

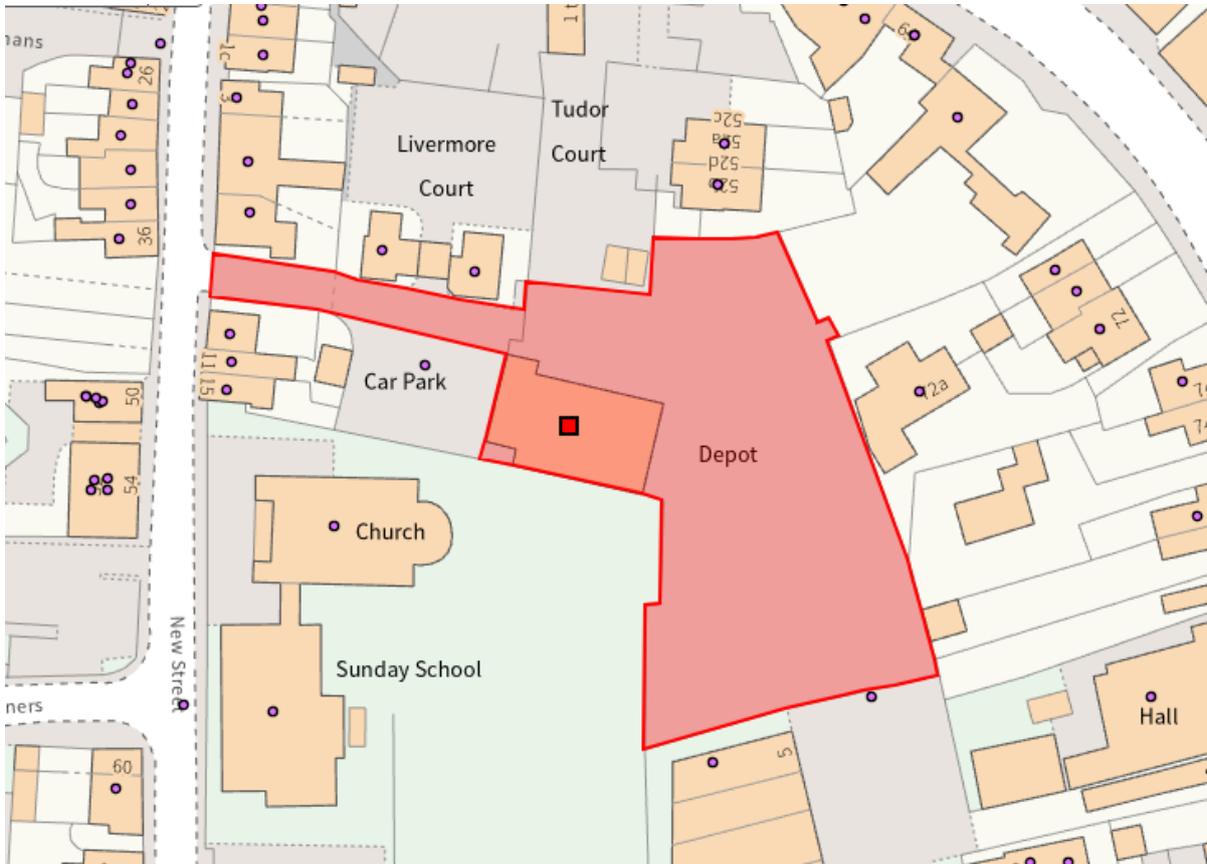
**ITEM NUMBER:** 9

**PLANNING COMMITTEE DATE:** 11 March 2026

**REFERENCE NUMBER:** UTT/25/2838/FUL

**LOCATION:** Former Council Depot  
New Street  
Dunmow  
Essex

**SITE LOCATION PLAN:**



© Crown copyright and database rights 2021 Ordnance Survey 0100018688  
Organisation: Uttlesford District Council      Date: 18 February 2026

**PROPOSAL:** Demolition of former council depot buildings and erection of 9 no. dwelling houses with existing vehicular and pedestrian access maintained from New Street

**APPLICANT:** Mr Paul Ullmer

**AGENT:** Mr Marcus Lambert

**EXPIRY DATE:** 07.01.2026

**EOT EXPIRY DATE:** 20.03.2026

**CASE OFFICER:** Mark Sawyers

**NOTATION:** Within Development Limits - GREAT DUNMOW  
Within 50m Buffer Zone for Great Dunmow Conservation Area  
Within Groundwater Source Protection Zone 2  
Archaeological Site - Site Number: 8200  
Archaeological Site - Site Number: 8201  
Archaeological Sites-Lines - Site Number: 1226  
Pollution Control (site within 500m)

**REASON THIS APPLICATION IS ON THE AGENDA:** Uttlesford District Council interest

---

## **1. EXECUTIVE SUMMARY**

**1.1** The application proposes the demolition of the former Council depot at New Street, Great Dunmow and the redevelopment of the 0.24ha brownfield site to deliver nine new dwellings. The site lies within the Development Limits and occupies a highly accessible and sustainable location close to the town centre. In principle, the reuse of previously developed land for residential purposes is supported by both national and local planning policy and would make a modest contribution to the district's housing supply.

**1.2** However, detailed assessment identifies several significant and overriding concerns. The proposed layout and design do not meet the standards required by Local Plan Policy GEN2, the Uttlesford Design Code (2024) or the emerging Local Plan, resulting in an incoherent arrangement of dwellings, poor frontage relationships, and a heavily

car-dominated environment. These shortcomings undermine the ability of the scheme to create a well-designed, high-quality residential place.

- 1.3** The Highways Authority has issued a formal objection, confirming that the proposal fails to demonstrate safe and suitable access, appropriate turning arrangements, or compliant parking provision. Additional unresolved concerns relate to the loss of a Category B oak tree, insufficient soft landscaping, and failure to deliver a landscape-led approach. Environmental Health has also highlighted substantial gaps in the contamination assessment, and in the absence of a response from the Environment Agency, risks to controlled waters within Source Protection Zone 2 remain unaddressed.
- 1.4** While the scheme would provide some benefits through the redevelopment of a redundant brownfield site and the delivery of nine dwellings, these benefits do not outweigh the identified harms relating to design quality, highways safety, landscape and tree loss, and unresolved contamination and drainage impacts. The proposal therefore does not represent sustainable development when assessed against the development plan and the NPPF as a whole and is recommended for refusal.

## **2. RECOMMENDATION**

That the Strategic Director of Planning be authorised to <b>REFUSE</b> for the reasons set out in section 17.
---

## **3. SITE LOCATION AND DESCRIPTION:**

- 3.1** The application site comprises the former Uttlesford District Council Depot, located to the east of New Street within the built-up area of Great Dunmow. The site lies to the south of the town centre and sits just outside but immediately adjacent to the Great Dunmow Conservation Area, forming part of its wider setting. The Planning Statement confirms that the site is within the settlement boundary and within walking distance of the High Street and town centre services.
- 3.2** The site extends to approximately 0.24 hectares and the level drops as you enter the site. Historically the site accommodated the Council's waste and operational depot. It is currently a predominantly hard-surfaced yard, containing a single-storey industrial building, ancillary outbuildings and areas of sealed surfacing formerly associated with depot operations.
- 3.3** Access to the site is via the New Street Public Car Park, which is reached from New Street by a narrow vehicular and pedestrian route situated between Nos. 7 and 9 New Street. The depot sits beyond the public car park, with no direct street frontage of its own. This arrangement formed the historic operational access for depot vehicles and continued to act as the sole point of access to the development site.

**3.4** The United Reformed Church (URC) is positioned directly to the west and forms a visually prominent townscape feature within the Conservation Area setting. To the north and east, the site backs onto the rear gardens of residential properties fronting High Street, while to the south the site adjoins commercial premises accessed from Haslers Lane.

#### **4. PROPOSAL**

**4.1** The application seeks full planning permission for the demolition of the former council depot buildings (approx. 262.5 sqm) and the erection of nine dwellings (Use Class C3) on the 0.24 ha site at the former New Street Depot, Great Dunmow. The proposed mix comprises 7 no. three-bed houses and 2 no. four-bed houses, arranged as a compact, infill cul-de-sac. The scheme includes all associated works, namely new internal access, on-plot and visitor parking, cycle and refuse storage, private gardens and hard/soft landscaping.

**4.2** Vehicular and pedestrian access would be taken via the existing New Street entrance between Nos. 7 and 9 continuing through the New Street public car park before entering the development. Inside the site, a shared-surface arrangement serves a short internal street and turning head. A total of 20 car parking spaces are proposed (2 per dwelling) with 2 visitor spaces, alongside secure cycle storage within rear gardens. The refuse strategy provides individual bin stores to rear gardens with collection from an identified bin collection point adjacent to the internal turning area.

**4.3** The scale and architecture reflect a traditional vernacular with a contemporary interpretation. Plots 1 and 3 adjacent to the United Reformed Church are proposed at two storeys, with the remaining units at two-and-a-half storeys (dormered roofspace). The material palette includes soft red multi-facing brick, red clay plain tiles, cream render, and soft green horizontal composite cladding, with cream-finished windows/doors; roofs are predominantly steep-pitched (50°) with front gables, intended to echo the roofscape character of central Great Dunmow. Private amenity is provided via rear gardens to each dwelling.

**4.4** The application is supported by the following documentation:

- Archaeological Assessment
- Biodiversity Checklist
- Biodiversity Metric Calculation Tool
- BNG Condition Sheets
- Covering Letter
- Design and Access Statement
- Drainage Strategy and Flood Risk Assessment
- Ecological Impact Assessment
- Environmental Report
- Notice Served on Landowner
- Planning Statement

- Preliminary Biodiversity Net Gain Assessment
- Transport Statement
- Tree Survey and Arboricultural Impact Assessment

**5. ENVIRONMENTAL IMPACT ASSESSMENT**

5.1 The development does not constitute 'EIA development' for the purposes of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

**6. RELEVANT SITE HISTORY**

Reference	Proposal	Decision
UTT/0603/77	Proposed extension of Council Depot Yard with vehicle washing parking and fueling facilities	APPROVED with CONDITIONS
UTT/2116/10/FUL	Conversion of former district council offices to 2 No. offices, 2 No. apartments, 2 No. cottages together with the erection of 4 No.cottages and 2 No. cottages and associated demolition, landscaping and associated works.	APPROVED with CONDITIONS

**7. PRE-APPLICATION ADVICE AND/OR COMMUNITY CONSULTATION**

7.1 There has not been any pre app advice and to the LPA's knowledge there has not been a consultation exercise carried out by the applicant in accordance best practice and the Statement of Community Involvement.

