

UTT/2100/11/REN – (GREAT DUNMOW)

(MAJOR Application - Renewal)

PROPOSAL: Renewal of application UTT/0776/08/FUL for erection of three storey extension to existing Travel Lodge to provide 38 (No.) bedrooms and restaurant.

LOCATION: Site off Hoblongs Industrial Estate, Chelmsford Road, Great Dunmow

APPLICANT: Aldis of Barking Ltd.

AGENT: Pelham Structures Ltd

GRID REFERENCE: TL 636-206

EXPIRY DATE: 14 December 2011.

CASE OFFICER: Mr C Theobald

1.0 NOTATION

1.1 Within Development Limits / Within GD7 Employment Safeguarded Land. Eastern edge of the site is within Floodplain Zone 2.

2.0 DESCRIPTION OF SITE

2.1 The site lies on the south-east edge of the town just off the old Chelmsford Road immediately adjacent to the Hoblongs Industrial Estate and comprises a three storey tiled, brick and weatherboarded Travel Lodge hotel with front car parking apron and vehicular access and large open unused grassed area to the side. The Travel Lodge was completed in 2006 and presently has a total of 92 bedrooms and provision for 76 (No.) car parking spaces on a site area of about 0.6 ha.

3.0 PROPOSAL

3.1 This application seeks the renewal of a 2008 planning permission for the erection of a three storey tiled, brick and weatherboarded side extension to the existing Travel Lodge hotel to provide an additional 34 (No.) bedrooms and a 300sqm ground floor family restaurant, together with the creation of a further 4 (No.) bedrooms within the existing building footprint on the ground floor to replace an existing bar, café and kitchen area (total of 38 rooms). The extension would be formed off the eastern flank elevation of the hotel building on the current unused open grassed area and would increase the overall total bedroom provision for the hotel to 130 rooms. The extension would measure approximately 30 metres in length by 14 metres in depth, with accommodation being spread across the three floors. The height of the roof to the extension would match the ridgeline of the roof of the existing accommodation block at just above 13 metres from ground level, whilst the design of the extension and use of external materials would match the existing building. The number of parking spaces would be increased by 55 spaces to 131 spaces, including 5 (No.) disabled spaces. Landscaping is shown on the proposed layout plan along the site boundaries, including the frontage to the old Chelmsford Road.

4.0 APPLICANTS CASE

4.1 See file for detailed Design and Access Statement.

- The principle of a hotel development has already been established on this site. The application proposal seeks to extend the development to ensure a hotel format in line with Travel Lodge's operational requirements

- The first and second phases have already been completed on the site under previous planning permissions
- Access to the site is via the existing old road with direct access to Chelmsford Road and the A120
- The proposal footprint area comprises an area of undeveloped land
- Environmental factors and material constraints have been taken into consideration in designing the extension with regard to scale, layout, appearance and landscaping
- The provision of an accessible family facility forms a fundamental design consideration for the proposal, including provision of ambulant rooms
- The extension would connect into the already installed bio-chemical waste treatment plant with the outflow direct to Hoblongs Brook. All of the resulting storm water would also discharge via a petrol interceptor direct to the brook
- Overall, the proposal would provide the most appropriate design solution in response to the context of the site

