

UTT/13/1547/FUL (FELSTED)

(Referred to Committee by Cllr Harris. Reason: Due to the strength of public feeling and the potential impact on the local settlement of Bartholomew Green)

PROPOSAL: **The use of land for the stationing of caravans for residential purposes for 1 no. gypsy pitch together with the formation of additional hard standing and a utility/ dayroom ancillary to that use.**

LOCATION: **The Yard, Bartholomew Green, Great Leighs, Chelmsford**

APPLICANT: **Mr D Buckley**

AGENT: **Green Planning Solutions LLP**

EXPIRY DATE: **12 August 2013**

CASE OFFICER: **Samantha Wellard**

1. NOTATION

1.1 Outside Development Limits

2. DESCRIPTION OF SITE

2.1 This application relates to a field located to the east side of Bartholomew Green. The field within the applicant's ownership has a total area of some 0.48ha. The application site relates to the north western corner of the field adjacent to the highway and has an area of approximately 0.06ha. There is an existing gated access to the northern end of the application site and a further gate has more recently been installed at the southern end of the field. The field is well screened to all boundaries by mature established vegetation and is well vegetated within. There are agricultural fields to the north and east of the plot. To the south is the small hamlet of Bartholomew Green.

3. PROPOSAL

3.1 This application proposes the use of the land for one traveller pitch including the stationing of one static caravan, one touring caravan and a utility/dayroom. The static caravan would be approximately 10m by 3m and the tourer 6m by 2m. The utility room would be 8m by 5m with an eaves height of 2.4m and ridge height of 4.5m. It would have external materials of brick to the walls under a reconstituted slate roof. It would provide a kitchen, bathroom, wash room and day room accommodation

3.2 The application involves the formation of a tarmac hardstanding to the existing access and additional hardstanding within the site. A garden area would be provided around the structures and new vegetation screening planted along the site boundaries as well as post and rail fencing within the site and close-boarded fencing adjacent to the access.

3.3 A mini package treatment plan would be provided within the site.

4. APPLICANT'S CASE

4.1 Design & Access Statement: Details the site and the proposals. The utility/day room will provide facilities that enable the occupants of the caravan to minimise the

recognised hazards associated with cooking and fire in the close confines of caravans and provide facilities for washing and bathing and the maintenance of basic hygiene. No existing trees will be affected by the proposals. Additional native hedgerow and tree planting is proposed.

5. RELEVANT SITE HISTORY

None

6. POLICIES

6.1 National Policies

National Planning Policy Framework
Planning Policy for Traveller Sites
Planning Policy for Traveller Sites - Good Practice Guide

6.2 Uttlesford District Local Plan 2005

Policy S7 – The Countryside
Policy GEN1 – Access
Policy GEN2 – Design
Policy GEN4 – Good Neighbourliness
Policy GEN7 – Nature Conservation
Policy GEN8 – Vehicle parking Standards

6.3 Uttlesford District DRAFT Local Plan

Policy HO10 Sites for gypsies, travellers and Travelling Showpeople. This policy was revised following the consultation of Development Policies in January 2012.

7. PARISH COUNCIL COMMENTS

- 7.1 The proposal, in effect, is to construct a dwelling in the open countryside, and as such, should not be permitted. There is an existing site for caravans within one mile of Felsted village centre, at Little Dunmow. The concern of the Parish Council is that, if approved, this development will become a 'Trojan Horse' leading to similar development on the rest of the site of which this is a small part. The PC is concerned that any such development will affect the amenity of the community in Bartholomew Green hamlet. Although the application is for permission for a caravan and a single structure, the proposed site plan appears to show three coloured structures, and does not make clear what these are.

8. CONSULTATIONS

Essex County Council Archaeology

- 8.1 The Historic Environment Record shows that the development lies in an area with no known archaeological deposits. Therefore no archaeological recommendations are being made on this application.

Environment Agency

- 8.2 This application is of low environmental impact and we have no comment.

UDC Environmental Health

8.2 No comments other than the site will need a caravan site license if approved.

Essex County Council Highways Authority

8.3 No objection subject to the imposition of conditions.

UDC Access and Equalities Officer

8.4 Plans provide level access and good circulation space, similar to the requirements of the SPG on Accessible Homes.

Essex County Council Ecology

8.5 No objection subject to the imposition of an appropriately worded condition with regards to the protection of breeding birds as small sections of hedgerow may be removed to facilities the proposal.

