

UTT/0742/12/OP (Great Chesterford)
(Ward Councillor (Councillor Redfern) related to applicant)

PROPOSAL: This outline application relates to the change of use of former allotment land to residential use to provide 2 No. dwellings with provision of cart lodge for resident parking with new vehicle and pedestrian access.

LOCATION: Land off Rose Lane, Great Chesterford.

APPLICANT: J Bower.

AGENT: Clarke Smith Partners.

GRID REFERENCE: TL 511-427

EXPIRY DATE: 18 June 2012.

CASE OFFICER: Mr C Theobald

1.0 NOTATION

1.1 Outside Development Limits / Adjacent to Conservation Area.

2.0 DESCRIPTION OF SITE

2.1 The application site is situated at the end of Rose Lane, a single track lane with frontage dwellings extending south-eastwards off High Street and comprises a roughly square parcel of former allotment land of 0.53 hectares that has become overgrown in recent years following the cessation of the allotment use. The site is bordered on its north-west side by Faircroft, a residential dwelling standing within large grounds, on its south-east side by a much larger and enclosed rectangular grassed amenity area/caravan park with farmland situated beyond, to the front by a public footpath which extends off the end of Rose Lane leading to the fields and to the rear by garden land of a property fronting onto High Street. The site is reasonably level and is screened by existing mature vegetation and fencing.

3.0 PROPOSAL

3.1 This outline application relates to the change of use of the land from former allotments to residential use to provide two detached dwellings with attached garages with the erection of a separate cart lodge for local resident parking with all matters reserved accept means of access. The indicative drawings submitted show that the dwellings would be two storied, have a ridge height of 10 metres with differing spans and would be externally clad in a mixture of slate, plain tile, facing brickwork, render and weatherboarding. The dwellings would lead off a central private drive with individual turning/parking areas, whilst the cart lodge would have 5 resident parking bays with turning area to be provided at the front of the site. The drawings also show that all existing mature trees on the site and "soft" boundary landscaping would be retained.

4.0 APPLICANTS CASE. See file.

4.1 Summary:

- The site has not been used for allotments for in excess of 15 years.
- There are no Tree Preservation Orders on any of the trees around the site nor are there any recorded protected wildlife species;
- The site scores favourably in the SHLAA index (CHE6);

- The dwellings would be sited centrally within the site away from existing boundaries;
- The dwellings would be of appropriate design for this semi-rural location;
- The access road is indicated as being 4 metres wide, which complies with emergency vehicle access widths;
- The turning head would be maintained in perpetuity to provide vehicle manoeuvring for resident vehicles, visitors, refuse collection vehicles and emergency vehicles;
- Consideration has been given to the restricted width of Rose Lane and loss of residential amenity by proposing a reduced number of dwellings for the site,
- Anticipated vehicular movements would be approximately 6 trips per unit, totalling 12 vehicle movements per day;
- The proposed cart lodge would provide off-street parking for residents in Rose Lane who do not presently have dedicated parking provision;
- The number of cart lodge spaces has been determined on a "need" basis.
- The cart lodge would be constructed at the expense of the applicant and let to the residents of Rose Lane at a "peppercorn" rent to help cover the cost of maintenance;

4.2 Additional information received from the applicant's agent dated 16 July 2012 in response to resident concerns regarding large delivery lorries serving the application site:

"As standard, all materials would be "held" at the building materials suppliers' yard and then brought to site using a 16 tonne fixed bed lorry. It is very unusual for large articulated vehicles to be used for delivering building materials for "domestic" scale building projects. However, if the main contractor informs the building material suppliers, all of the above suppliers have the facility to use "town lorries" (fixed bed units, but smaller than the usual delivery lorry) with a maximum weight of 7 tonnes. In this instance, my client has no issue with the Council imposing a condition on a planning approval for a "weight restriction" on delivery vehicles to the application site.

