overhead line crossing the site.

"The site is traversed by a line of telegraph poles which form part of the local electricity network. This power line will need to be replaced with underground cabling."

This overhead line also supports a pole mounted transformer supplying the residents of Milton Road. The proposed site layout offers no means of maintaining the electricity supplies to these

residents as there is no route for an underground cable apart from across 10 back gardens. Access to replace or repair the cable would, in the future, be extremely difficult. This also assumes that the proposed substation could be used to provide the supplies when it's ownership may not allow this to happen.

Consideration needs to be given to this infrastructure alteration within the proposed site layout.

Environment Agency

No response received.

Essex Wildlife Trust

No response received.

Natural England

Natural England have no objection subject to the development providing the appropriate mitigation for green infrastructure is provided.

We suggest that circular walks within the application site and links to public rights of way are considered to provide the required facilities for dog walkers and the conclusions of the The Habitats Regulations (HRA) screening report (May 2016) submitted with the Outline Planning Application (ref: 15/00876/OUT) be included.

We acknowledge the provision of public open space in the north west corner of the proposed development, but clarification surrounding the design of the recreational space is needed to show how it will accommodate dog walking, such as circular walks and dog bins, along with the other mitigation highlighted in the HRA screening report. Natural England advises the implementation of mitigation highlighted in the HRA screening report.

Natural England have no objections to the development if the recommended advice is sort and the listed mitigation implemented.

Arch. Liaison Off, Essex
Police

No response received.

ECC Schools Service

No response received.

ECC SuDS Consultee

If the drainage system has not been significantly changed from that previously proposed and approved under the full application - 15/00876/OUT – we would reserve our comment for the discharge of condition stage. If the drainage strategy has been changed, this should be detailed in this application.

Are happy with the principle of the drainage strategy and have no further comments to make regarding this application and will provide additional bespoke comments when discharge of condition 12 is sought.

Suffolk Coastal Heaths
Project

No response received.

5. Representations

- 5.1 Lawford Parish Council - Having clarified with the developer that the "Foul water will need to connect to existing systems on Bromley Road and Long Road" is a mistake as the connection will only be made to Long Road, as shown on the submitted drawings. The new connection will be near the top of Colchester Road on Long Road. Lawford Parish Council has no objection to this application.
- 5.2 Mistley Parish Council - Mistley Parish Council does not oppose the planning application, but makes the following comments:
- (1) minimum environmental and green wedge impact; and
 - (2) visual impact mitigated by existing development along Long Road.

Mistley Parish Council also has concerns about the following:

- (1) increase in traffic for Cox's Hill, Wignall Street, Bromley Road and the railway roundabout;
- (2) increase in traffic to the High Street in Manningtree; and
- (3) provision must be made to ameliorate the impact on local health services and schools

- 5.3 20 letters of representation state:-

- The transport assessment was undertaken in 2015 and makes no mention of the rail maintenance depot to the north of Manningtree Station that will add to traffic congestion
- The report was flawed in its assumptions and a roundabout is needed
- Traffic will double, and on the basis of highway safety, permission should be refused
- This makes no attempt to improve the road infrastructure and the junction on Bromley Road near to the lay-by is dangerous and there should be a mini-roundabout at Grange Road
- There already long queues at the railway station and up Cox's Hill which will worsen
- Safety concerns for commuters travelling by car to the A120
- This will cause extra road-side parking in Manningtree where the co-op is the only car-park
- Any development on this scale is environmentally and socially unsustainable
- Whilst it is accepted that new dwellings are required, the ones proposed are not the sort that local people can afford, being luxury and as a consequence, a high cost – this is a wasted opportunity to meet the needs of local people and provide more affordable homes
- There is already a good selection of larger homes in the area
- Whilst a third village hall is being provided, there's been no thought to increasing G.P cover and extra school places
- Local needs and opinions are not being considered
- The local infrastructure cannot support extra housing – the schools are full and doctors surgeries at capacity
- The community building, camping ground and parking are a concern and are vulnerable to misuse by individuals and vehicles – how will it be policed – CCTV and height barriers?
- How will the public toilets within the community building be controlled when the building is closed – across Essex, toilets are being closed to stop undesirable activities?
- The new hall is un-necessary - Ogilvie Hall is adequate and needs funding – will the upkeep for the new hall come out of Lawford Council Tax?
- There are numerous and under-used halls within the area – the community rooms will be an expensive white elephant
- Is access from other areas to be stopped in the interest of the safety of residents and children
- We paid a premium to live in this part of Lawford and we end up living in the middle of an estate
- If all the residential permissions go ahead, this will result in urban suffocation of this rural community
- There are no local jobs – householders will just be commuters