5.0 RELEVANT SITE HISTORY

- 5.1 Various planning applications have been submitted from 2001 onwards for hotel development on this site, including the outline application for a ninety bed roomed hotel granted in 2004 subject to a Section 106 Agreement requiring a financial contribution from the developers to contribute towards road improvement works at the junction of the A130 and Chelmsford Road (UTT/1591/01/OP), an outline application for a family restaurant comprising 465sqm with all matters reserved and also subject to a Section 106 Agreement (UTT/1496/04) and a revised scheme for a 63 bedroom hotel which was approved in 2005 (UTT/1441/05/DFO). Permission was subsequently granted in 2008 following the completion of the Travel lodge hotel in 2006 for the erection of a 3 storey extension to the completed hotel to provide 38 additional bedrooms and a family restaurant (UTT/0776/08/FUL). The current application under consideration seeks a renewal of that permission without change.
- 5.2 It was considered for the 2008 approved hotel extension that the proposal conformed to the Council's local policy on hotels and bed and breakfast accommodation, was acceptable in terms of design and layout and would not give rise to issues of highway safety. With regard to design, it was considered that the proposal would match the existing building and that the resultant enlarged accommodation block would not cause any demonstrable harm to the appearance or character of the surrounding area with some natural screening being provided to the south from the A120. With regard to highway safety, vehicular access would remain the same and the additional parking shown met adopted car parking standards, albeit that this would be at the expense of some proposed landscaping. As such, ECC Highways did not object to the proposal on highway grounds subject to appropriate highway conditions and financial contributions. The hotel site previously had an extant permission for the provision of a restaurant and it was considered that this represented a material consideration and where it was also considered that a restaurant attached to the hotel would be convenient to the users of the hotel and could be used by non-residents. The nearest properties were identified as being some distance away from the site whereby the proposed development would not give rise to any adverse impact on neighbouring amenity.
- 5.3 The officer report for UTT/0776/08/FUL also discussed the comments received from Great Dunmow Town Council regarding the pressure it perceived would be created on the Hoblongs junction by increased vehicle movements resulting from the extension proposal were planning permission to be granted. The report stated that ECC Highways had not objected to the extension scheme subject to a S106 agreement to fund junction improvements (see above). A previous 120 bed hotel with 126 spaces had been previously approved for the site and it was considered that the difference in bedroom units proposed for UTT/0776/08/FUL (130 rooms total hotel provision with 130 spaces) was not significant enough to conclude that the extension proposal would have a significantly greater pressure on the junction and local road network.

6.0 POLICIES

6.1 National Policies

- Planning Policy Statement 1 - Delivering Sustainable Development
- Planning Policy Statement 4 - Planning for Sustainable Economic Growth
- Planning Policy Guidance 13 - Transport
- Planning Policy Statement 25 - Development and Flood Risk

6.2 East of England Plan 2006

- Policy SS1 - Achieving Sustainable Development
- Policy T8 - Local Roads
- Policy ENV7 - Quality in the Built Environment

6.3 Essex Replacement Structure Plan 2001

- No relevant policies.

6.4 Uttlesford District Local Plan 2005

- ULP Policy S1 - Settlement Boundaries for the Main Urban Areas
- ULP Policy GEN1 - Access
- ULP Policy GEN2 - Design
- ULP Policy GEN 3 - Flood Protection
- ULP Policy GEN4 - Good Neighbourliness
- ULP Policy GEN6 - Infrastructure Provision to Support Development
- ULP Policy GEN8 - Vehicle Parking Standards
- ULP Policy LC5 - Hotels and Bed and Breakfast Accommodation
- ULP Policy GD7 - Safeguarding of Existing Employment Areas

7.0 TOWN COUNCIL COMMENTS

- 7.1 Strongly object. Members wish to reiterate their previous comments in that the application will increase the amount of traffic using the Chelmsford Road/A130 junction. No further development should take place on site until improvements have been carried out to the Hoblongs junction.

8.0 CONSULTATIONS

Highways Agency:

- 8.1 Please note the Highways Agency formally withdraws its Holding Direction under Article 25 of the Town and Country Planning (Development Management Procedure Order 2010) which was imposed by the Highways Agency on 10 November 2011 and extended on 15 December 2011.

Anqlian Water:

- 8.2 Response not received.