**8. SUMMARY OF STATUTORY CONSULTEE RESPONSES**

**8.1 Highway Authority – (OBJECTION)**

8.1.1 Consultation comments are attached to Appendix 1

**8.2 Environment Agency – (PENDING)**

8.2.1 Consultation response pending at the time of writing the report.

**9. TOWN COUNCIL COMMENTS**

9.1 Great Dunmow Town Council's Planning and Transport Committee wish to support this application.

**10. CONSULTEE RESPONSES**

## **10.1 UDC Environmental Health – (NO OBJECTION)**

- 10.1.1**
  - Further contamination investigation required, including Phase 2 assessment, remediation scheme, and validation, due to historic depot use and incomplete existing report.
  - Environment Agency should be consulted regarding potential groundwater/aquifer risk.
  - Asbestos survey needed before demolition; removal must be by licensed contractor with disposal records provided.
  - EV charging points and low-emission/renewable energy measures recommended.
  - Construction Method Statement required to control noise and dust.

## **10.2 UDC Landscape Officer – (OBJECTION)**

- 10.2.1**
  - Concern raised over loss of the T7 Category B oak tree; layout should be reconsidered to allow its retention.
  - Development is overly hard-surfaced with insufficient soft landscaping and new tree planting.
  - Planting bed in front of plots 5-8 is too narrow and should be widened to improve visual amenity and planting success.
  - Additional planting and trees recommended to enhance the public realm; permeable paving welcomed.

## **10.3 UDC Conservation and Heritage – (OBJECTION)**

- 10.3.1**
  - Site surrounded by Conservation Area and nearby listed/locally listed buildings, sensitive heritage context.
  - Redevelopment of former depot supported in principle, but current design does not respond well to heritage setting or site constraints.
  - Lack of Heritage Statement limits understanding of heritage impacts.
  - Concerns with layout, massing and architectural approach, including awkward orientation of Plots 1-2 and unjustified removal of an important oak tree.
  - Overall scheme overly car-dominated with insufficient landscape-led design.
  - As submitted, the development causes a low level of less than substantial harm to the Conservation Area; this could be reduced through design revisions, including tree retention.

## **10.4 UDC Urban Designer – (OBJECTION)**

- 10.4.1**
  - Site is in a highly sustainable location within the historic core of Great Dunmow; residential development supported in principle.
  - Layout considered awkward and overly car-dominated, with poor dwelling relationships (fronts facing backs/flanks).
  - Plots 1-2 have primary outlook onto car park, contrary to design code U1.3C, and present blank retaining-wall boundaries to Plot 3. Sections requested to assess impacts.

- Parking layout for Plots 5-9 (10 spaces, no trees) conflicts with codes M3.5C, M3.6C and M3.13C.
- Plot 9 is awkwardly positioned with poor outlook onto retaining structure.
- Concern raised over tree removals; retention strongly encouraged. Potential redesign (e.g., moving Plot 4) could avoid loss of trees and improve layout.

## **10.5 Place Services (Ecology) – (NO OBJECTION)**

- 10.5.1**
- Sufficient ecological information submitted to support determination of the application.
  - No objection subject to conditions securing mitigation

## **10.6 Place Services (Archaeology) – (NO OBJECTION)**

- 10.6.1**
- Site lies in a high-potential archaeological area within the historic core of Great Dunmow.
  - Evidence of significant Roman activity recorded adjacent to the site.
  - Desk-Based Assessment notes potential for surviving buried remains despite past depot use.
  - Trial trenching recommended to assess impact; further excavation may be required.
  - Three conditions recommended: WSI approval; completion of investigations/mitigation; submission of final report.

## **11. REPRESENTATIONS**

**11.1** A site notice was displayed on site, and 43 notifications letters were sent to nearby properties. An advertisement was displayed within the local press.

## **11.2 Support – (Subject to the following concerns)**

- 11.2.1**
- Construction impacts (dust, asbestos, noise).
  - Access safety, parking, and traffic.
  - Boundary treatments and maintenance.
  - Tree species, root spread, and privacy/amenity concerns.

## **11.3 Object**

- 11.3.1**
- Omission of neighbouring approved dwelling from plans.
  - Overbearing massing and loss of privacy.
  - Overshadowing impacts.
  - Demolition of a significant mature oak tree.
  - Boundary wall structural and ownership issues.
  - Requests for TPO and independent arboricultural review.

## **11.4 Comment**

**11.4.1** A number of representations were received both in support of, and in objection to, the proposed development. All comments have been carefully considered in the assessment of this application. The material planning issues raised are summarised above, and the following explains how these matters have been addressed within the officer's appraisal.

**11.4.2 Residential Amenity (Overshadowing, Overbearing, Privacy)**

**11.4.3**

- Concerns were raised by nearby residents, including from 72A High Street, 52B High Street, and 74 High Street, relating to the potential for overbearing massing, overshadowing, and loss of privacy from Plots 3, 4, 5, and 6. These representations identified the scale and proximity of the proposed dwellings, including reference to first-floor balconies and height relative to boundaries.

**11.4.4**

- The submitted plans, including sections and elevations, have been reviewed to assess these impacts. Daylight/sunlight implications, separation distances, height transitions, and overlooking opportunities have been considered as part of the officer's appraisal. Where significant concerns are identified, particularly in relation to Plots 5 and 6 and their relationship with the approved dwelling at 74A High Street, the assessment reflects this and weighs the impacts against the requirements of Policy GEN2.

**11.4.5 Accuracy of Submitted Plans**

**11.4.6**

- Representations highlighted that the approved dwelling at 74A High Street (UTT/22/1708/FUL) was omitted from the applicant's submitted drawings. This has been acknowledged, and the officer has taken into account the approved dwelling as a relevant neighbouring receptor when assessing amenity, massing, and overlooking impacts, irrespective of its omission from the plans.

**11.4.7 Boundary Treatments and Structural Concerns**

**11.4.8**

- Several residents queried the condition and future responsibility for the existing boundary walls and fences, particularly around 72A High Street and 74 High Street where former Council-owned boundary structures are in poor condition.

**11.4.9**

- These matters have been evaluated as part of considering whether adequate boundary treatment details have been provided. Where necessary, conditions can be recommended requiring full boundary treatment specifications prior to occupation, including clarity over ownership and maintenance responsibilities.

**11.4.10 Trees, Root Protection and TPO Requests**

- 11.4.11**
- Multiple representations objected to the proposed removal of a mature oak tree (T7), including detailed requests for a Tree Preservation Order and concerns about the ecological, landscape, and Conservation Area value of the tree. Residents also queried new tree species proposed elsewhere on the site.

- 11.4.12**
- The arboricultural report has been reviewed alongside photographs and on-site context. The planning assessment considers the tree's amenity value, size, health, contribution to local character, and whether its removal is justified for the layout proposed. The applicability of tree protection measures, including potential TPO designation or replacement planting, is addressed within the relevant section of the report.

**11.4.13 Construction Impacts (Dust, Asbestos, Noise, Access)**

- 11.4.14**
- Residents raised concerns regarding demolition impacts including asbestos, dust, noise, traffic routing, and hours of operation. These issues are material at construction stage and are typically addressed through a Construction Method Statement (CMS).

- 11.4.15**
- The officer has reflected these concerns and, where the proposal is otherwise considered acceptable, suitable conditions can be imposed requiring controls on demolition/dust suppression, wheel washing, asbestos management in accordance with statutory requirements, and restricted working hours.

**11.4.16 Highway Safety, Parking and Access**

- 11.4.17**
- Concerns relating to parking pressures, visibility at the site entrance, HGV routing, and the need for traffic speed controls were raised.

- 11.4.18**
- These points have been considered and forwarded to the Local Highway Authority for comment. The officer's assessment includes the Highway Authority's advice and considers whether additional conditions or highway improvements are justified.

**11.4.19 Surface Water Drainage**

- 11.4.20**
- Concerns about drainage and potential flood risk were raised by neighbours. The proposed drainage strategy and relevant consultee advice have been reviewed, and the officer's appraisal addresses whether sufficient information has been provided to demonstrate that no unacceptable risk of flooding or off-site impacts would occur.

**11.4.21 Conclusion**

**11.4.22** All representations received have been fully considered in accordance with statutory requirements. Material planning issues raised by residents have informed the officer's assessment of amenity, design, arboricultural impact, highways, and environmental matters. Where appropriate, mitigation through planning conditions has been identified. The assessment and recommendation presented to Committee reflects a balanced consideration of all comments received, alongside the development plan and other material considerations.

**11.4.23 Non-Material Considerations**

**11.4.24** Some issues raised, including private maintenance rights and past actions by the Council, are not material planning considerations and cannot influence the determination of the application. These are identified in the report where appropriate.

**12. MATERIAL CONSIDERATIONS**

**12.1** In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, The Development Plan and all other material considerations identified in the "Considerations and Assessments" section of the report. The determination must be made in accordance with the plan unless material considerations indicate otherwise.

**12.2** Section 70(2) of the Town and Country Planning Act requires the local planning authority in dealing with a planning application, to have regard to

- a) The provisions of the development plan, so far as material to the application:
  - (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- b) any local finance considerations, so far as material to the application, and
- c) any other material considerations.

**12.3** Section 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires the local planning authority, or, as the case may be, the Secretary of State, in considering whether to grant planning permission (or permission in principle) for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses or, fails to preserve or enhance the character and appearance of the Conservation Area.