- Public views are not considered seriously or relevant – few people objected initially as they feel it's not worthwhile – these houses are to meet a perceived need from Central government
- Local needs for starter-homes and retirement homes are not catered for – these are just executive homes for commuters – there too much going on too quickly in this area
- High pressure gas main goes through the site and should have a green lane above it with no construction within 10m
- I object to any road construction going over the public footpath
- There is no provision for pedestrians on Wignall Street or Long Road
- The car-park should be accessed from the community centre who could control the pedestrian gate to the school
- The parking spaces are too narrow and should be parent-and-toddler spaces
- The play area should be central on the estate and less garages should be built
- The house sizes are too small – children need space in their lives and bedrooms
- Development should be blocked until the roads are repaired
- This development should pioneer erectible factory-built homes as other countries do
- There is not enough affordable housing
- Homes will be for car-based commuters who will go to out-of-town shopping centres and the local economy will not benefit
- Creating a village atmosphere with a green and playground is fine, but who will upkeep it, remove litter and sort out the vandalism?
- You are turning villages in to towns
- This greenfield will be a blot on the landscape rather than blending in
- Will cause extra traffic congestion and therefore extra pollution
- The car-park will attract anti-social behaviour as there is no police presence in Lawford/Manningtree
- We cannot get out of our property on to Bromley Road at peak-times now, so this will only get worse
- Frangulus Alnus – food plant of the Brimstone butterfly – should be used in the landscaping
- The community field and parking will become a magnet for traveller invasion, free commuter parking and overspill from commercial uses nearby

5.4 A considerable number of the above comments relate to matters of principle, such as the impact of traffic, that the development would be for commuters, that the development is not needed, there are no local jobs, and that doctors and schools services cannot cope.

5.5 Few of the comments relate to the issues being considered within this reserved matters submission – the design, scale, layout and landscaping.

6. **Assessment**

The main planning considerations are:

Principle of Development
 Design and Landscape Impact
 Impact on Protected Species/Wildlife
 Highway Safety
 Impact on Amenity of Neighbours

Site Description

6.1 The application site is an 'L' shaped parcel of land fronting on to Bromley Road and Dead Lane at the southern side of Lawford. The site forms the first phase (around a third) of a larger site, which gained outline planning permission on 13/04/2017 (Ref 15/00876/OUT), being a site of 22.76ha.

- 6.2 The site is currently a range of grazing paddocks and arable land and runs from the current built up limits in the north (where the school is situated), and runs south along the eastern side of Bromley Road until it curves around and meets Dead Lane before turning south towards Bromley.
- 6.3 The site continues along the north side of Dead Lane – a rural road serving a farm and a pair of cottages.
- 6.4 The site “wraps around” a residential cul-de-sac - Milton Road - which lies to the north of the larger part of the ‘L’ shaped site.
- 6.5 Both roads are dominated by substantial road-side hedges/trees set on top of a raised bank, which effectively screens the site from the highways.
- 6.6 The eastern boundary of the site is defined by a field hedge containing a substantial mature tree alongside an un-made footpath.

Proposal

- 6.7 This is a reserved matters submission for the first phase of the approved outline consent, and consists of the first 120 dwellings and the community facilities. It includes the outstanding matters of the design, scale, layout and landscaping for this phase I site as the access points were determined at the outline stage.
- 6.8 The outline permission was a mix of residential and community/open space uses, providing the following:-
- 360 houses and associated garages
 - A detailed design of two vehicular access points (one from Bromley Road and one from Long Road)
 - a new primary school access with off-road pick-up and drop-off parking
 - a community building with publicly accessible toilets
 - a junior camping field
 - a village green
 - public open space
 - structural landscaping; and
 - a playground.
- 6.9 The development on this current phase shows the new access road (the detailed design already having been approved at Outline stage) leading in to the northern end of the site from Bromley Road and it is to the north of Grange Road.
- 6.10 To the north of this new estate road is the new village green, a LEAP play area, parking/drop-off point for the school and the new school entrance, the community office building and the camping field.
- 6.11 The school entrance and car-park has a feature wall and landscaping to the new village green, and the new hall is a timber-clad, metal roof structure, rectangular in plan and containing 3 Parish offices, a meeting room, kitchen and w.c's.
- 6.12 The main estate road curves around the northern side of the site, and is dominated by the cycleway to one side and the footpath and surface water drainage swales to the other as it serves the other phases of the approved outline consent. This significant access road will have rows of dwellings to both sides and 5 cul-de-sacs running west and south each with groups of dwellings around them.