Although we accept the resident's concerns regarding construction traffic, the construction period would only be for approximately 10 months. Regarding damage to residents' properties, as required by law all vehicles using the adopted highway are required to be insured. The building material supplier's vehicles would be insured and covered by public liability insurance. The main contractor and sub-contractor's vehicles would also be insured and the main contractor would also have public liability insurance in place before the building works commence. Making a "claim" is not an ideal situation, but the residents of Rose Lane are fully covered by numerous insurance policies that will be in place during the construction phase. However, protection barriers to protect buildings could be provided along Rose Lane and this could be imposed by way of a planning condition. The turning head would be the first element of the construction process to take place if approval was granted and would prevent the need for contractor lorries to reverse out of the site and along Rose Lane and thereby reducing the risk of property damage. Banksman could also be provided".

5.0 RELEVANT SITE HISTORY

- 5.1 Outline application for the erection of one house refused in 1990 and dismissed on appeal in 1991. Outline application for erection of bungalow and garage refused in 1997 and dismissed on appeal in 1998 where the Inspector for that proposal commented that *"the proposal would represent an extension beyond the present village limits of built development...It would constitute an intrusion into the countryside on this side of Rose Lane which, notwithstanding existing hedge and tree screening, would be materially damaging to the character and appearance of this rural area and contrary to the objectives of the local plan policies referred to".*
- 5.2 Preliminary enquiry submitted in 2003 for the erection of 6 No. detached senior citizen bungalows with garages, private roadway and turning area with possible alternative means of construction access into the rear of the site rather than from Rose Lane in view of restricted lane width. Outline planning permission subsequently refused in 2004 on

rural policy and highway safety grounds for the residential development of the site to provide 5 (No.) three bedroomed bungalows with integral garages to be served off a single access road. The officer report for that application stated that the proposal represented an extension of built development into the countryside to the detriment of the character and appearance of the rural area contrary to ULP Policy S7, whilst stating that the proposal would result in increased volumes of traffic using Rose Lane considered to be of insufficient width to accommodate extra traffic and where this would compromise the safety of users of Rose Lane contrary to ULP Policy GEN1. Decision not appealed.

6.0 POLICIES

6.1 National Policies

- National Planning Policy Framework.

6.2 East of England Plan 2006

- Policy SS1: Achieving Sustainable Development
- Policy H1: Regional Housing Provision
- Policy ENV7: Quality in the Built Environment

6.3 Essex Replacement Structure Plan 2001

- None.

6.4 Uttlesford District Local Plan 2005

- ULP Policy S7 - The Countryside
- ULP Policy GEN1 - Access
- ULP Policy GEN2 - Design
- ULP Policy GEN7 - Nature Conservation
- ULP Policy GEN8 - Vehicle Parking Standards

7.0 PARISH COUNCIL COMMENTS

- 7.1 Object. The site lies outside development limits with no suitable access for construction traffic. The recent development at Weldon Gap resulted in one property being significantly damaged and there is recorded evidence of other damage to properties when the lane is accessed by HGV's. It is noted, however, that the proposal would have the potential for being of benefit to the village with the current applicant offer of some off-street parking for Rose Lane residents if an alternative access can be secured and if the proposed development was for much need bungalows.

8.0 CONSULTATIONS

Essex County Council Highways:

- 8.1 No objections subject to the public's right and ease of passage over public footpath No.7 being maintained free and unobstructed at all times.

ECC Archaeology:

- 8.2 The site lies in a highly sensitive archaeological area of Great Chesterford and although outside the walled Roman town has the potential for Roman deposits surviving in this area. Recommendation: Trial trenching and full excavation.

Building Control

8.3 B5 emergency access considered satisfactory

Landscape Officer:

8.4 No landscaping objections.

9.0 REPRESENTATIONS

9.1 10 received. Notification period expired 22 May 2012. Site Notice expired 7 June 2012. 6 against the proposal, 4 in favour (3 only if alternative access was found).