**12.4 The Development Plan**

- 12.4.1** Essex Minerals Local Plan (adopted July 2014)
- Essex and Southend-on-Sea Waste Local Plan (adopted July 2017)
- Uttlesford District Local Plan (adopted 2005)
- Uttlesford Design Code (adopted July 2024)
- Felsted Neighbourhood Plan (made February 2020)
- Great Dunmow Neighbourhood Plan (made December 2016)
- Newport and Quendon and Rickling Neighbourhood Plan (made June 2021)
- Thaxted Neighbourhood Plan (made February 2019)
- Stebbing Neighbourhood Plan (made July 2022)
- Saffron Walden Neighbourhood Plan (made October 2022)
- Ashdon Neighbourhood Plan (made December 2022)
- Great & Little Chesterford Neighbourhood Plan (made February 2023)

**13. POLICY**

**13.1 National Policies**

- 13.1.1** National Planning Policy Framework (2024)

**13.2 Uttlesford District Local Plan 2005**

**13.2.1**

S1	Settlement Boundaries for the Main Urban Areas
GEN1	Access
GEN2	Design
GEN3	Flood Protection
GEN4	Good Neighbourliness
GEN5	Light Pollution
GEN7	Nature Conservation
GEN8	Vehicle Parking Standards
H1	Housing Development
H4	Backland Development
H9	Affordable Housing
H10	Housing Mix
ENV1	Design of Development within Conservation Area
ENV2	Development affecting Listed Building
ENV3	Open Space and Trees
ENV4	Ancient Monuments and Sites of Archaeological Importance
ENV10	Noise Sensitive Development
ENV12	Groundwater protection
ENV13	Exposure to Poor Air Quality
ENV14	Contaminated land

**13.3 Emerging Uttlesford District Local Plan 2021-2041**

**13.3.1**

Core Policy 2	Meeting Our Housing Needs
Core Policy 3	Settlement Hierarchy
Core Policy 22	Net Zero Operational Carbon Development
Core Policy 25	Renewable Energy Infrastructure

Core Policy 26	Providing for Sustainable Transport and Connectivity
Core Policy 27	Assessing the impact of Development on Transport Infrastructure
Core Policy 28	Active Travel – Walking and Cycling
Core Policy 31	Parking Standards
Core Policy 32	The Movement and Management of Freight
Core Policy 34	Water Supply and Protection of Water Resources
Core Policy 35	Watercourses Protection and Enhancement
Core Policy 36	Flood Risk
Core Policy 38	Sites Designated for Biodiversity or Geology
Core Policy 39	Green and Blue Infrastructure
Core Policy 40	Biodiversity and Nature Recovery
Core Policy 42	Pollution and Contamination
Core Policy 43	Air Quality
Core Policy 44	Noise
Core Policy 52	Good Design Outcomes and Process
Core Policy 53	Standards for New Residential Development
Core Policy 56	Affordable Dwellings
Core Policy 61	The Historic Environment
Core Policy 62	Listed Buildings
Core Policy 63	Conservation Areas

#### **13.4 The Great Dunmow Neighbourhood Plan (8<sup>th</sup> December 2016)**

<b>13.4.1</b>	DS1: TDA	Town Development Area
	DS10	Eaves Height
	DS13	Local Housing Needs
	LSC1	Landscape, Setting and Character
	GA3	Public Transport
	E2	Loss of Employment Land

#### **13.5 Supplementary Planning Document or Guidance**

- 13.5.1** Uttlesford Local Residential Parking Standards (2013)  
Essex County Council Parking Standards (2009)  
Supplementary Planning Document – Accessible homes and playspace  
Supplementary Planning Document – Developer’s contributions  
Essex Design Guide  
Uttlesford Interim Climate Change Policy (2021)  
Uttlesford Design Code (2024)

#### **14. CONSIDERATIONS AND ASSESSMENT**

**14.1** The issues to consider in the determination of this application are:

- 14.2** **A) Principle of development**  
**B) Design, Character and Appearance (Policies GEN2, GEN4, eCP52, eCP55, UDC District-Wide Design Code, NPPF)**

C) Heritage and Archaeology (Policies ENV1, ENV2, ENV3, eCP61, eCP62, eCP63, NPPF)

D) Residential Amenity (Policies GEN2, GEN4, eCP44, NPPF)

E) Ecology, Biodiversity Net Gain, Trees and Landscaping (GEN7, ENV3, eCP38, eCP39, eCP40, NPPF)

F) Flood Protection (Policy GEN3, eCP35, eCP36, eCP37, NPPF)

G) Highways Access and Parking provision (Policy GEN1 GEN8, eCP26, eCP27, eCP28, eCP31, NPPF)

H) Accessible Homes (GEN2, eCP53, SPD - Accessible Homes and Playspace)

I) Planning Balance

### **14.3 A) Principle of development**

**14.3.1** The application site comprises the former New Street Depot, previously used by Uttlesford District Council as a municipal services and waste depot.

**14.3.2** The application site lies within the defined Development Limits of Great Dunmow where Policy S1 of the Uttlesford Local Plan (2005) applies.

**14.3.3** Policy S1 directs new development to locations within existing settlements in order to promote sustainable patterns of growth, make effective use of existing infrastructure and services, and protect the character and appearance of the countryside. As the proposal is situated inside these limits, the location is acceptable *in principle*, subject to compliance with all other relevant local and national planning policies and the demonstration that the scheme's detailed impacts are also acceptable.

**14.3.4** Policy E2 seeks to safeguard employment land unless the use is no longer viable. The Planning Statement explains that the depot use has been abandoned, the buildings are obsolete, and Council operations formerly undertaken here have relocated to Little Canfield.

**14.3.5** There is no ongoing or viable employment function, and the site is not allocated or protected as employment land in the ULP (2005). Given the obsolete nature of the depot and the Neighbourhood Plan's support for appropriate infill development, the loss of the former operational use is considered justified and compliant with Policy E2.

**14.3.6** Great Dunmow Neighbourhood Plan (2016)

**14.3.7** DS1 promotes infill development within the built-up area so as to contain the spread of the town. The site lies within the TDA and represents redevelopment of an existing depot rather than outward expansion. The proposal therefore conforms with DS1's spatial objectives.

**14.3.8** Policy DS13 of the Great Dunmow Neighbourhood Plan (2016) requires new development to demonstrate how it contributes positively to meeting

the local housing needs of the town, with particular emphasis on providing a mix of dwelling sizes that reflects identified local demand.

- 14.3.9** The policy seeks to ensure that new homes support the demographic and market trends of Great Dunmow, including the continued need for smaller family homes and housing that is suitable for a diverse population.
- 14.3.10** The proposed development includes 7 three-bedroom dwellings and 2 four-bedroom dwellings, providing a mix that is broadly aligned with the neighbourhood plan's emphasis on smaller market housing and the need to accommodate growing families within the town.
- 14.3.11** The predominance of three-bed homes accords with the direction of both DS13 and Local Plan Policy H10, which require a significant proportion of new market housing to consist of smaller units capable of meeting local needs.
- 14.3.12** Given the modest scale of the scheme, its focus on family-sized dwellings, and its compliance with national space and accessibility standards, the proposal is considered to make an appropriate and proportionate contribution to the identified housing needs of Great Dunmow and is therefore consistent with Policy DS13 of the Great Dunmow Neighbourhood Plan (2016).
- 14.3.13** Paragraph 232 of the NPPF states that where a local planning authority is able to demonstrate a five-year supply of deliverable housing sites (including the appropriate buffer set out in paragraph 78), and where the Housing Delivery Test (HDT) results show that housing delivery has exceeded 75% of the requirement over the previous three years, local plan policies should *not* be considered out-of-date solely because the most up-to-date local housing need figure (calculated using the standard method) is higher than the housing requirement set in adopted strategic policies.
- 14.3.14** This protection applies for a period of five years from the date of a plan's adoption. As of 15 January 2025, the Council can demonstrate only 3.46 years of deliverable housing land supply (including a 20% buffer).
- 14.3.15** Furthermore, the most recent HDT result for Uttlesford stands at 69%, meaning that situation (b) of Footnote 8 is engaged. Consequently, the relevant policies of the adopted development plan are considered out-of-date, and the Council is required to apply the presumption in favour of sustainable development set out at paragraph 11(d) of the NPPF. In this context, the weight that can be afforded to local development plan policies is necessarily limited.
- 14.3.16** Emerging Local Plan

- 14.3.17** The emerging Uttlesford Local Plan 2021–2041 (eLP) has progressed through its Examination stages, including Hearing Sessions in June 2025, the Inspector’s Post-Hearing Note issued in August 2025, and public consultation on the Main Modifications between September and October 2025. On 16 January 2026, the Inspector concluded that the eLP is sound and legally compliant, subject to the incorporation of the Main Modifications.
- 14.3.18** Although the eLP does not yet form part of the statutory Development Plan until the date of formal adoption, its very advanced stage, the absence of any unresolved substantive objections, and its strong consistency with the NPPF mean that **moderate to significant** weight can be afforded to its policies in accordance with paragraph 49 of the NPPF. The plan is now proceeding toward formal adoption, which officers anticipate will take place in March 2026.
- 14.3.19** Emerging Local Plan Core Policy 2 sets out the district’s overall housing requirement for the period 2021–2041, providing for at least 13,500 new dwellings, delivered through a combination of strategic allocations, non-strategic allocations, known commitments, completions and windfall development. As a Key Settlement within the district’s spatial strategy, Great Dunmow is identified as a principal focus for growth, reflecting its strategic role, established infrastructure and service provision. The settlement therefore accommodates a significant proportion of the district’s strategic housing allocations, ensuring that new development is directed to the most sustainable locations with the capacity to support planned growth.
- 14.3.20** Core Policy 2 requires that development within Great Dunmow contributes to meeting the district’s housing needs in a manner consistent with the wider spatial strategy, supporting sustainable patterns of development and ensuring delivery of infrastructure alongside new housing. The policy framework also emphasises the importance of maintaining a demonstrable five-year housing land supply and provides mechanisms for early review should the supply position not be met post-adoption.
- 14.3.21** Emerging Local Plan Core Policy 3 identifies Great Dunmow as a Key Settlement, reflecting its extensive range of services, facilities and its strategic role within the district. Under Core Policy 3, Key Settlements are the focus for growth, and development within their existing built-up areas is supported in principle, subject to compliance with wider plan policies. Development outside the defined built-up area will only be permitted where it is allocated within the Uttlesford Local Plan 2021–2041 or within a Made Neighbourhood Development Plan, or in future parts of the Local Plan. Accordingly, there is a presumption in favour of sustainable development *within* the settlement boundary of Great Dunmow, recognising its role as a sustainable and strategically significant location.