- 6.13 The key feature of the site is the retention of the trees/hedgerows, especially to Bromley Road, which act both as a landscaped buffer and a green corridor.
- 6.14 The dwellings are a mix of detached and semi-detached houses, 2 small terraces and detached and semi-detached bungalows and chalet/dormer bungalows and are constructed from a mix of brick, render and timber cladding.
- 6.15 Within the centre of the site is a modest courtyard of bungalows and a linked row of dwellings.
- 6.16 The proposed 120 dwellings are of 2 to 5 bedrooms consisting of:-
2 Bed Houses – 15 no
3 Bed Houses – 54 no (inc. 8 chalet bungalows)
3 Bed Bungalow – 5 no
4 Bed Houses – 41 no
5 Bed Houses – 5 no
- 6.17 The dwellings are either double-fronted or orientated with the end gable wall facing the road and have a garage, car-port or parking spaces.
- 6.18 There was an initial concern that plot 63 was too close to its neighbouring plot and the window-to-window distance was inadequate, and the 'landmark building' on plot 103 - which is situated on the main bend in the spine road and projects further forward than the surrounding dwellings – would have blank gables on show. The applicant has resolved these concerns by re-arranging the layout of the bungalows around the courtyard at the eastern end of the site (plot 63) and amending the design of the dwelling on plot 103 to include a raised parapet wall to the front elevation, feature chimney stacks to both side gables and introduced gable-end windows and a door to provide interest. Amended plans are awaited and any update will be given at Committee.
- 6.19 The submission also includes details required by conditions imposed on the outline permission.
- Principle of Development
- 6.20 The principle of development was established by the granting of the outline permission.
- 6.21 The outline permission included a detailed position for the 2 access-points with a significantly detailed master-plan and the submitted details comply with that outline consent.
- 6.22 Issues such as the impact on the village character, potential contamination, highway safety (with off-site improvement works to the roundabout) and ecology have already been assessed via the appeal, with the principle of development of the site being well established, and the current proposal reflects the outline scheme, and is an efficient use of the site that will assist in achieving/maintaining the 5-year Housing Land Supply, and the N.P.P.F requirement to significantly boost the provision of housing land and meets the social arm of sustainable development.
- 6.23 The affordable housing element (14 dwellings) required by the Section 106 agreement at the outline stage is to be provided on Phase II.
- 6.24 The proposal retains the well-established boundary hedges situated along the western and southern boundaries, along with a green corridor on the eastern boundary of Phase I which

maintains the simple rural nature of the surroundings and the areas retained for wildlife purposes.

- 6.25 The community facilities are located near to the site entrance as intended by the outline consent.

Design and Landscape Impact

- 6.26 The majority of the dwellings are 2-storey in nature apart from 13 bungalows and chalet bungalows which are concentrated at the eastern edge of the site. None of the houses include accommodation within the roof.
- 6.27 The dwellings are an attractive design, and are of 2 – 5 bedroomed proportions being terraced, semi-detached and detached houses and detached and semi-detached bungalows representing a suitable 'mix'.
- 6.28 The dwellings as proposed meet the adopted standards for parking, garden-size and 'gaps' between dwellings.
- 6.29 The dwellings are served from a long spine road, and apart from a 'landmark' building at the main bend in the road, comprises a rather uninteresting and regimented layout, to a higher density than the remainder of the site, with the road being the dominant feature, which is heavily engineered with a remote 3m wide cycleway to the north side and a remote 2m wide footway to the south side, separated from the road by the surface water swales and substantial planting.
- 6.30 The 5 cul-de-sacs running west and south from the spine road are far more interesting, having a lower density, and a less regular layout and it incorporates a courtyard of bungalows to one cul-de-sac with the most eastern drive skirting the mature tree which forms a central feature of the green corridor/public footpath.
- 6.31 The cul-de-sacs run through to the wildlife buffer strips to the highway boundary, and the end dwellings are served from private drives from the end of the adopted cul-de-sacs and have an undulating layout and face out towards the buffer strips and the countryside with a more open and rural character.
- 6.32 The community facilities provide the camping field, village green and playground, which will soften the appearance of the village offices/w.c, car-park and school entrance, and the layout closely follows that envisaged by the outline consent.
- 6.33 The substantial spine road with the regimented rows of dwellings to each side is the dominant feature of the estate, as was envisaged by the master-plan (entitled Land-Use Audit) approved at the outline stage and which was quite detailed in relation to how the various blocks of dwellings would be situated around the site. Conditions 3 and 5 of the outline permission required the completion of a master plan and that plan and the development had to be in general conformity with the Land-Use Audit. The applicant has carried out extensive consultation with the Parish Council in producing a master-plan, which retains the central spine road as a key element of the design and the main community facilities.
- 6.34 Whilst this element has a quite urban-form, it is central within the development and well landscaped which mitigates its impact, and it would have only a very localised impact. This layout does however allow for the very rural nature of Bromley Road and Dead Lane (which are country lanes with no footways) to be retained as new footpaths to the highways around the perimeter of the site are not required as all cycle ways and footpaths are provided internally within the development.