For:

- The proposal would not have any adverse effect on the area.
- Would alleviate parking problems in the lane and improve emergency access.
- The development would be of benefit to us as we do not have any parking in the lane
- Access to the site if approved should not be via Rose Lane due to its restricted width, the increase in vehicle movements that the development would generate and damage that would occur to the lane surface.

Against:

- Outside the village envelope.
- Unnecessary extension of the village into the countryside.
- The current application does not address the issues for which the 2004 application was rejected and this refusal precedent should not be changed.
- Site adjacent to conservation area.
- The development would not be beneficial to the village.
- The fact that the site is overgrown is an irrelevance as the owners have allowed it to go that way.
- Would add to overcrowding and higher village density.
- Rose Lane is very narrow unsuitable for HGV's and construction traffic.
- No parking problems along Rose Lane as claimed as most properties already have off-street parking.
- Cartlodge spaces only applies to two households along Rose Lane, neither which have been consulted on actual demand.
- "No HGV" sign at lane entrance.
- Dwellings along Rose Lane have previously been hit by construction traffic, including Grade II* listed Thatched Cottage.
- Lane cannot take size of construction traffic needed to collect spoil and deliver materials to the development site.
- Would cause vibration noise. .
- Would damage road surface.
- HGV traffic would be a danger to pedestrians using the lane.
- Access problems when the "eco house" at Weldon Gap was built.
- Council is looking at suspension of the bin collection service at the top of the lane because of restricted access.
- Proposal would obstruct entrance to the adjoining public footpath during construction.

10.0 APPRAISAL

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

- A Whether the proposed development is suitable for this rural location (NPPF and ULP Policies S7 and GEN2);
- B Whether access would be suitable to accommodate the proposed development (ULP Policy GEN1);
- C Whether the proposal would have a detrimental impact on the residential amenity of neighbouring properties (ULP Policy GEN2);
- D Whether parking arrangements would be satisfactory (ULP Policy GEN8 and ECC Parking Standards).

A Whether the proposed development is suitable for this rural location

- 10.1 The site lies immediately outside development limits for the village on its eastern side and is currently extensively overgrown following the cessation of its use as allotments. Aerial imagery appears to show allotments existing on the site in 1999, although this use appears to have ceased by 2004. The site is subject to local rural policy constraint under ULP Policy S7, which states that the countryside will be protected for its own sake and that planning permission will only be given for development that needs to take place there or is appropriate to a rural area. The policy also states that development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set. In strict policy terms, therefore, the application proposal is contrary to ULP Policy S7 where a proposal for five detached dwellings on this site was refused under similar rural constraint grounds in 2004 and where it was stated in the officer report for that previous application that no justification had been forwarded by the applicant to warrant an exception being made to this policy following smaller scheme proposals which had been refused on the site and dismissed at appeal during the 1990's.
- 10.2 The applicant for the current application has submitted findings of the SHLAA assessment carried out for this site, which identifies the site as being suitable, available and achievable for residential development (SHLAA CHE6) and where the applicant puts forward the argument that the site should in the circumstances be treated as an "exception site" in terms of rural policy in favour of presumption of approval of residential development. Whilst it is accepted that the site falls just outside development limits, it is nonetheless located within a reasonably sustainable position just off the village High Street and is in walking distance of village amenities and other services. Furthermore, the site is fully enclosed by vegetation which would be retained and its proposed development for two dwellings would not be markedly visible from longer views afforded from the public footpath when viewed from the east and where a caravan park exists before the open fields.
- 10.3 Therefore, and on balance, whilst it is open for Members to refuse the application under the provisions of ULP Policy S7, it is considered in the light of the current requirement for the Council to identify suitable sites within the district to fulfil its statutory obligation to provide additional market housing to meet a recognised housing shortfall that a policy exception should be made in this case in favour of granting favourable consideration to the development proposed subject to satisfying other relevant policy criteria.

