

Dear PINS,

By way of rebuttal / final comments....

The following new NPPF 26 policies tip the planning balance even further in favour of approval on the basis that the benefits of doing so **would not be** substantially outweighed by any adverse effects.

Plan-making policies

L3: Achieving appropriate densities

1. Development proposals should make efficient use of land, taking into account **the identified need for different types of housing** and other development, **local market conditions**, the availability of infrastructure (including that supporting sustainable transport modes) and its scope for improvement, a site's connectivity and the importance of securing well-designed, attractive and healthy places.

To contribute to making efficient use of land:

a. Within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area in which they are situated. The only exception is where there is a clear justification that this is either inappropriate or not possible (for example, where the prevailing density is already very high, the nature of the accommodation required precludes higher densities, or where it would conflict with other policies in this Framework). In considering the potential to increase densities, the existing character of an area should be taken into account, in accordance with policy DP3, but should not preclude development which makes the most of an area's potential;

- a. **Outside settlements**, and on land at the edge of existing built-up areas which is allocated or has permission for development and so will form part of a settlement (as defined in the glossary at Annex B), **development footprints should make the best use of a site's development potential**, taking into account the policies in this Framework; and

COMMENT – The proposed development '*makes the best use of the site's development potential*', **would assimilate well with the countryside setting and would maintain the area's distinctive identity and create a sense of place.**

The proposed development meets the criterion in the Essex Design guide for "DESIGN OF HOMES AND HOUSING HEALTHY PLACES GUIDANCE"

Where development proposals for residential or mixed-use schemes are **within reasonable walking distance of a well-connected station** (applying the definitions in the glossary at Annex B), **a density of at least 35 dwellings per hectare should be achieved within the net developable area of the site.** Higher densities – of at least 45

dwellings per hectare – should be achieved where the service frequency is at least twice that of the minimum required for a well-connected station.

Exceptions to meeting these minimum standards should be made only in the case of:

- i. **Sites which fall below the threshold for major development where it can be demonstrated that meeting the standard is either inappropriate or not possible;** or
- ii. Development for traveller sites.

COMMENT – **This is a minor application.** It would not create a significant amount of traffic.

S5: Principle of development outside settlements

1. Only certain forms of development should be approved outside settlements, as set out in the following list. **These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:**
 - a. Development for: agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction and processing; engineering operations and infrastructure (including for transport, energy, water and telecommunications); roadside facilities in accordance with policy TR5; national defence and security; or which is solely for nature conservation, restoration and/or enhancement;
 - b. Development for rural businesses and services, including tourism, where a location outside settlements is shown to be necessary;
 - b. The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building²⁵. In the case of proposals for a replacement building, it should be for the same use and not disproportionately larger than the one it replaces;
 - d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);
 - e. Limited infilling within groups of houses;**
 - f. An exception site as provided for in policy HO10, or development brought forward under a Community Right to Build Order or Neighbourhood Development Order;
 - g. Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation²⁶, provided it meets the criteria in policy HO12

L1: Planning for an effective use of land

1. To support the effective and efficient use of land the development plan should, at the most appropriate level:
- c. Identify ways of accommodating as much as possible of the identified need for development in the area on previously developed land, including by:
 - i. Allocating sites of all sizes which have the potential for redevelopment to secure a more effective use, such as through the reuse of service yards, lock-ups, car parks and other transport infrastructure which are no longer required, the reuse or intensification of underutilised retail and business sites, and estate regeneration schemes;

- ii. Setting out where particular parts of the plan area provide scope for intensification through additional development;
- iii. Using design guides, design codes and (where appropriate) masterplans to illustrate opportunities for making more effective use of land on sites of different sizes. This includes proposals for the use of allocated sites, as well as common design principles for small sites such as filling gaps in prevailing roof lines, the redevelopment of low-density residential plots, introducing higher buildings at street corners and in other suitable locations, and infill development within residential curtilages;
- iv. Setting minimum residential density standards for town centres and for locations that have a high level of connectivity, where this can support more effective land use and extend beyond the minimum requirements of policy L3; and
- v. Identifying whether minimum density standards should be set for other parts of the plan area, **especially where there are opportunities for intensification**. It may be appropriate to set out a range of densities that reflect the identified need for different types of housing, local market conditions, the availability of infrastructure and its scope for improvement, the importance of securing well-designed, attractive and healthy places, and the desirability of maintaining an area's prevailing character or of promoting regeneration and change.

TR3: Locating development in sustainable locations

- 1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
 - a. Development proposals which could **generate a significant amount of movement**, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

COMMENT – This is a minor application. It would not create a significant amount of traffic.

- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and
- e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area **should be taken where they exist** and can be supported by the development proposed.

COMMENT – The proposed development lies close to a Hail and Ride bus route. In addition, the applicant is agreeable to installing EV cycle charging points to provide an alternative to car usage.

Thank you in advance for your assistance.

Kind regards

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