Essex County Council Highways:

- 8.3 The application submitted is for a renewal of an existing permission. Given that nothing has changed within the application, the Highway Authority would suggest that its recommendation dated 14 June 2008 in response to the original application UTT/0776/08/FUL is still relevant and the requirements are taken forward. Outlined below are the requirements of the 2008 recommendation, which have been updated to

reflect the County Council's current standard wording. In addition to our recommendation for UTT/0776/08/FUL, Committee Members determined at the Committee meeting on 2 July 2008 a further financial contribution was required in addition to the £11,611 requested by the Highway Authority. As a consequence, the completed S106 required a contribution of £23,923 divided into contribution A and B to be spent on "The investigation and improvement of capacity and safety at the junction of the B184 Chelmsford Road with the A130 as the engineer considers necessary in the vicinity of the application site". The section of A130 referred to has since been downgraded and is now known as B1256. It is recommended that a revised S106 is signed, but amending the road names. The Highway Authority would not wish to raise an objection to the application on this basis subject to Section 106 requirements [see recommendation below] and suggested planning conditions.

Essex County Council Archaeology:

- 8.4 The HER shows that the proposed development lies within an area that has previously been assessed for archaeological deposits with none identified. Therefore, no archaeological recommendations are being made on this application.

Building Surveying:

- 8.5 Normal means of escape precautions will apply and consultation on this with the local fire authority will be necessary at design stage.

UDC Project Officer:

- 8.6 There is reference in the Design and Access Statement to the provision of accessible bedrooms, although the location of those rooms has not been shown. This is relevant as the applicant will need to comply with Part M of the Building Regulations and BS8300 and conform to the dimensions required, particularly in regard to the en-suite sanitary facilities to meet the need. Request applicant to provide further drawing details to meet required standard.

Environmental Health:

- 8.7 Response not received.

Drainage Engineer

- 8.8 The original application states that surface water drainage disposal would be to the adjacent watercourse. This is no longer the preferred option under PPS25. Standard sustainability condition should be applied.

9.0 REPRESENTATIONS

- 9.1 None received. Neighbour notification period expired 15 November 2011. Site notice expired 7 December 2011.

10.0 APPRAISAL

The issues to consider in the determination of the application (as UTT/2100/11/REN) are:

- A Principle of hotel and bed and breakfast accommodation at this location (ULP Policy LC5)
- B Whether the design and layout of the proposed development would be appropriate (ULP Policy GEN2);
- C Access and parking considerations (ULP Policies GEN1 and GEN8);
- D Any other matters - the Hoblongs junction improvements

A) Principle of hotel and bed and breakfast accommodation at this location

- 10.1 As mentioned in the planning history above, the principle of hotel development at this site was granted planning permission in 2005 and the Travel Lodge was completed in 2006. Local Plan policy on tourism within the district insofar as it relates to subsequent hotel extensions has not changed in the intervening period with ULP Policy LC5 still being the relevant policy and there have been no national planning policy changes since which would affect this renewed proposal. Given that the proposed extension to the completed building was considered acceptable with the previous application, there are therefore no policy reasons as to why the Council should not consider granting permission for the renewal of that application under ULP Policy LC5 for this site.

B) Whether the design and layout of the proposed hotel extension would be acceptable

- 10.2 As previously mentioned, the proposed extension would match the main hotel accommodation block on this site in terms of design, scale, appearance and use of materials, notwithstanding that the proposal would result in a three storey building which would have a considerable length of over 100 metres and thereby increasing the visual prominence of built form at this edge of town location. However, the extension would nonetheless be subservient in size to the main block and would comply with the design requirements of ULP Policy GEN2, albeit that the Council's Access Officer has commented that the extension layout at present does not meet ambulant room standards, i.e. the proposal would not at present meet the reasonable needs of all potential users (ULP Policies GEN1 d) and GEN2 c). This could be addressed, however, through a condition requiring a revised accessibility drawing stating what would be necessary to meet the relevant standards. With the exception of this, no design objections are raised to the proposal as re-submitted.