B Whether access would be suitable to accommodate the proposed development

- 10.4 Vehicular access to the site is via a single track lane which leads off High Street and which narrows towards the end of the lane on approach to the site and which carries a plate sign at its entrance with High Street stating that the lane is not suitable for HGV's. Vehicular access was cited as a second reason for reason for the 2004 refused outline application where it was considered that Rose Lane was of insufficient width to accommodate the extra traffic which would be generated by five dwellings. The majority of representations received against the current proposal state that the lane is not wide enough to carry additional resident traffic and, more notably, construction traffic should the application be approved and where damage to close frontage dwellings has been caused by construction traffic in the past.

- 10.5 It should be noted that Essex County Council Highways have not raised any highway objections to the proposal subject to the adjacent public footpath not being impeded and all works affecting the highway being carried out by prior arrangements with, and to the requirements and satisfaction of the Highway Authority. It is considered that such an objection would be difficult to sustain in any event where the site is served by an existing adopted highway and where the development proposed is for just two dwellings as is the case with the current proposal. The main issue is therefore whether the reduced scale of development proposed from five dwellings as previously refused in 2004 to two as currently proposed justifies a grant of approval and in the light of the measures put forward by the applicant to reduce construction traffic disruption.
- 10.6 It is considered that the use of the proposal site for two dwellings with the stated increased use in vehicle movements along the lane as stated would not have a materially adverse impact upon traffic flows along Rose Lane, where, at the time of the officer site visit, there were no cars parked in the lane. It is acknowledged that Rose Lane also serves as a public footpath from High Street through to the fields to the east (Public Footpath No.7) and that the lane therefore has walkers as well as residents who may be using it. However, it is considered that the marginal increase in traffic levels which would result would not give rise to a materially increased highway hazard to other road users.
- 10.7 The comments made by the Parish Council and Rose Lane residents regarding the unsuitability of Rose Lane to take construction traffic are noted. However, the applicant's agent has submitted a detailed construction management document which should, if properly adhered to and conditioned minimise risk of resident disruption and damage to properties fronting Rose Lane during construction period of the development if approved. As such, and again on balance, it is considered that the proposal is acceptable on highway access/safety grounds under ULP Policy GEN1.
- 10.8 It is material to note here that the officer report for the 2004 refused application stated that the size of the site at 0.53 ha would have required the site to be developed at a minimum density of 10 units in order to meet central government and local plan policy density guidelines in force at that time. However, density figures have now been removed following the replacement of the relevant Planning Policy Statements with the NPPF, which means that it is now permissible to consider the development of this site at a lower density as proposed.

C Whether the proposal would have a detrimental impact on the residential amenity of neighbouring properties

- 10.9 The proposed two dwellings as indicated would be set back into the site from the proposed site entrance and would be centrally positioned. Whilst the dwellings would be forward facing onto Fairycroft situated to the immediate north-west along Rose Lane, the dwellings as shown would be situated some 55 metres away from that dwelling. Whilst matters of design and scale are reserved matters, it is considered that the development would not have a materially adverse effect on the reasonable occupation and enjoyment of this property or of The Gorse situated at the very end of Rose Lane to the side of the site in view of that dwelling's positioning and the natural screening which exists along this side.

D Whether parking arrangements would be satisfactory

- 10.10 The applicant's offer of a 5 bay cart lodge to provide resident parking for those residents of Rose Lane who do not at present have the benefit of off-street parking is regarded as representing a benefit to local residents where one resident has commented that this facility would be of use to her as she does not have the benefit of any dedicated parking at her property. As to how much this proposed resident parking facility would actually be used is a matter of some conjecture, although it is considered that it could improve the existing parking situation for Rose Lane residents as a whole were it to be provided.

- 10.11 The proposal would be to provide 4 (No.) resident spaces and 1 visitor space and it is considered that this level of parking provision would adequately cater for those residents along Rose Lane who would want to use it. The matter of how residents would pay for the upkeep of the cart lodge (peppercorn rent) is a third party matter and not a material planning consideration. The applicant has acknowledged that the proposed turning head is not to Essex County Council adoptable standards due to physical constraints which exist at the site entrance. However, the turning head would be on private land and ECC Highways have not objected to the proposal on these grounds. Parking bay sizes are shown, although minimum parking bay size requirements would be considered within any subsequent reserved matters application.