- 14.3.22** Emerging Local Plan Core Policy 10 establishes the strategic allocations for the district's Key Settlements, including Great Dunmow, identifying the locations where planned growth is to be delivered throughout the plan period. For Great Dunmow, Core Policy 10 makes provision for significant new development through allocated strategic sites, including land to the east of Church End and at Parsonage Downs, forming a new neighbourhood structured around extensive parkland, green infrastructure, community facilities, and a new local centre. In this context, the housing requirement for Great Dunmow is intended to be met through these strategic allocations rather than through unplanned windfall development outside the allocated areas.
- 14.3.23** Accordingly, notwithstanding the presumption in favour of sustainable development, the proposal would conflict with eLP Core Policy 10 insofar as it would seek to introduce additional residential growth outside the identified strategic allocations intended to deliver Great Dunmow's planned housing provision.
- 14.3.24** The application site lies within the Development Limits of Great Dunmow and comprises previously developed (brownfield) land that is already enveloped by established residential development. The site forms part of a continuous built-up area, with existing housing immediately surrounding it on 3 sides, such that the proposal would clearly integrate with the prevailing urban form.
- 14.3.25** Given its location and context, the development of six dwellings would align with the spatial strategy for Great Dunmow and would not conflict with eCP3 or the South Uttlesford Area Strategy, both of which direct growth towards sustainable, well-contained locations within existing settlements. In this regard, the proposal represents an efficient and policy-compliant use of brownfield land, and the Emerging Local Plan policies carry moderate to significant weight at this advanced stage.
- 14.3.26** Sustainable Development
- 14.3.27** The National Planning Policy Framework (NPPF) sets out a clear presumption in favour of sustainable development, establishing it as the guiding principle for decision-making. Sustainable development is defined as comprising three interdependent objectives - economic, social and environmental, which must be pursued in mutually supportive ways. The NPPF emphasises that these objectives should not be considered in isolation, as achieving sustainable development requires a balanced approach that integrates all three dimensions.
- 14.3.28** Location – isolation, infill, services and facilities
- 14.3.29** Case law establishes that "isolation" refers to the *physical and spatial separation* of a site from a recognised settlement or group of dwellings; a site located within or immediately adjoining an existing cluster of housing cannot therefore be regarded as isolated. In this case, the site is

positioned within the Development Limits of Great Dunmow, forms part of an established built-up residential area, and is immediately bordered by existing properties and residential curtilages. As such, the proposal does not constitute isolated development, and Paragraph 84 of the NPPF is not engaged.

- 14.3.30** ULP (2005) Policy H3 supports residential development within defined development limits where proposals are compatible with the character of the surrounding area and do not adversely affect the living conditions of neighbouring occupiers. In this case, the site lies within the Development Limits of Great Dunmow and forms part of an established residential curtilage, as confirmed by the location plan which shows built development on all sides of the site.
- 14.3.31** Given this context, the proposal does not represent an infill opportunity in the countryside, nor does it constitute a gap between properties. Instead, it sits comfortably within an existing, continuous pattern of urban development. The proposal should therefore be assessed against Policy H3, under which its location within a well-contained, residential environment weighs in favour of the scheme, provided it accords with wider design and amenity considerations.
- 14.3.32** The site is situated within the Development Limits of Great Dunmow and occupies a highly accessible, central location surrounded by established residential and commercial development. The Transport Statement confirms that the site benefits from excellent pedestrian access, with direct connections to the High Street where footways, signalised pedestrian crossings, shops, healthcare facilities and other key services are located within short walking distance.
- 14.3.33** Cycling accessibility is also strong, with most of Great Dunmow reachable within a 5–10-minute cycle and the National Cycle Network passing through the town centre. The nearest bus stops on the High Street lie approximately 200 metres from the site and provide frequent services to destinations including Saffron Walden, Bishop's Stortford, Chelmsford, Stansted Airport and Braintree, ensuring future residents have access to a wide range of employment, retail, educational and transport opportunities by sustainable modes.
- 14.3.34** The site is in a very sustainable location, with day-to-day facilities well within walking and cycling distance and with strong public transport provision. Although some reliance on the private car is realistic, particularly for longer journeys, the availability of high-quality walking routes, town-centre services, and regular bus connections means that future residents would not be dependent on private vehicle use. Furthermore, the proposed residential development is expected to generate significantly fewer vehicle movements than the former depot use, representing an improvement in transport impact over the site's historic function.

**14.3.35** Given this strong level of accessibility, the site is considered to be in a highly sustainable location when assessed against paragraphs 110 and 115 of the NPPF (2024). Furthermore, the delivery of nine dwellings would make a modest but meaningful contribution to addressing the district's current shortfall in housing delivery, adding to the overall supply in a sustainable, well-connected part of Great Dunmow.

**14.3.36** Previously developed land – Effective use of land

**14.3.37** The NPPF defines Previously Developed Land (PDL) as land that is or was occupied by a permanent structure, including any associated fixed surface infrastructure and the land within its curtilage, while recognising that this does not automatically mean the entire curtilage is suitable for development.

**14.3.38** Applying this definition and having regard to the High Court judgment in *Dartford Borough Council v SSCLG* [2017] EWCA Civ 141, the site clearly constitutes Previously Developed Land given its historic and lawful use as a Council depot containing permanent buildings and associated operational infrastructure.

**14.3.39** The NPPF actively encourages the redevelopment of PDL as a means of making more efficient use of land, and this approach is reinforced by Policy H1 of the Uttlesford Local Plan (2005), which similarly prioritises the reuse of such land for housing and other appropriate forms of development.

**14.3.40** Accordingly, the site can be robustly classed as brownfield land, and its redevelopment for residential purposes is acceptable in principle. The proposal would make a more effective and sustainable use of land in accordance with paragraphs 124 and 125(c) of the NPPF, particularly given the site's location within the Development Limits of Great Dunmow, where new housing is strongly directed. The surrounding area is characterised by a continuous pattern of built form, and introducing residential development on this previously developed parcel would integrate comfortably within the prevailing urban character. In these circumstances, the proposal is considered to comply with both local and national policy aimed at optimising the use of PDL in sustainable, well-connected settlements.

**14.3.41** Environmental dimension

**14.3.42** The site lies within the Development Limits of Great Dunmow and forms part of a long-established built-up urban block rather than the open countryside. The land comprises the former New Street Depot, a previously developed brownfield site surrounded on all sides by existing residential and commercial development, including properties on the High Street, New Street, Livermore Court and larger buildings to the south. The proposed redevelopment for 9 dwellings reflects a design strategy shaped by the site's central urban context, where the surrounding built form, local

grain and the mixed character of this part of Great Dunmow have strongly influenced layout, scale and appearance.

**14.3.43** Although the site currently appears open, it reads as an enclosed town-centre plot, contained by existing development. The proposed dwellings comprising a mix of 2 and 2.5-storey units, have been designed to respect the height, massing and traditional roof forms characteristic of central Great Dunmow, drawing on references from the nearby Conservation Area, Essex Design Guide, and the Uttlesford Design Code. The development would therefore sit comfortably within the existing urban envelope and would not introduce undue visual intrusion or urbanising effects beyond those already established.

**14.3.44** Although the development would introduce a more domestic character within the site, this would be consistent with the established pattern of residential infill and backland development seen elsewhere in this part of Great Dunmow. The proposed landscaping strategy, including significant new planting and permeable surfacing, would enhance the site's verdant character compared to the former depot hardstanding. The proposal therefore represents a sympathetic, well-designed and policy-compliant re-use of brownfield land, with minimal impact on the wider townscape and no harmful effect on the character or appearance of the area.

**14.3.45** Conclusion

**14.3.46** Accordingly, the principle of redeveloping the site for residential use is acceptable, subject to detailed consideration of design, heritage, amenity, highways, ecology, and all other material planning matters.

**14.4** **B) Design, Character and Appearance (Policies GEN2, GEN4, eCP52, eCP55, UDC District-Wide Design Code, NPPF)**

**14.4.1** Section 12 of the National Planning Policy Framework places significant weight on securing high-quality design, emphasising that the creation of well-designed buildings and places is a fundamental objective of the planning system. Good design is recognised as an essential component of sustainable development, contributing to high-quality living environments, supporting the well-being of communities, and ensuring development is acceptable in its context.

**14.4.2** Policy GEN2 of the Uttlesford Local Plan (2005) requires that new development is compatible with the scale, form, layout, appearance and materials of surrounding buildings, and that it safeguards important environmental features, thereby reducing visual impact where appropriate. The principles of good design are further reinforced in the emerging Local Plan: Core Policy 52 requires proposals to demonstrate clear compliance with national design guidance, the Uttlesford Design Code, and the Essex Design Guide, ensuring developments reflect high standards of architectural quality and place-making. In addition, Core Policy 54 expects major residential schemes to provide an appropriate

mix of homes that meet current and future needs, supporting the creation of socially mixed, inclusive and vibrant communities.