C) Whether access and parking arrangements would be satisfactory

- 10.3 The existing site access would be utilised for the proposal and the submitted layout drawing shows by swept path analysis that vehicles would be able to adequately turn into the designated parking channels. The proposal would therefore comply with ULP Policy GEN1 in this respect. The current parking standards adopted in September 2009 and therefore adopted after the determination of the 2008 application require that a maximum of 1(No.) parking space be provided per bedroom, although adds that a lower provision of parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities. This required standard remains the same as the previous standard. The number of bedrooms proposed is 38, meaning that a total of 38 additional spaces would have to be provided. The scheme would provide an additional provision of 55 spaces, including 5 (No.) disabled spaces, meaning that the standard would continue to be met. The proposal would therefore comply with ULP Policy GEN8.

D) Hoblongs junction improvements

- 10.4 As previously mentioned, Essex County Council Highways have not raised any highway objections to the current renewed application on the basis that they did not raise any objections to the original extension scheme subject to suggested planning conditions (which have been rolled forward) and on the proviso that the applicant enters into a section 106 Agreement to provide financial contributions to highway improvements for the Hoblongs junction, which would comprise the payment of varies monies which would be index linked and paid in respect of the proposed increase in hotel bedrooms and new restaurant provision respectively. The Town Council's objection to the current renewal application on the grounds that it considers that the proposal would increase the amount of traffic using the Chelmsford Road/A130 junction and that no further development should take place on site until improvements have been carried out to the junction is

noted. However, ECC Highways have advised officers that the additional traffic generated by the proposal (38 rooms) is unlikely to have a significant impact on traffic flows or road safety at the Hoblongs junction and on this basis does not see how it could sustain a highways objection to the current proposal in these circumstances. It is therefore considered that the proposal would comply with ULP Policy GEN6 (Infrastructure Provision to Support Development) on the basis of this highways advice.

- 10.5 The Highways Agency has been separately consulted on this renewal application as a statutory consultee, although it should be emphasised that they were not consulted on the original 2008 extension application. The Highway Agency initially responded to the consultation process by saying that it required a transport assessment from the applicant to demonstrate that there would not be any material impact on the A120 as a consequence of the development as it did not have sufficient information from the application to form a view and issued a holding direction until such time that the Secretary of State had received sufficient information about the traffic implications on the strategic road network. The Highways Agency has since confirmed that it has withdrawn its holding objection on the basis that it accepts that the application relates to a renewal proposal and where ECC Highways have separately advised that it considers that there have been no material changes in circumstances regarding the Hoblongs junction and where in its own opinion it considers that it would be unnecessary and onerous for a transport assessment to be carried out by the applicant.

11.0 CONCLUSION

The following is a summary of the main reasons for the recommendation:

- 11.1 This application seeks a renewal of planning permission for previously approved application UTT/0776/08/FUL for an extension of hotel accommodation at this existing large Travel Lodge hotel site. There have been no material changes in national or local planning policy since the original 2008 grant of permission which affect the planning merits of the proposal. The report for the current renewal application has therefore found that:
- The proposal would accord with the Council's policy of extending existing hotel accommodation within development limits where the development would not result in harm to the character or amenities of the surrounding area
 - The proposed extension would be appropriate in terms of design, scale and external appearance
 - Access and parking arrangements would be satisfactory in that the existing vehicular access onto Chelmsford Road would be used and as the proposed parking would meet revised car parking standards.

RECOMMENDATION – CONDITIONAL APPROVAL WITH S106 AGREEMENT

- (l) The applicant be informed that the committee would be mindful to refuse planning permission for the development unless within 6 months of being invited to do so the applicant enters into a binding agreement to cover the matters set out below under Section 106 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, in a form to be prepared by the Assistant Chief Executive – Legal, in which case he shall be authorised to conclude such an agreement to secure the following:
- (i) A contribution of TWENTY FIVE THOUSAND NINE HUNDRED AND TWENTY THREE POUNDS (£25,923) divided into Contribution A and Contribution B, index linked to the date of the original S106 agreement (see Contribution A and B).