11.0 CONCLUSION

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

- The site is located outside development limits and the proposal is therefore contrary to countryside policy under ULP Policy S7 where the application could be refused on this policy basis. However, this policy justification has been weighed against the benefit that the proposed development would have in providing additional housing provision where the site has been identified as being a suitable SHLAA site for future residential use and is located within a sustainable position close to village amenities. On balance, therefore, it is considered by officers that the principle of change of use of this site for two dwellings is acceptable in principle;
- Additional traffic usage of Rose Lane would be less than the 2004 refused application where no highway objections have been raised and where proposed construction traffic management measures volunteered by the applicant can be conditioned to alleviate construction traffic disruption;
- The development of this site for two dwellings as indicated would not have a significant effect on neighbouring amenity;
- Matters of design (scale, layout and appearance, including parking) and landscaping are all matters which are reserved to the detailed application stage.

RECOMMENDATION – CONDITIONAL APPROVAL

CONDITIONS

1. Approval of the details of the layout, scale, appearance and landscaping (hereafter called "the Reserved Matters") shall be obtained from the Local Planning Authority in writing before development commences and the development shall be carried out as approved. REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and as the outline application as submitted does not give particulars sufficient for consideration of these reserved matters.
2. Plans and particulars of the Reserved Matters referred to in condition 1 above relating to layout, scale, appearance and landscaping shall be submitted in writing to the local planning authority and shall be carried out as approved. REASON: The outline application as submitted does not give particulars sufficient for consideration of these reserved matters.
3. Application for approval of the Reserved Matters shall be made to the Local Planning Authority not later than the expiration of 3 years from the date of this permission. REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country

Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

4. The development hereby permitted shall be begun later than the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved.
REASON: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
5. Before development commences full details of both hard and soft landscape works shall be 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) car parking layout
 - d) vehicle and pedestrian access and circulation areas
 - e) hard surfacing, other hard landscape features and materials
 - f) existing trees, hedges or other soft features to be retained
 - g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
 - h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
 - i) details of siting and timing of all construction activities to avoid harm to all nature conservation features
 - j) location of service runs
 - k) 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, GEN8, GEN7, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005)..
6. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out before any part of the development is occupied or in accordance with a programme agreed with 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).
7. If within a period of 5 years from the date of planting the tree (or any tree planted in replacement for it) is removed, uprooted, destroyed or dies or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same size and species as that originally planted shall be planted at the same place within the first planting season following the removal, uprooting, destruction or death of the original tree unless the local planning authority gives its written consent to any variation.

REASON: To ensure the suitable provision of landscaping within the site in accordance with Policies GEN2, GEN7 and ENV8 of the Uttlesford Local Plan (adopted 2005).

8. The erection of fencing for the protection of any retained tree shrub or hedge shall be undertaken in accordance with details approved in writing by the local planning authority to comply with the recommendation of British Standard 5837:2005 (Trees in relation to construction) before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority. No fires shall be lit within 20 metres of the retained trees and shrubs.

In this condition "retained tree or shrub" means an existing tree or shrub, as the case may be, which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) above shall have effect until the expiration of five years from the date of the occupation of the building for its permitted use.

REASON: To protect the existing trees, shrubs and hedgerows in the interest of visual amenity.

9. Before development commences, samples of materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be implemented using the approved materials. Subsequently, the approved materials 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).

10. The plans and particulars submitted in accordance with condition 1 above shall include details of the location and design of the refuse bin and recycling materials storage areas and collection points to and approved in writing by the local planning authority. This should include provision for the storage of three standard sized wheeled bins for each new property with a collection point no further than 25 metres from the public highway. Where the refuse collection vehicle is required to go onto any road that road shall be constructed to take a load of 26 tonnes. The refuse storage and collection facilities and vehicular access where required shall be provided prior to the first occupation of the units to which they relate and shall be retained thereafter.