- 14.4.3** The Applicant has submitted a comprehensive Design and Access Statement alongside a Planning Statement, both of which outline the design rationale for the proposed dwellings. These documents explain how the scheme's layout, built form and architectural appearance respond appropriately to the site's character and its urban setting within Great Dunmow.
- 14.4.4** The proposal seeks the demolition of the former New Street Depot buildings and the construction of 9 dwellings within the Development Limits of Great Dunmow. While the submitted Design and Access Statement sets out an architectural concept referencing the varied historic character of the town centre with traditional forms, steep roof pitches, gables and a mixed materials palette, this design narrative is not convincingly realised in the layout or form of the development as shown on the submitted plans.
- 14.4.5** The plans confirm that although the scheme attempts to respond to changes in topography and surrounding roofscape, the resulting height, massing and arrangement fail to integrate successfully with the established pattern of development along New Street and Haslers Lane.
- 14.4.6** The LPA's Urban Design Officer acknowledges the site's proximity to the historic town centre but raises significant concerns about the fundamental design quality of the layout. These include the arrangement of dwellings with backs or flanks facing fronts, the positioning of Plots 1 and 2 so that their primary outlook is onto the public car park, and the heavily car-dominated frontage created by the large parking forecourt serving Plots 5-9.
- 14.4.7** These elements directly conflict with the Uttlesford Design Code requirements (U1.3C, M3.5C, M3.6C and M3.13C), which seek active frontages, positive relationships between buildings, and the avoidance of visually dominant parking areas. These concerns are compounded by the site's constrained configuration, and the proposed layout does not demonstrate a sufficiently responsive or contextual design resolution, despite the opportunities and constraints identified in the Design and Access Statement.
- 14.4.8** From a visual and townscape perspective, the arrangement of the 9 units fails to create an appropriate or coherent residential environment. Although the applicant proposes varied roof forms and massing to avoid monotony, the internal relationships between plots remain awkward, and the lack of publicly visible frontage weakens the development's contribution to the wider streetscape. The proposed sections and elevations show that while the dwellings would sit below or level with surrounding buildings, their configuration, particularly the placement and

orientation of Plots 1, 2 and 9 does not reinforce the grain, hierarchy or character of the surrounding townscape.

**14.4.9** Although the Design and Access Statement refers to high-quality materials intended to enhance local distinctiveness, the overall composition does not achieve the legibility, coherence or place-making expected by local and national design policy. While landscaping is proposed to soften the environment, the Urban Design Officer notes that the removal of existing trees is a concern and that insufficient justification has been provided, particularly given the lack of replacement planting in key visual areas such as the parking forecourt. Opportunities to retain onsite trees or reconfigure the layout to avoid their loss have not been adequately explored.

**14.4.10** The scheme proposes 9 dwellings at a density of approximately 38 dwellings per hectare on a 0.24-hectare brownfield site, which the applicant suggests aligns with town-centre infill precedents. However, the layout and design fail to achieve the level of spatial efficiency, legibility and public realm quality normally associated with successful higher-density developments in central locations. Although the internal layouts meet the Nationally Described Space Standards and all dwellings achieve M4(2) compliance, these technical standards do not overcome the more fundamental issues with the arrangement of built form and external spaces.

**14.4.11** Taking all factors into account, the proposal does not demonstrate a high-quality design response and fails to show that the development would integrate satisfactorily with its surroundings. The scheme results in an incoherent layout, poor frontage relationships, excessive parking dominance and insufficient landscape structuring, contrary to Local Plan Policy GEN2 and emerging Policies eCP52 and eCP53, which require proposals to demonstrate clear compliance with the Uttlesford Design Code and deliver contextually appropriate place-making.

**14.4.12** The LPA therefore does not consider the proposal acceptable in design terms, and the development cannot be supported.

#### **14.5 C) Heritage and Archaeology (Policies ENV1, ENV2, ENV3, eCP61, eCP62, eCP63, NPPF)**

**14.5.1** The proposal is assessed against ULP (2005) policies ENV1 (design in/affecting Conservation Areas), ENV2 (listed buildings), and ENV4 (archaeology), the Great Dunmow Neighborhood Plan (2016) (character and setting), the Emerging Local Plan (2021–2041) eCP61 (the historic environment), eCP62 (listed buildings), and eCP63 (Conservation Areas) and the Uttlesford Design Code (2024) (context-led design and sensitive edge conditions).

#### **14.5.2 Heritage**

- The NPPF (2024) requires great weight to the conservation of designated heritage assets; “less than substantial harm” (if any) must be weighed against public benefits, and effects on non-designated heritage assets are considered under paragraph 216 (as referenced in the Conservation Officer’s approach).
- 14.5.3**
- 14.5.4** Significance and baseline
- 14.5.5** The site is a previously developed back-land plot immediately adjacent to the Great Dunmow Conservation Area, behind the New Street frontage and to the rear of properties on the High Street.
- 14.5.6** The United Reformed Church (URC) sits to the west of the site and forms a visually notable townscape element, but the Planning Statement confirms the site itself lies outside the CA boundary and is characterised by a single-storey depot building and extensive hardstanding (limited intrinsic heritage value). The applicant’s material confirms proximity to, but not inclusion within, any listed buildings, and identifies no on-site designated heritage assets.
- 14.5.7** Conservation Officer’s summarised response
- 14.5.8** The Council’s Conservation Officer has not advised that the proposal would cause a level of harm towards any listed buildings under ULP ENV2, and no harm is cited to any non-designated heritage assets under NPPF 2024 paragraph 216.
- 14.5.9** Their consideration therefore focuses on the setting of the Great Dunmow Conservation Area (ULP ENV1), including the interface with New Street and the town-centre roofscape. On the submitted plans and Design & Access Statement, the Conservation Officer is content that, subject to appropriate detailing and materials controls, the proposal would preserve the character and appearance of the Conservation Area’s setting.
- 14.5.10** Effect on the setting of the Great Dunmow Conservation Area (ENV1, eCP63, Design Code)
- 14.5.11** Form and scale: The scheme steps to two storeys nearest the more sensitive western edge and uses steeper local roof pitches with limited 2½-storey elements deeper within the plot.
- 14.5.12** On balance, this respects the prevailing vertical rhythm and compact grain typical around New Street/High Street back-land plots. This approach aligns with the Uttlesford Design Code (2024) guidance on contextual height and roofscape and satisfies eCP63 insofar as the setting of the CA is maintained.
- 14.5.13** Layout and grain: The infill pattern follows established back-land typologies seen off New Street, retaining an internal courtyard arrangement and avoiding large monolithic blocks, consistent with the

character evidence in the applicant's DAS and with the GDNP (2016) emphasis on reinforcing local pattern.

**14.5.14** Appearance and materials: The palette (soft red multi brick, red clay tile, cream render, painted joinery) is locally resonant; final samples/sections are nonetheless critical to ensure the Conservation Area's setting is preserved under ENV1 and eCP61/eCP63. A condition is recommended for a full materials schedule and 1:20 eaves/verge/jamb details to secure that outcome.

**14.5.15** Heritage Balancing Exercise

**14.5.16** The starting point is whether any heritage harm arises. The Conservation Officer concludes that, *as submitted*, the development would result in a low level of less than substantial harm to the significance of the Great Dunmow Conservation Area, primarily arising from changes to the setting of 66 High Street and the wider Conservation Area, in accordance with paragraph 215 of the NPPF (2024).

**14.5.17** No harm is identified to listed buildings (ULP ENV2) or to non-designated heritage assets (NPPF para 216), and the Officer considers that the Conservation Area's setting can be preserved under ENV1 subject to appropriate conditions.

**14.5.18** On that basis, while a low level of "less than substantial harm" is identified, this sits at the lower end of the spectrum and is capable of being effectively mitigated through precise control of detailing, materials, boundary treatments and external works.

**14.5.19** However, for completeness: if Members consider that limited (less than substantial) harm might additionally arise from detailed implementation (e.g., particular elevational treatments or external works), the NPPF heritage balance still weighs decisively in favour of granting permission because:

- Public benefits include the re-use of brownfield land, delivery of nine dwellings in a sustainable town centre location, and the qualitative enhancement of a redundant depot site (Design Code/UDC objectives).
- The Conservation Officer's professional assessment is that, with conditions, the proposal preserves the Conservation Area's setting; any residual risk can be neutralised through precise control of materials, detailing, boundary treatments and external lighting.

**14.5.20** Conclusion of balancing exercise:

**14.5.21** Whether the proposal is treated as giving rise to a *low* level of less than substantial harm (the Council's specialist assessment), or at worst very limited harm at the detailed design stage, the public benefits and the ability to secure high-quality detailing by condition ensure compliance with the ULP (2005) Policies ENV1/ENV2, emerging Local Plan (2021-2041)

policies eCP61, eCP62 & eCP63, GDNP (2016), the Design Code (2024), and the NPPF (2024),

**14.5.22** Having regard to the Conservation Officer's position and the submitted design evidence, the proposal would preserve the character and appearance of the setting of the Great Dunmow Conservation Area (ULP ENV1), subject to conditions controlling materials, details and external works. No conflict arises with ENV2 (listed buildings) or NPPF para 216 (non-designated heritage assets), consistent with the Conservation Officer's advice.

**14.5.23** Archaeology

**14.5.24** The application site occupies previously developed land in the historic core of Great Dunmow, where the potential for buried archaeology is well attested in the wider area, not least because of the proximity to the Roman route of Stane Street and later Medieval settlement activity.

**14.5.25** Under ULP Policy ENV4, the Council seeks preservation in situ of important remains wherever practicable, or where preservation is not feasible, proportionate investigation and recording prior to or during development.

**14.5.26** The Emerging Local Plan Core Policy 64 articulates the same approach and expects early assessment, evaluation where appropriate, and mitigation scaled to the significance of any remains encountered. The submitted Desk Based Assessment meets the expectations of both policies and of NPPF (2024) paragraphs 214–217, in that it furnishes a clear understanding of the site's archaeological interest and reasonably forecasts the risk profile.

**14.5.27** The County Archaeologist has been consulted on the proposal and has confirmed that, subject to the imposition of a pre-commencement condition requiring archaeological trial trenching and any necessary excavation, they raise no objection to the development.

**14.5.28** That condition would secure:

- (i) a phase of trial trench evaluation targeted at any areas of likely survival.
- (ii) a mitigation strategy proportionate to the results (for example, watching brief, targeted excavation or strip-map-record); and
- (iii) post-excavation assessment, reporting, archiving and appropriate publication.

**14.5.29** With that control in place, the development would comply with ULP (2005) ENV4, Emerging Core Policy 64, the Design Code (2024) and the NPPF (2024), ensuring that any surviving archaeological information is properly recorded and made publicly accessible without imposing unnecessary constraints on a previously disturbed brownfield site.

**14.5.30** The development therefore complies with ULP (2005) Policies ENV1, ENV2, ENV4, emerging Local Plan (2021-2041) policies eCP61, eCP62 & eCP63, eCP64, the Uttlesford Design Code (2024), and the NPPF (2024) by preserving the significance of the setting of a conservation area while enabling a viable and sympathetic reuse of a brownfield site.