Contribution A shall mean the sum of ELEVEN THOUSAND SIX HUNDRED AND

ELEVEN POUNDS (“£11,611”) calculated as a contribution pursuant to the Planning Permission relating to the increase in bedrooms from the original planning permission granted under reference No. UTT/1591/01OP for a 90 bedroom hotel pursuant to a Section 106 Agreement dated 10 December 2002

Contribution B shall mean the sum of FOURTEEN THOUSAND THREE HUNDRED AND TWELVE POUNDS (“£14,312”) calculated as a contribution pursuant to the Planning Permission relating to the provision of a restaurant for which planning permission was originally granted under reference No. UTT/1496/04 pursuant to a S106 agreement dated 25 August 2005

Increased or decreased in line with the Department for Business Enterprise & Regulatory Reform Civil Engineering Formulae (1970 based series) published in the Department of Trade and Industry’s Monthly Bulletin of Indices weighted in accordance with Annexure A.

The Contribution Works shall mean the investigation and Improvement of capacity and safety at the junction of the B184 Chelmsford Road with the B1256 as the Engineer considers necessary in the vicinity of the Application Site

- (ii) pay the Council’s reasonable costs
- (II) In the event of such an agreement being made, the Assistant Director Planning and Building Control shall be authorised to grant planning permission subject to the conditions set out below:
 - (i) If the applicant/developer/freehold owner shall fail to enter into such an agreement, the Assistant Director Planning and Building Control shall be authorised to refuse planning permission

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).
2. The development hereby permitted shall be implemented in all respects strictly in accordance with the submitted plans contained in the application, unless agreed in writing by the local planning authority.
REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority.
3. The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building unless otherwise agreed in writing by the local planning authority. Subsequently, the external surfaces shall not be changed without the prior written consent of the local planning authority.
REASON: To ensure a satisfactory standard of development in the interests of visual amenity in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).
4. The extension hereby approved shall not be occupied until the car parking spaces shown on the approved plans attached have been hard surfaced and laid out. Such spaces shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: In the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005).
5. The parking spaces shown on drawing 874.13 dated April 2008 received under renewal application on 19 October 2011 shall not be used other than for the parking of vehicles in association with the hotel accommodation hereby permitted or other accommodation or

uses approved on the site. No vehicle shall be parked in the approved parking spaces unless it belongs to or was driven there by a person who is resident at (or working or attending a function at) the hotel or a visitor to other premises on the site. No vehicle parked at the site by or on behalf of a person visiting the hotel as a resident or visiting other premises on the site shall remain on site overnight unless that person is staying as a resident at the hotel on the night that the vehicle is parked.

REASON: To ensure adequate car parking spaces are provided to serve the development on site in the interest of highway safety and to protect the amenities of the area in accordance with Policies GEN1, GEN2 and T3 of the Uttlesford Local Plan (adopted 2005).

6. Adequate space for the parking of construction workers vehicles, and for the delivery and storage of materials, shall be provided within the site prior to the commencement of construction works, and the use of such areas shall not interfere with the public highway.

REASON: To ensure adequate off-street parking facilities in the interests of highway safety and traffic flows in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

7. The development as designed, specified and built shall achieve BREEAM rating of 'very good'. The applicant will provide the planning authority with a BREEAM design-stage assessment of the rating of the proposed development, carried out by an accredited assessor, before work commences on-site. The developer will provide a BREEAM post-construction assessment of the rating of the as-built development within four weeks following its completion, also carried out by an accredited assessor.

REASON: In the interests of the promotion of sustainable forms of development and construction in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

8. No development shall take place until a revised plan has been submitted to and approved by the local planning authority in writing showing the following amendments which shall be incorporated into the design for the development hereby permitted and the permission shall be implemented in accordance with the amendments listed below:

The exact layout and position of the two wheelchair accessible and two ambulant rooms within the extension hereby approved.

REASON: To ensure compliance with BS 83000:2009+A1:2010 12.8 and the requirements of Part M of the Building Regulations - Access to and use of buildings (section relating to Wheelchair Accessible Bedrooms and en-suite facilities) in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

9. The development hereby permitted shall not commence until details indicating the foul drainage works' exact position and course, manufacturer's specifications, type and discharge of final effluent into a specified watercourse, are submitted for the written approval of the local planning authority. Thereafter the approved treatment plant shall be installed in line with manufacturer's instructions and maintained and retained in perpetuity.
- REASON: To protect the surrounding countryside and prevent pollution of the water environment in accordance with Policies GEN3 and ENV12 of the Uttlesford Local Plan (adopted 2005).