9. REPRESENTATIONS

9.1 Site notice displayed and the occupiers of 20 neighbouring properties notified via letter. To date, 33 letters of objection received which are summarised as follows;

- Unsustainable location. Not in walking distance of any shops, doctors surgery's or schools
- No bus stops nearby. Only a twice weekly bus service
- Walking along roads to access any services would be dangerous
- Inappropriate development in countryside
- Introduction of a site in this nature will be totally out of context and adverse effect the rural character of the area
- Inappropriate in Green Belt
- Infilling will ruin the character of the village
- Design fails to improve the character of the area
- No street lighting
- Dangerous access and already hazardous road which is used as a rat run
- Poor visibility at the site access
- The road is subject to flooding and is icy in the winter
- Mud on the road will cause a safety hazard
- There are empty pitches at nearby site Twin Oaks, Coggeshall Road, Braintree
- Existing pitches at Little Dunmow
- Uttlesford already provides enough pitches for travellers throughout the district
- Devaluation of house prices in the locality
- Site not identifies in Draft Local Plan
- The applicant has not participated in Traveller Land Availability Assessment Call of Sites 2012
- One traveller pitch will do nothing to alleviate the shortage of sites in the area
- Application is premature in the context of the UDC emerging Local Plan
- Will set a precedence for further such development
- Proposal says 1 gypsy pitch but mentions caravans in the plural
- Number of anomalies and inconsistencies in the application
- Once granted planning permission the site would expand
- Only a small part of the site utilised, brings into question the use of the remainder of the field
- Inevitable that intensification will occur
- Could give access to neighbouring property
- Very close proximity to existing residential properties is viewed as a problem
- Adverse impact to neighbours by way of noise and disturbance
- Loss of view to neighbouring properties

- Potential untidiness and parking of vehicles
- Will ruin the character of the neighbourhood
- Overbearing and out of scale and character in terms of appearance compared to existing development in the vicinity
- Will not promote or achieve coalescence
- No support in the local area
- Additional noise nuisance from portable generators and associated machinery
- Consent required from Environment Agency to discharge sewerage into the ditch
- The use will have an impact on the ability of the proposed biodigester facility to cope with human waste produced which will leach into the drainage ditch and onto other properties
- There are a number of large ponds in the vicinity, field drain and river. Newts have been found. Due to the overgrown nature of the site other reptiles and butterflies are sure to reside on the site.
- Impact on local schools – is there space?
- Introduction of lighting will create light pollution
- Increase in crime and rubbish
- Applicants authenticity has not been clarified
- Contrary to planning policy for gypsy and traveller sites as there is alternative accommodation, the site is unsustainable, sites in the open countryside away from existing settlements should be limited, how can the council be certain it will not dominate the local community, the movement of vehicles and people will impact the quiet countryside. .

9.2 1 letter received neither objecting to or supporting the proposal.

10. APPRAISAL

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

- A The principle of use of the land as a private traveller site (ULP Policy SS7, NPPF, Planning Policy for Traveller Sites)
- B The impact on the proposal on residential amenity (ULP Policies GEN2 and GEN4)
- C Highway Issues (ULP Policies GEN1, GEN2 and GEN8)
- D Ecological Issues (ULP Policy GEN7)

A The principle of use of the land as a private traveller site and impact on character and appearance of the countryside (ULP Policy S7, National Planning Policy Framework and Planning Policy for Traveller Sites)

10.1 National guidance 'Planning Policy for Traveller Sites' (PPTS) came into force on 27 March 2012 as a supplementary document to the National Planning Policy Framework (NPPF).

10.2 Policy H of the PPTS refers to determining planning applications for traveller sites and Paragraph 22 sets out five issues that local planning authorities should consider when considering planning applications for traveller sites. These are:

- a) the existing level of local provision and need for sites;
- b) the availability (or lack) of alternative accommodation for the applicants;
- c) other personal circumstances of the applicant;
- d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites; and
- e) that they should determine applications for sites from any travellers and not just those with local connections.

- 10.3 Policy C of the PPTS refers to sites in the countryside which demonstrates that the PPTS clearly does envision that such sites may come forward in rural settings. This policy states that when assessing the suitability of sites in rural areas, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community.
- 10.4 The current situation within the District is that there is 1 socially rented gypsy and traveller site owned by Essex County Council providing 17 pitches (which can accommodate 34 caravans); 18 private permanent sites with planning permission providing accommodation for 49 caravans, and 1 site with temporary permission which can accommodate 8 caravans. There is 1 unauthorised tolerated site for 2 caravans and 1 un-tolerated site where 2 caravans occasionally park up for periods of time.
- 10.5 It is the Council's responsibility to set a target for the provision of sites for gypsies; travellers and travelling show people based on a robust evidence of local need. The Essex Gypsy and Traveller Accommodation Assessment (GTAA) (Fordham Research 2009) states that in Uttlesford 24 additional permanent pitches and 7 short stay pitches and 2 additional plots for travelling show people will be required between 2008 and 2021. However this research is now becoming out of date and the Council is working with other Essex authorities to commission a new needs assessment. However, a shortfall of provision in the district is still accepted.
- 10.6 Since April 2008 planning permission has been granted for temporary consent for 8 caravans on a site in Takeley and permanent consent for 3 pitches at Great Canfield, 5 pitches in Little Hallingbury, 1 pitch in Great Dunmow and 5 caravans (3 pitches) in High Easter. 12 permanent pitches have been approved and 8 temporary caravans meaning that an additional 12 permanent pitches are still required in the district. Even if the 8 temporary caravans are taken into account, there would still be a need for 7 more permanent pitches in the district.
- 10.7 The Council does not have an adopted Core Strategy Policy or site allocations for Gypsy and traveller sites. It cannot therefore be demonstrated that the district has sufficient gypsy and traveller sites to meet the need in the assessment. The Council is currently preparing a Gypsy and Traveller Site Allocations DPD which will need to identify a 5 year supply of specific deliverable sites. Using the requirement of the current assessment this requires 24 pitches to be delivered over the 13 year period 2008-2021 which equates to 2 pitches per year (figure has been rounded). A five year supply would therefore be 10 pitches.
- 10.8 A call for sites for Gypsies and Travellers took place from the 1 October to 12 November 2012 – 10 sites came forward. Consultation on a draft plan is expected to take place in October 2013. The aim is to have an adopted plan early in 2015. This application needs to be determined in accordance with relevant policies at this current time and therefore this latest work cannot be considered at this time.
- 10.9 In light of the information above, there remains an outstanding need for 12 additional permanent pitches within the District in order to meet the required 24. There is a clear lack of up-to-date policy and assessment of these matters within the district. The proposal accords with the requirements set out within Policy H of the PPTS and the proposed pitch would contribute to the necessary supply within the district.
- 10.10 Paragraph 216 of the NPPF states that decision-takers may also give weight to relevant policies in emerging plans. The existing Uttlesford Local Plan (2005) is silent on the issue of gypsies and travellers, and therefore some weight must be afforded to Policy HO10, which is generally consistent with the NPPF. It has not however been through full pre-submission consultation and therefore its weight is limited. The preamble to Policy HO10 states that sites for gypsies, Travellers and Travelling Show