**14.6 D) Neighbour and occupant's amenity (Policies GEN2, GEN4, eCP44, NPPF)**

**14.6.1** Policy GEN2 of the Uttlesford Local Plan (2005) requires that new development safeguards the amenity of existing occupiers by avoiding undue overlooking, loss of privacy, overshadowing, or overbearing impacts. It also requires that new development provides an internal and external environment that meets the reasonable needs of future occupants. Policy GEN4 further states that development must not cause unacceptable environmental pollution, while Policy ENV10 restricts noise-sensitive uses from being located in areas where occupants would experience significant noise disturbance.

**14.6.2** Policy ENV14 (Contaminated Land) requires that where land is known or suspected to be contaminated, planning permission will only be granted where the application demonstrates, to the satisfaction of the Local Planning Authority, that contamination risks can be effectively investigated and mitigated so that the land is safe and suitable for its intended use.

**14.6.3** The application site lies within the built-up area of Great Dunmow and is surrounded by existing residential and civic uses. The submitted plans demonstrate that all proposed dwellings comply with the Nationally Described Space Standards (NDSS), consistent with Uttlesford Design Code Section D1 (Internal Environment). The private garden areas significantly exceed the minimum requirements for family housing, aligning with Design Code Section D5 (Amenity Space) and the Essex Design Guide standards. Gardens are logically arranged, generous, and provide suitable, usable private outdoor space for future residents.

**14.6.4** With respect to impacts on neighbouring amenity, the design and massing of the dwellings reflect the surrounding built form within this part of Great Dunmow. The scale, roof heights and separation distances are such that no harmful loss of light, privacy or outlook would be anticipated, consistent with UDC Sections D2 (Privacy & Outlook) and D3 (Daylight & Sunlight). Established boundary vegetation further assists in limiting intervisibility and minimising any potential perception of overbearing impacts. On this basis, the proposal would not give rise to unacceptable amenity impacts for neighbouring occupiers under Policy GEN2.

**14.6.5** Regarding future occupants, Environmental Health have not raised concerns relating to noise in their consultation response. However, given the site's proximity to transport routes and a mixed-use town-centre

environment, it remains necessary to ensure adequate noise protection. Therefore, dwellings should be constructed to achieve the internal noise standards set out in BS8233:2014, consistent with Policies ENV10 and eCP44. A condition securing appropriate noise insulation measures is therefore required.

- 14.6.6** Environmental Health have raised significant concerns regarding potential land contamination due to the site's historic use as a Council depot, inclusive of vehicle operations, fuel storage and waste handling. The consultee notes that many areas beneath the proposed gardens have not been tested, that no Phase 1 contamination assessment has been provided, and that groundwater and gas monitoring has not been undertaken.
- 14.6.7** They emphasise the need for a robust Phase 2 intrusive site investigation, followed by an appropriate remediation strategy and validation report before any development proceeds. This is essential to satisfy Policy ENV14, ensure the land is safe for residential occupation, and demonstrate that contamination risks to human health and controlled waters are fully understood and addressed.
- 14.6.8** Environmental Health further recommend consultation with the Environment Agency because the site overlies a Groundwater Source Protection Zone 2 (SPZ2) and sits above a minor aquifer, heightening sensitivity to potential contamination pathways. They note potential risks associated with historic underground tanks, contamination beneath former buildings, and the need to confirm whether any pollutants could migrate towards the aquifer.
- 14.6.9** At the time of writing this report, the Environment Agency has not responded, and therefore the LPA cannot confirm that the development would not pose an unacceptable risk to groundwater resources.
- 14.6.10** While the proposal is capable of providing acceptable residential amenity standards in terms of space, privacy, usability, and internal accommodation, significant unresolved matters relating to land contamination and groundwater protection remain outstanding.
- 14.6.11** Until the applicant provides a full contamination investigation, remediation strategy, and the EA confirms no risk to controlled waters, the development cannot be considered compliant with Policies GEN4, ENV14, or eCP44 and eCP52 of the emerging Local Plan, nor with the NPPF 2024.
- 14.7** **E) Ecology, Biodiversity Net Gain, Trees and Landscaping (GEN7, ENV3, eCP38, eCP39, eCP40, NPPF)**
- 14.7.1** Ecology and Biodiversity

- 14.7.2** Policy GEN7 of the Uttlesford Local Plan (2005) requires development to avoid harmful impacts on wildlife, protected species and ecological features. Emerging policies eCP38-eCP40 strengthen this requirement by requiring developments to conserve, enhance and deliver measurable biodiversity improvements.
- 14.7.3** The site lies within the built-up area of Great Dunmow, and the applicant has submitted a Preliminary Ecological Appraisal (Hybrid Ecology, June 2025) and Statutory BNG documentation.
- 14.7.4** The County Ecologist (Place Services) has reviewed the ecological submission and confirms that sufficient information has been provided to determine the application, subject to securing mitigation and enhancement through conditions. They raise no objection, provided that the measures identified within the Ecological Impact Assessment (Antea Group, November 2025) are implemented in full.
- 14.7.5** The County Ecologist recommends that the following are secured via condition:
- A Construction Environmental Management Plan (CEMP: Biodiversity)
  - A Wildlife-Sensitive Lighting Strategy, compliant with ILP GN 08/23, to protect foraging and commuting bats
  - A Biodiversity Enhancement Strategy, setting out measures for protected and Priority species
  - A Habitat Management and Monitoring Plan (HMMP) for any significant on-site enhancements, to secure 30-year monitoring where required
- 14.7.6** Subject to these measures, Place Services advise that the development is unlikely to adversely affect protected or Priority species, including those using the adjacent Fritch Way LNR/LoWS corridor.
- 14.7.7** Biodiversity Net Gain (BNG)
- 14.7.8** BNG is a statutory requirement under Schedule 7A of the Town and Country Planning Act 1990. The County Ecologist confirms that the submitted Statutory Biodiversity Metric (2025) and baseline mapping are sufficient at determination stage, but highlights:
- A 10% net gain cannot be delivered on-site, therefore off-site units or statutory credits will be required.
  - Full condition assessments will be needed at the discharge of condition stage.
  - A full Biodiversity Gain Plan must be submitted before commencement, addressing metric calculations, habitat plans, legal agreements and (where relevant) off-site habitat banking arrangements.

**14.7.9** These requirements must be secured as conditions or via legal agreement.

**14.7.10** Trees and Landscaping

**14.7.11** Policy ENV3 seeks to protect important trees and landscape features. Emerging Policy eCP39 strengthens this by requiring development to retain high-value trees wherever possible and incorporate new planting that enhances local character and biodiversity.

**14.7.12** The Uttlesford Design Code (2024) sets strong expectations for landscape-led design:

- L1-L5: Retention of mature trees, provision of meaningful soft landscaping, green infrastructure, and boundary planting
- M3: Parking areas must be softened with tree planting, avoided as dominant hardscape
- G1-G4: Integration of biodiversity within the site's green infrastructure

**14.7.13** The UDC Landscape Officer raises substantial concerns, noting that:

- The proposal requires removal of Tree T7, a Category B (moderate-quality) oak, approximately 10m tall, which provides amenity and ecological value. They state that layout revision should be explored to retain this tree.
- The scheme is overly dominated by hardstanding and parking, particularly in front of Plots 5-8, failing to provide meaningful green relief.
- Proposed planting beds are too narrow, poorly positioned and unlikely to establish effectively.
- There is an overall lack of new trees and landscaping in the public domain, contrary to good practice and the Design Code requirements.

**14.7.14** These concerns overlap with those of the Urban Design Officer, who similarly notes:

- A car-dominated layout
- Absence of street trees and insufficient softening of parking areas
- Lack of landscape structure to define streets and spaces
- Failure to comply with U1 (Urban Structure) and M3 (Parking & Landscaping) of the Design Code

**14.7.15** Given the site's central location within the built-up area of Great Dunmow, a higher standard of public-realm landscaping is expected. The current scheme does not meet Design Code expectations for:

- meaningful green infrastructure (G1-G4),
- tree-lined streets and reinforced character (L1-L5), or
- landscape-integrated parking (M3)

**14.7.16** Accordingly, the LPA cannot conclude that the landscaping strategy is acceptable and that the development cannot be considered compliant with ULP (2005) Policies GEN7, ENV3, Policies eCP38, eCP39, eCP40

of the emerging Local Plan, nor with the relevant requirements of the Uttlesford Design Code or NPPF (2024)

#### **14.8 F) Flood Protection (Policy GEN3, eCP35, eCP36, eCP37, NPPF)**

**14.8.1** Policy GEN3 of the Uttlesford Local Plan (2005) requires that development is directed away from areas at risk of flooding and that proposals demonstrate they will not increase flood risk elsewhere. Consistent with this, the National Planning Policy Framework (2024) outlines that inappropriate development in areas at risk of flooding should be avoided, with development steered towards land at lowest flood risk (paragraph 170).

**14.8.2** In this case, the application site is located within the built-up area of Great Dunmow and lies entirely within Flood Zone 1, where the risk of fluvial flooding is lowest. The accompanying Flood Map for Planning confirms that the site is not within an area of river or sea flood risk. No built development or hardstanding is therefore proposed within areas of elevated flood risk.

**14.8.3** However, despite the low fluvial risk, the site is situated within a Groundwater Source Protection Zone 2 (SPZ2), indicating a heightened sensitivity to potential groundwater pollution. This is particularly relevant given the history of the site as a former depot, where contamination risks may be present. Environmental Health have advised that, owing to the site's proximity to an aquifer and potential for contamination pathways, the Environment Agency (EA) must be consulted prior to determining the application, noting that groundwater monitoring, risks from historic underground tanks, and potential contamination beneath proposed gardens have not been fully characterised in the submitted information.

**14.8.4** At the time of drafting this report, the Environment Agency have not yet provided a consultation response, and the Local Planning Authority is therefore unable to conclude that the proposed development would not pose an unacceptable risk to groundwater resources.