10. Notwithstanding the submitted details, before the commencement of development details of surface water drainage works shall be submitted to and approved in writing by the local planning authority. Subsequently the drainage shall be implemented in accordance with the approved details. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To control the risk of flooding to the development and adjoining land in accordance with Policies GEN3 and ENV12 of the Uttlesford Local Plan (adopted 2005).

11. Before development commences details of the provision of suitable temporary construction access arrangements, including appropriate visibility splays, adequate access width and radii to accommodate the simultaneous entry and exit of vehicles using the temporary access, temporary traffic management/signage and wheel cleaning facilities for the duration of the construction phase to prevent the deposition of mud or other debris onto the highway network/public areas, turning and parking facilities for delivery/construction vehicles within the limits of the application site together with an adequate parking area for those employed in developing the site shall be submitted to and approved in writing by the Local Planning Authority. The measures shall subsequently be implemented as approved.
REASON: In the interests of highway safety and efficiency in accordance with Policy GEN1 of the Uttlesford Local Plan (adopted 2005).
12. Before development commences the details of the amount, location and design of powered two wheeler parking facilities to accord with the requirement of the Parking Standards Design and Good Practice guide dated September 2009 unless otherwise agreed in writing with the Local Planning Authority shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be secure and shall be provided before occupation of the development and retained for that purpose at all times.
REASON: To ensure an appropriate level of parking facilities for powered two wheelers are provided in the interest of highway safety and accessibility in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).
13. Before development commences the details of the amount, location and design of secure and covered parking for cycles to accord with the requirement of the Parking Standards Design and Good Practice guide dated September 2009 unless otherwise agreed in writing with the Local Planning Authority shall be submitted to and approved in writing by the Local Planning Authority. The approved facility shall be secure and shall be provided before occupation of the development and retained for that purpose at all times.
Reason: To ensure an appropriate level of parking facilities for cycles are provided in the interest of highway safety and accessibility in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan 2005 (adopted 2005).
14. Notwithstanding the details submitted as part of this application, prior to the commencement of the use hereby permitted, a scheme for the extraction and filtration of cooking fumes shall be implemented in accordance with details submitted to and agreed in writing by the local planning authority. The implemented scheme shall be permanently maintained thereafter in accordance with the manufacturer's instructions.
REASON: To protect the amenities of the occupiers of adjoining properties in accordance with Policy GEN4 of the Uttlesford Local Plan (adopted 2005).
15. No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-