REASON: To meet the requirements for recycling, to prevent the unsightly storage of refuse containers and in the interests of amenity and sustainability, in accordance with Policies GEN1, GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

11. The plans and particulars submitted in accordance with condition 2 above shall include an accessibility statement/drawing. The details submitted shall set out measures to ensure that the dwellings are accessible to all sectors of the community. The dwellings shall be designed as "Lifetime Homes" and shall be adaptable for wheelchair use. All the measures that are approved shall be incorporated in the development before occupation.

REASON: To ensure that the district's housing stock is accessible to all and to meet the requirements contained in adopted SPD Accessible Homes and Playspace Adopted November 2005 in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005). (Policy GEN2).

12. No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work and recording in accordance with a written scheme of investigation which has been submitted in writing by the applicant and approved by the local planning authority. The development shall be carried out in accordance with the approved programme.

REASON: In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

13. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. 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 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 Policy GEN3 of the Uttlesford Local Plan (adopted 2005).
14. Parking bay sizes for the cart lodge hereby permitted shall be of minimum bay dimensions as set out in the document Parking Standards - Design and Good Practice, September 2009 published by Essex County Council in accordance with Policy GEN8 of the Uttlesford Local Plan (adopted 2005).
15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), the cart lodge hereby approved shall be retained for the parking of vehicles by the residents of Rose Lane and shall not be converted to another use, including conversion to habitable accommodation or an incidental use for the dwellings hereby approved without the prior approval in writing of the local planning authority.

REASON: To ensure that resident off-street parking is provided as applied for in the interest of highway safety and to avoid the requirement for further buildings for this purpose in accordance with Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005). .
16. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no development within Classes A to F of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place without the prior written permission of the local planning authority.

REASON: To prevent the site becoming overdeveloped in the interests of rural amenity in accordance with Policy S7 of the Uttlesford Local Plan (adopted 2005).
17. Construction works (including deliveries) shall not take place outside 7.30 hours to 18.00 hours Mondays to Fridays and 7.30 hours to 13.00 hours on Saturdays and at no time on Sundays or Bank Holidays.

REASON: In the interests of the amenity of the area in accordance with Policies GEN2 and GEN4 of the Uttlesford Local plan (adopted 2005)
18. Prior to the commencement of the development hereby permitted the developer shall submit details showing the provision of:
 - a. adequate turning and off-loading facilities for delivery/construction vehicles within the limits of the site
 - b. an appropriate construction access
 - c. an adequate parking area clear of the highway for those employed in developing the site
 - d. wheel/chassis cleaning facilities

The aforementioned provisions shall be provided at commencement of development and maintained during the period of construction. The details shall be submitted to and agreed in writing by the Local Planning Authority and subsequently implemented as approved.

REASON: In the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local plan (adopted 2005).

19. The proposed turning and off-loading facility referred to above shall be properly laid out prior to commencement of the development hereby permitted.

REASON: In the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local plan (adopted 2005).

20. Appropriate signage directing delivery drivers to the construction site, including at the junction of High Street with Rose Lane, shall be prominently displayed and kept so displayed for the duration of the construction works.

REASON: In the interests of highway safety in accordance with Policy GEN1 of the Uttlesford Local plan (adopted 2005).