- 6.35 There are informal routes between the dwellings and the open countryside to the south and the retention of the banked tree-lined hedgerows, the proposed planting and the spacious layout of the development on the perimeter of the site maintains a rural character and assimilates the development in to its settlement-edge location.
- 6.36 The design and landscape of the scheme closely follows the master-plan and the appearance is considered to be acceptable.

Impact on Protected Species/Wildlife

- 6.37 The important raised bank with its tree/hedge cover on the site boundaries - excluded from the built-form of the development at outline stage - will remain a wildlife haven and undisturbed by the proposal, and as such the development would have no adversely impact upon the wildlife of the area.
- 6.38 A wildlife mitigation strategy was submitted at the outline stage, and condition 16 was imposed which requires (for each phase) a further Ecology Mitigation and Management/Enhancement Plan to be submitted prior to the commencement of each phase.
- 6.39 English Countryside raise no objections to the proposal, but raise issues that need to be addressed and subject to agreement of the new plan.

Highway Safety

- 6.40 Whilst many of the objections raise concerns that the highway network cannot cope with the scale of the development, the site already has outline approval which formally agreed the 2 main access-points and diversion of the footpath.
- 6.41 The outline scheme agreed the various off-site works to improve the roundabout and junctions and the proposed details follow closely the outline master-plan.
- 6.42 Essex County Council Highways do not object to the development, but raise detailed issues that would need to be addressed via their adoption agreement.
- 6.43 The layout plan shows that each dwelling would be served by at least two parking spaces and turning each commensurate with the current parking standards, and there are casual visitor parking possible on the access drives.
- 6.44 No highway safety issues would arise that would justify refusal of the application.

Residential Amenities

- 6.45 The proposed development would retain sufficient spacing to surrounding dwellings so as to not cause any adverse impacts in respect of loss of light/outlook/privacy for the surrounding neighbours.
- 6.46 The only existing dwellings directly adjoining this Phase I site is Milton Road, and the 2 end properties most affected - no.s 30 and 37 – are orientated looking east and west. The new dwellings look directly north and south, although their distance from the boundary is a minimum of 13m and as such, they would have no appreciable impact on the amenity enjoyed by the residents of properties on Milton Road.
- 6.47 The layout plan indicates the retention of the existing wall/fencing and provides good screening to surrounding properties.
- 6.48 To the south of Dead Lane is a small group of dwellings grouped around Adhams Farm, although those properties are a considerable distance from the highway and are separated

from the new dwellings by the lane and the landscape buffer and they would be unaffected by the dwellings on phase I.

6.49 It is considered that the new proposal would not cause any harm to amenity, due to the separation distances involved.

6.50 The scheme meets the policy requirements for garden size, distance to boundaries and other amenity/design matters.

Other Issues

Archaeology

6.51 Three conditions have been requested by the ECC Archaeologist although these were imposed on the outline permission and do not need to be re-issued in relation to the reserved matters. Some preliminary work has been carried out, and an agreed scheme for archaeological investigation has been agreed.

6.52 Further work is required prior to commencement of the development

Overhead Power Cable

6.53 An overhead cable crosses the site, which will need to be placed underground and a suitable route agreed between the developer and the power supplier.

6.54 The eastern end of the site includes a provision for services – including a new sub-station and pumping station and it is envisaged that this could be utilised for the new supply.

BACKGROUND PAPERS

None