**14.8.5** The applicant has submitted a detailed Flood Risk Assessment and Drainage Strategy (Maitre Consulting Engineers, October 2025), which indicates that the site benefits from freely draining soils and is not at risk from groundwater flooding. The drainage report concludes that infiltration is feasible, subject to confirmatory BRE 365 soakaway testing, and proposes a surface-water management strategy based on infiltration via a network of permeable paving and multiple individual soakaways located across the site.

**14.8.6** The strategy asserts that post-development discharge rates would not exceed Greenfield conditions, that the site would be capable of attenuating runoff for critical storm events up to the 1 in 100-year + 40% climate change allowance, and that exceedance flows can be safely contained within the site's boundaries.

- 14.8.7** It is noted that the drainage strategy follows the drainage hierarchy and states that no watercourse, surface water sewer or combined sewer is available for connection, and therefore proposes infiltration as the primary means of surface-water disposal. The site is below the statutory threshold for mandatory consultation with the Lead Local Flood Authority (LLFA). Neighbour representations have raised concerns with regards to drainage and potential flood risk, however taking the FRA into account, no evidence of existing drainage problems on the site has been identified.
- 14.8.8** Notwithstanding this, the site's position within SPZ2 introduces a level of groundwater vulnerability that has not been fully resolved. While the drainage strategy assumes infiltration as the primary method of surface-water disposal, this has potential implications for groundwater protection which must be assessed by the Environment Agency. Environmental Health note that additional investigations are required to confirm whether historic underground fuel tanks or contamination beneath former structures could pose a pollution risk to the minor aquifer below, and therefore advise that the EA must review the drainage proposals as part of assessing the acceptability of infiltration in this location.
- 14.8.9** Given the outstanding consultation from the Environment Agency, and the absence of clarity on groundwater protection, underlying contamination, and the detailed functioning of infiltration systems within SPZ2, the LPA cannot presently conclude that the proposal satisfies Local Plan Policy GEN3, eCP35, eCP36 or eCP37 of the emerging Local Plan, nor the requirements of the NPPF.
- 14.8.10** Until the EA confirms that infiltration drainage is acceptable in principle and that groundwater will not be placed at risk, the development's drainage impacts remain unresolved.
- 14.9 G) Highways Access and Parking provision (Policy GEN1 GEN8, eCP26, eCP27, eCP28, eCP31, NPPF)**
- 14.9.1** Highways Access
- 14.9.2** Policy GEN1 of the Uttlesford Local Plan (2005) requires all new development to provide safe and suitable access for all users and to demonstrate that the surrounding highway network can safely accommodate the traffic it generates. Emerging Policies eCP26, eCP27 and eCP28 reinforce this by requiring development to support sustainable travel, comply with design standards for movement networks, and demonstrate through a Transport Statement or assessment that the impacts of development have been fully evaluated.
- 14.9.3** Although the site lies within the built-up area of Great Dunmow, where new residential development is supported in principle, the Highways Authority has issued a formal objection to the proposal. Their response confirms that the applicant has *not* demonstrated that safe and suitable

access can be achieved, nor that the scheme would avoid unacceptable impacts on highway safety.

**14.9.4** Specifically, Essex County Council note that:

- The applicant has not demonstrated adequate turning space to ensure all vehicles, including refuse vehicles can enter and exit the site in a forward gear, resulting in an unacceptable hazard to highway users.
- The applicant has not demonstrated that the required number of resident and visitor parking spaces and associated turning areas can be safely accommodated within the site.

**14.9.5** Furthermore, the Highway Authority identify several design non-compliances, including:

- No acceptable vehicle tracking for UDC refuse vehicles.
- Parking spaces that do not meet the minimum dimensions required under the 2024 Essex Parking Standards, including shortfalls in width next to walls or fences.

**14.9.6** These concerns align with those raised by the Urban Design Officer, who advised that the layout is car-dominated and does not follow good urban design practice, particularly in respect of:

- Poor frontage relationships (fronts facing backs or flanks).
- Parking courts with limited or no landscaping and excessive hardstanding.
- A layout that conflicts with Uttlesford Design Code Section U1 (Movement & Street Structure), which requires clear and legible streets, “fronts to fronts” arrangements, and avoidance of car-dominated spaces.
- A failure to comply with Design Code Section M3 (Parking), which requires:
  - parking areas softened by tree planting,
  - safe manoeuvring space,
  - parking that does not visually dominate the public realm.

**14.9.7** Given these issues, both the Highways Authority and Urban Design Officer conclude that the layout does not provide a safe, functional, or policy-compliant movement network.

**14.9.8** The development therefore fails to demonstrate safe and suitable access, contrary to the NPPF (2024), the Highway Authority’s Development Management Policies, and Local Plan (2005) Policy GEN1.

**14.9.9** Parking provision

**14.9.10** Parking Provision (GEN8, eCP31, Uttlesford Parking Standards 2013)

Policy GEN8 requires that parking provision meets the Council's adopted standards, set out in the Vehicle Parking Standards SPD (2013).

- 14.9.11** These standards require:
- 2 spaces for 3-bed dwellings
  - 3 spaces for 4-bed dwellings
  - Appropriate unallocated visitor parking - 0.25 spaces per dwelling
- 14.9.12** The proposal seeks to provide two allocated spaces per dwelling with two visitor spaces. However:
- The Highways Authority note that the applicant has not demonstrated that all required spaces and turning areas can be safely accommodated within the red line boundary.
  - Several parking bays fail to meet required dimensions, especially adjacent to boundary walls and structures, where additional width is required under Essex Standards.
  - The parking court arrangement for Plots 5-9 is contrary to Design Code Section M3, which discourages large, unrelieved areas of hardstanding and requires tree planting and landscape structure within parking areas.
- 14.9.13** Whilst it is acknowledged that the site is in a highly sustainable location within one of Uttlesford's main urban areas, close to Great Dunmow town centre and served by regular public transport. It is expected that proposals which do not fully comply with the Uttlesford Adopted Parking Standards or the requirements of the Design Code are assessed on their individual merits. However, given the extent to which the proposed parking provision falls short of the minimum standards, it is not considered that an exception can be justified in this instance.
- 14.9.14** As such, the parking layout does not comply with Policy GEN8, eCP31 or the 2013 Parking Standards.
- 14.9.15** Due to the formal objection from the Highways Authority, along with the Urban Design Officer's concerns regarding movement, layout, parking courts and failure to comply with the Uttlesford Design Code, non-compliance with GEN1, GEN8, eCP26, eCP27, eCP28, eCP31, and failure to demonstrate safe, suitable, policy-compliant access, the proposal is not acceptable in highway, access or parking terms.
- 14.9.16** The development, as submitted, does not demonstrate that highway safety would be protected, that safe and suitable access can be achieved, or that the internal layout accords with the required standards of the NPPF, the Essex Design Guide, the Uttlesford Design Code (2024), or adopted Parking Standards.
- 14.10** **H) Accessible Homes (GEN2, eCP53, SPD - Accessible Homes and Playspace)**

- 14.10.1** Policy GEN2 of the Uttlesford Local Plan (2005) requires new residential development to provide an appropriate standard of accommodation that meets the reasonable needs of all future occupants, including those with reduced mobility. The Council's Accessible Homes and Playspace SPD reinforces this expectation by requiring all new dwellings to achieve a high level of accessibility, previously aligned with the Lifetime Homes Standards. Although Lifetime Homes has since been superseded by the optional requirements contained within Part M of the Building Regulations, the underlying principle of ensuring inclusive, adaptable homes remains a policy requirement.
- 14.10.2** This approach is formalised within emerging Policy eCP53, which expects 100% of new dwellings to be built to M4(2) Accessible and Adaptable Dwelling Standards. These standards ensure that homes are designed to accommodate the changing needs of occupants over their lifetime, including step-free access, suitable circulation space, adaptable sanitary facilities, and accessible entrances.
- 14.10.3** As the application site lies within the built-up area of Great Dunmow, where accessibility to services, active travel routes and community infrastructure is generally strong, it is essential that the dwellings themselves support long-term inclusive living. The submitted plans confirm that the dwellings are capable of meeting the dimensional and layout requirements of M4(2). Where detailed technical compliance cannot be verified at the planning stage, it is both reasonable and necessary to secure full adherence through a pre-occupation condition, requiring evidence that all units meet the M4(2) specification at Building Regulations stage.
- 14.10.4** Subject to the imposition of this condition, the proposal would be capable of complying with Policy GEN2, eCP53, and the Accessible Homes and Playspace SPD, ensuring that the development delivers inclusive, adaptable homes appropriate for all potential future residents.

**14.11 I) Planning Balance**

- 14.11.1** In accordance with paragraph 11(d) of the National Planning Policy Framework (NPPF), and given the Council's acknowledged housing land supply shortfall and Housing Delivery Test (HDT) under-performance, the presumption in favour of sustainable development is engaged. This requires that permission be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
- 14.11.2** In this case, the proposal would deliver nine new dwellings on a previously developed brownfield site within the Development Limits of Great Dunmow, in a highly accessible and sustainable location close to town centre services, public transport and local employment. These factors weigh moderately in favour of the development. The dwellings would contribute towards the district's housing supply and provide a

policy-compliant mix aligned with the identified needs of Great Dunmow. The scheme would also provide economic benefits through construction employment and increased local expenditure.