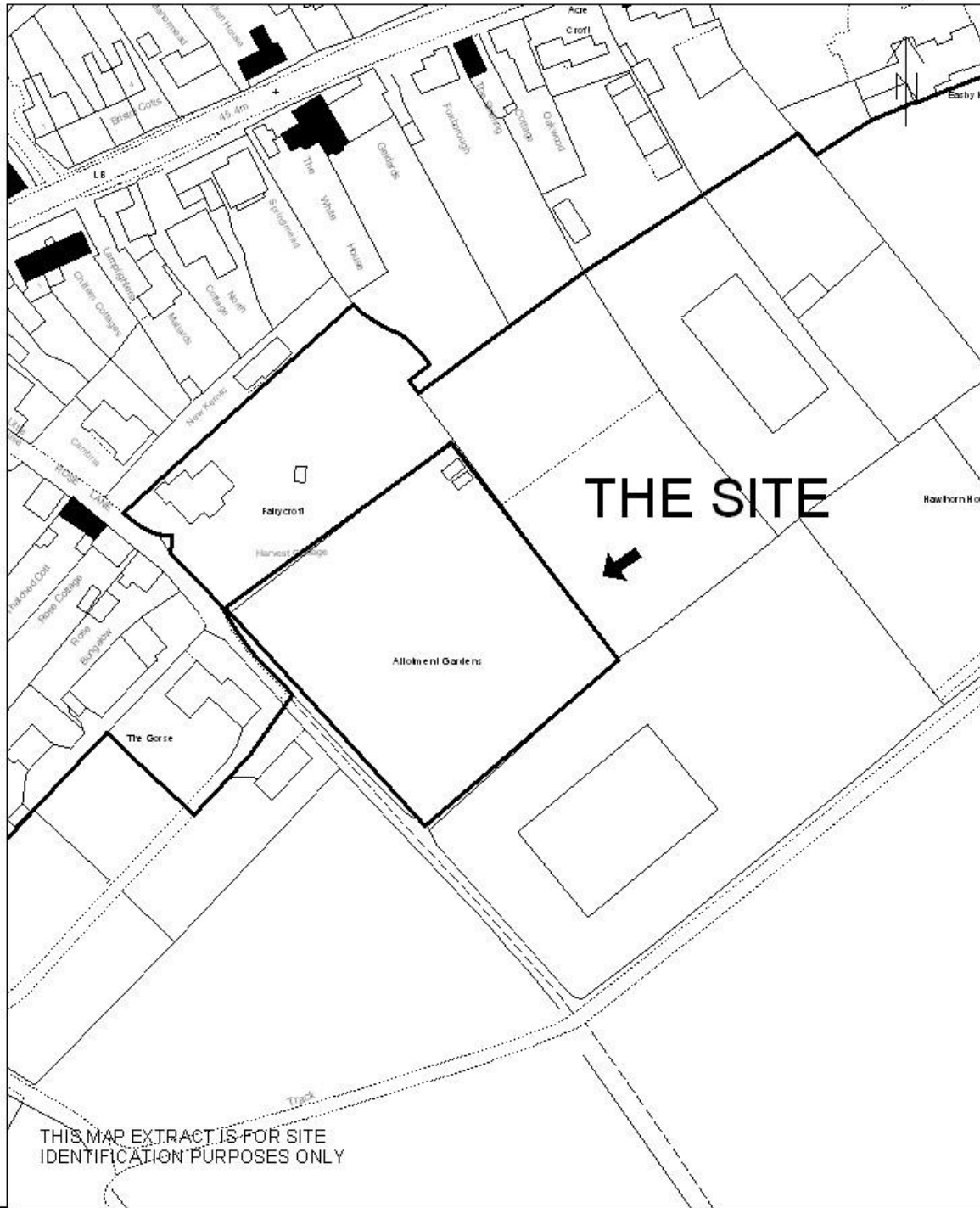
21. The public footpath adjacent to the site shall not be obstructed or adversely affected in any way by the proposed development either during construction or at any time following completion of the development.

REASON: To protect the safety of users of public paths in accordance with Policy GEN1 of the Uttlesford Local plan (adopted 2005).

22. If at any time during the course of construction of the development hereby approved, a species of animal or plant (which include bats and great crested newt) that is protected under the Conservation (Natural Habitats &c) Regulations 1994) is discovered, all construction or other site work shall cease until a licence to disturb any protected species has been granted by Natural England.

REASON: To comply with the requirements of the Habitats Regulations and to protect species of conservation concern in accordance with Policy GEN7 of the Uttlesford Local Plan (adopted 2005).

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