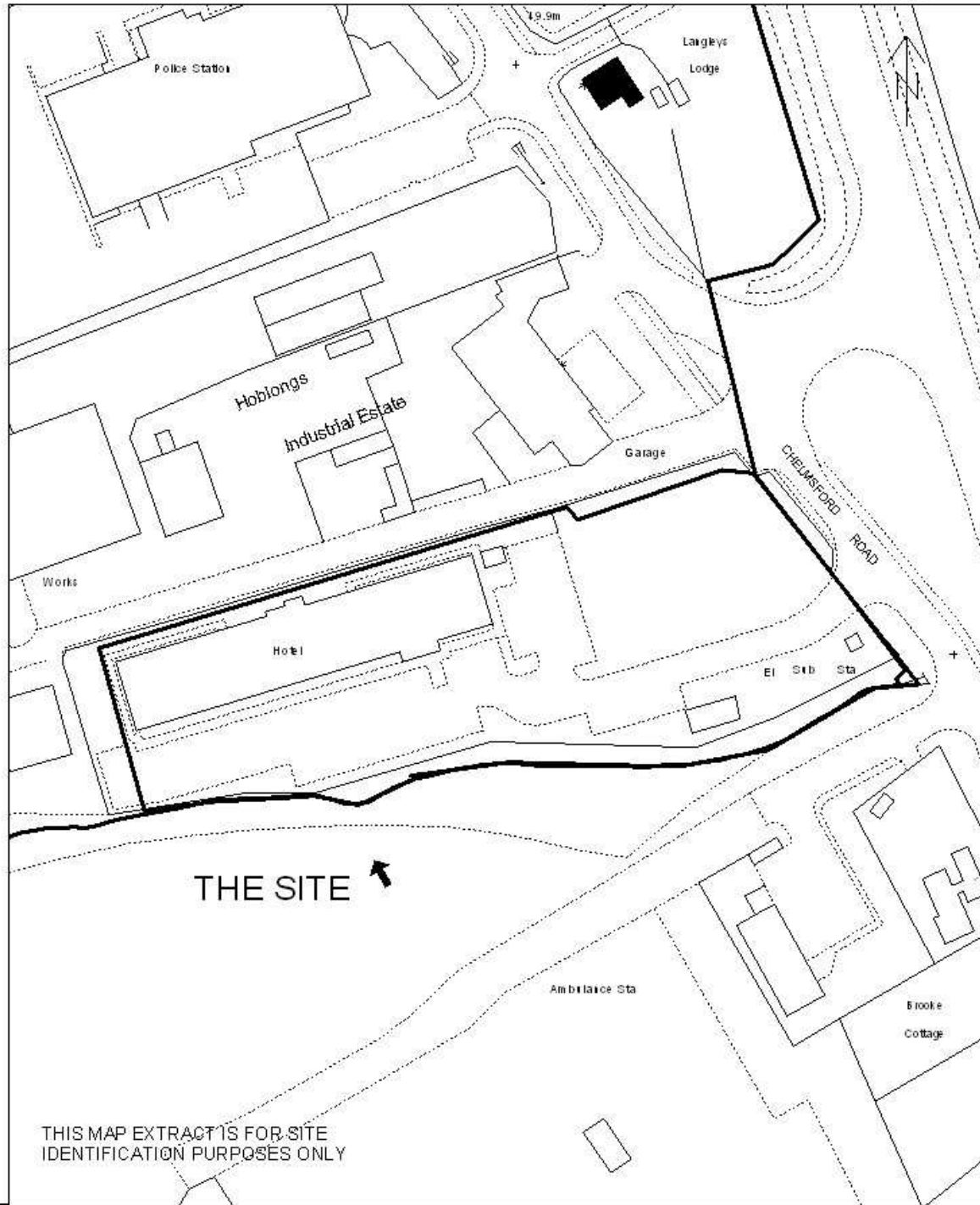
- a) proposed finished levels [earthworks to be carried out]
- b) means of enclosure
- c) vehicle and pedestrian access and circulation areas
- d) hard surfacing, other hard landscape features and materials
- e) existing trees, hedges or other soft features to be retained
- f) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- g) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
- h) details of siting and timing of all construction activities to avoid harm to all nature conservation features
- i) location of service runs
- j) management and maintenance details

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policies GEN2, GEN7, GEN8, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005).

16. All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.
- REASON: In the interests of the appearance of the site and area in accordance with Policies GEN2, GEN7, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005).

ECC Highway informatives:

- a. The above requirements should be imposed by way of negative planning conditions or a planning obligation.
- b. Prior to any works taking place in public highway or areas to become public highway the developer shall enter into an appropriate legal agreement to regulate the construction of the highway works. This will include the submission of detailed engineering drawings for approval and safety audit.
- c. All works affecting the highway to be carried out by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority and application for the necessary works should be made to Essex County Council on 0845 603 7631.



THIS MAP EXTRACT IS FOR SITE IDENTIFICATION PURPOSES ONLY

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office.

Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

Uttlesford District Council Licence No: 100018688 (2007).

DATE:26/01/2012

MAP REFERENCE: TL6320NE

SCALE:1:1000