- 14.11.3** However, substantial and compelling harms arise in several areas. The design and layout of the scheme fail to achieve the high standard of placemaking required by Local Plan Policy GEN2, the Uttlesford Design Code (2024), and emerging Policies eCP52-53, resulting in an incoherent, car-dominated layout, poor frontage relationships, and spaces of weak townscape quality. These deficiencies significantly undermine the ability of the scheme to integrate with its context or create a well-considered residential environment.
- 14.11.4** There are also significant highways and access concerns, including the inability to demonstrate safe manoeuvring within the site, substandard parking space dimensions, inadequate turning provision for refuse vehicles, and the absence of a safe and policy-compliant internal movement network. The Highways Authority's formal objection carries very substantial weight against the proposal.
- 14.11.5** Further, the scheme proposes a landscaping strategy that fails to meet the expectations of Policies GEN7, ENV3, emerging eCP38-40 and the Design Code. The loss of a Category B oak (T7), insufficient soft-landscaping, and the overly hard character of the site exacerbate the deficiencies in design and amenity. These factors cumulatively represent a material environmental harm.
- 14.11.6** Significant concerns also remain in respect of land contamination and groundwater protection, with Environmental Health identifying gaps in the assessment and the Environment Agency yet to respond. Located within Groundwater Source Protection Zone 2, the LPA cannot confirm that risks to controlled waters have been appropriately addressed. This creates unresolved conflict with Policies GEN4, ENV14, eCP35-37 and the NPPF.
- 14.11.7** Whilst the heritage assessment identifies only a low level of less-than-substantial harm, this sits at the bottom of the scale and could be mitigated through detailed conditions. However, the other harms identified are more fundamental, not capable of mitigation by condition and go directly to the acceptability of the scheme.
- 14.11.8** When weighed in the balance, the benefits of nine dwellings in a sustainable location do not outweigh the combination of significant harms relating to design, highways safety, landscape strategy, contamination and drainage uncertainties. These harms are substantial, demonstrable and carry sufficient weight to overcome the presumption in favour of sustainable development.
- 14.11.9** The proposal therefore fails to represent sustainable development when assessed against the development plan and the NPPF as a whole.

## **15. ADDITIONAL DUTIES**

### **15.1 Public Sector Equalities Duties**

**15.1.1** The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers.

**15.1.2** The Committee must be mindful of this duty inter alia when determining all planning applications. In particular, the Committee must pay due regard to the need to: (1) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; (2) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and (3) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**15.1.3** Due consideration has been made to The Equality Act 2010 during the assessment of the planning application, no conflicts are raised.

### **15.2 Human Rights**

**15.2.1** There may be implications under Article 1 (protection of property) and Article 8 (right to respect for private and family life) of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

## **16. CONCLUSION**

**16.1** The proposal seeks the redevelopment of a previously developed brownfield site within the Development Limits of Great Dunmow to provide nine dwellings. In principle, the reuse of this land in a highly accessible location is supported by the NPPF and carries some weight in favour of the scheme.

**16.2** However, the detailed assessment demonstrates that the proposal fails to provide an acceptable form of development. The layout and design fall significantly short of the standards required by Local Plan Policy GEN2 and the Uttlesford Design Code. The scheme results in an incoherent internal layout, an excessively car-dominated environment, and poor townscape relationships that would fail to create a high-quality residential environment.

**16.3** The Highways Authority has issued a formal objection, confirming that safe and suitable access has not been demonstrated and that the

proposal gives rise to an unacceptable risk to highway safety. In addition, insufficient evidence has been submitted to demonstrate that the site is free from contamination risks or that groundwater within SPZ2 would not be adversely affected. The landscaping proposals fail to retain significant trees and do not deliver the green infrastructure required to support a well-designed and biodiverse environment.

**16.4** These issues represent multiple points of clear conflict with the Development Plan and national policy. They constitute harms of substantial and demonstrable weight. The benefits of the scheme, principally the delivery of nine dwellings are not sufficient to outweigh these identified harms.

**16.5** Accordingly, and having regard to all material considerations, the application is recommended for REFUSAL for the reasons set out in Section 17 of this report.

## **17. REASONS FOR REFUSAL**

**1.** The proposed layout is poorly conceived, resulting in an incoherent and vehicle-dominated environment with weak frontage relationships and an inadequate landscape structure.

This would create a poor-quality public realm, undermine the character and legibility of the development, and fail to provide an attractive, safe, and well-integrated place for future occupants.

Consequently, the proposal would result in significant harm to the visual quality, placemaking potential, and overall environmental performance of the site. It therefore fails to comply with Policy GEN2 of the Uttlesford Local Plan (2005), emerging Local Plan (2021-2041) Policies eCP52 and eCP53, the Uttlesford Design Code (2024), and the National Planning Policy Framework (2024).

**2.** Insufficient evidence has been provided to demonstrate that the development would achieve safe and suitable access for all users. In particular, the layout fails to provide adequate turning provision for refuse and emergency vehicles and includes parking spaces that do not meet required dimensional standards.

These shortcomings create uncertainty regarding the operational safety, accessibility, and functionality of the scheme, resulting in harm to highway safety and the quality of the public realm.

The proposal therefore conflicts with Policies GEN1 and GEN8 of the Uttlesford Local Plan (2005), emerging Local Plan (2021-2041) Policies eCP26, eCP27, eCP28 and eCP31, the Uttlesford Design Code (2024), and the National Planning Policy Framework (2024).

3. The removal of the Category B oak (T7), combined with the absence of meaningful soft landscaping, would result in a hard and poor-quality environment that fails to provide suitable visual relief, ecological value, or a positive sense of place.

This would cause harm to the character and appearance of the site and its wider setting. The proposal is therefore contrary to Policies ENV3 and GEN7 of the Uttlesford Local Plan (2005), emerging Local Plan (2021-2041) Policies eCP38, eCP39 and eCP40, the Uttlesford Design Code (2024), and the National Planning Policy Framework (2024).

4. Insufficient information has been provided to enable the Local Planning Authority to complete its assessment of the proposal in respect of contamination. In the absence of adequate details, the authority cannot be satisfied that unacceptable risks to human health or controlled waters would be avoided.

The proposal therefore conflicts with Uttlesford Local Plan (2005) Policies GEN4, ENV12 and ENV14, emerging Local Plan (2021-2041) Policies eCP35, eCP36 and eCP37 and the National Planning Policy Framework (2024).

5. Insufficient information has been provided to enable the Local Planning Authority to complete its assessment of the proposal. In the absence of adequate details, the authority cannot be satisfied that the scheme would avoid unacceptable risks to groundwater quality or deliver a safe and sustainable drainage solution.

The proposal therefore fails to comply with Policies GEN3 and ENV12 of the Uttlesford Local Plan (2005), emerging Local Plan (2021-2041) Policies eCP35, eCP36 and eCP37; and the National Planning Policy Framework (2024).

## APPENDIX 1 – ECC HIGHWAYS COMMENTS

Your Ref: UTT/25/2838/FUL  
Our Ref: 62523  
Date: 20/01/2026



Director for Highways & Transportation

To: Uttlesford District Council  
Assistant Director Planning & Building Control  
Council Offices  
London Road  
SAFFRON WALDEN CB11 4ER

County Hall  
Chelmsford  
Essex CM1 1QH

### Recommendation

Application No. UTT/25/2838/FUL  
Applicant Mr Paul Ullmer  
Site Location Former Council Depot New Street Dunmow Essex  
Proposal Demolition of former council depot buildings and erection of 9 no. dwelling houses with existing vehicular and pedestrian access maintained from New Street

The documents accompanying the application have been duly considered and a site visit undertaken. There are a number of outstanding issues that need to be addressed prior to the Highway Authority being able to consider the acceptability of the proposals. Therefore:

**From a highway and transportation perspective the impact of the proposal is NOT acceptable to the Highway Authority for the following reasons:**

1. The applicant has not demonstrated to the satisfaction of the Highway Authority that there is sufficient turning space provided within the site to allow all vehicles to access and egress in a forward gear. The lack of such adequate turning space would result in an unacceptable degree of hazard and obstruction to all highway users to the detriment of highway safety.
2. The applicant has not demonstrated to the satisfaction of the Highway Authority that the required number of resident and visitor car parking spaces and associated turning areas can be accommodated within the site. The lack of such adequate provision would result in inappropriate and indiscriminate parking practices to the detriment of highway safety for all highway users.

Therefore, the proposal as submitted does not demonstrate that safe and suitable access can be achieved and that the proposal will not give rise to unacceptable impacts on highway safety contrary to the National Planning Policy Framework 2024 (NPPF), the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance and Uttlesford Local Plan Policy GEN1.

***The following design requirements and comments need to be addressed before the Highway Authority will be in a position to consider the acceptability of the development proposals:***

- i. The applicant must demonstrate through the provision of appropriate vehicle tracking drawings that a standard UDC refuse vehicle can access, manoeuvre, and egress the application site in a forward gear. The vehicle tracking must be clear of all footways and parking areas.

- ii. The car parking swept path analysis must be updated to ensure that all vehicle manoeuvres are clearly accommodated within the red line boundary.
- iii. Under Building Regulations B5, access for fire tenders is required to a point not further than 45 metres from the entrance to the dwelling. Any road or private drive forming part of such a fire access must be no less than 3.7 metres wide between kerbs (this may reduce to 3.1 metres for a gateway or similar short narrowing) and should have a minimum centre line bend radius of 6.55 metres. The access way should be capable of carrying a 12.5 tonne vehicle.
- iv. All drives longer than 18m should have a turning head equivalent to at least size 5. A drive that may be used by fire tenders must have a turning head of at least size 3.
- v. The proposed site layout plans should be amended to provide parking spaces compliant with the 2024 Essex Car Parking Guidance, with particular reference to the following design requirements:
  - a. All standard car parking spaces must be 5.5m x 2.9m and have a clear space of 6.0m to the rear in order to allow vehicles to safely manoeuvre into and out of the spaces.
  - b. Where spaces are located next to structures, including fences/walls and buildings, spaces should have an additional 0.5m width (resultant required width of 3.4m).

Notes:

- i. The Highway Authority acknowledges the provision of visibility splays as part of the application submission. The visibility plan submitted as Appendix F of the Transport Statement shows visibility splays encroaching on third party land and in turn are shown to be affected by physical structures, which is not acceptable. However, on-site checks undertaken by the Highway Authority have confirmed that adequate visibility for the speeds recorded is achieved at the existing access.

Informatives:

- i. The developer has not demonstrated that the proposal would be acceptable in terms of highway safety and efficiency. If revised plans were submitted addressing these issues the Highway Authority may consider this application further.
- ii. Clearly if the applicant does commission additional work and subsequently submits amended site layout drawings, there is no guarantee that the required standards can be met or that the proposals will be acceptable to the highway authority.



.....  
pp. Director for Highways and Transportation  
Enquiries to Lorna Parsons

**APPENDIX 2 – ENVIROMENTS AGENCY – [PENDING]**