People should be provided in sustainable locations, which are not at risk of flooding and have access to health, education, utility services and other community facilities. Sites should be connected to the sewer network where reasonably possible. Policy HO10 states that sites will be allocated in accordance with the following criteria;

- a) sites should be located, designed and landscaped to minimise any impact on the natural, built and historic environment;
- b) sites should have safe pedestrian access, and safe vehicular access to and from the public highway and allow for parking, turning and servicing of vehicles on site;
- c) sites should not be located within areas at risk of flooding;
- d) sites should be capable of being provided with drainage, water supply and other necessary utility services;
- e) sites should be of appropriate size to provide a planned number of caravans together with amenity blocks, play areas, access roads and structural landscaping

- 10.11 These issues will be considered in the report below.
- 10.12 Policy S7 of the Uttlesford Local Plan (2005) refers to the protection of the countryside. The proposed site is outside of any development limits as allocated in the development plan and is a Greenfield site.
- 10.13 The site is well screened on its boundaries by mature vegetation. The proposed utility building is quite large in footprint, but would have the appearance of a traditional structure that is often situated in rural locations. However the residential character of the use would be evident from the presence of the building, caravans and vehicles on site and at night in an unlit landscape, from any external lighting arrangements. Further, fencing would be erected within the site and more noticeably close-boarded fencing erected at the site entrance. The siting of the pitch would be at odds with the larger scale and open character of the wider rural landscape.
- 10.14 The site already has mature vegetation to its boundaries and the plans indicated that additional native hedgerows and trees would be planted which would go some way to screen the development. Whilst it is accepted that the proposal for habitable use will have a harmful impact on the rural character of the area, the need for additional pitches within the District is a significant material consideration when determining this application. Much of Uttlesford District is rural in nature and therefore the ability to locate sites within existing large settlements is likely to be extremely limited. The site is located at the edge of a small hamlet of dwellings. It is not a totally isolated countryside site.
- 10.15 The scale of the development (1 pitch) would not dominate the existing settled community.
- 10.16 Development should be situated in sustainable locations. The NPPF refers to three dimensions of sustainable development, these being economic, social and environmental. In a similar vein, PPTS Paragraph 11 states that traveller sites should be sustainable economically, socially and environmentally and sets out a series of matters which policies should address. Paragraph 23 states that local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan.
- 10.17 In terms of sustainability, reference is made to a recent appeal decision that allowed permission for a gypsy pitch in Bardwell, Suffolk (APP/E3525/A/12/2186868) (May 2013). In her decision, the inspector concluded that a site which is within walking distance is not 'away from' a settlement. The term 'away from' encompasses more than simply physical distance, it indicates a site which would fail to promote integration not only due to distance but also because of the quality of the connections to the nearest settlements.

- 10.18 In this application, the site is approximately 1.8km from Rayne, and approximately just over 2km from the edge of Great Notley (via public footpaths). In the abovementioned appeal, the site was some 1.2km and 1.7km from the nearest settlements. The inspector concluded that on paper, the site seemed to be within quite easy walking distance of the settlements. Like in this application, much of the road network immediately around the site consisted of narrow lanes with no pedestrian footpaths, but even so, it was concluded that road users generally tend to adapt their behaviour to suit the road conditions, i.e. drivers moderate their speed or walkers or riders have greater awareness of approaching vehicles. Thus, although there was considered to be some increased risk to pedestrians due to the lack of footways, the general conditions would not present such a risk to safety that they would deter the use of the lanes for walking. This is considered to be the case in the current application. Further, there is an established network of public rights of way in this area that could be utilised for the majority of the walk from the site to either of these closest settlements. In this respect, it is not considered that the site should be regarded as being 'away from' Rayne or Great Notley within the terms of the PPTS. Whilst the facilities in these settlements are not extensive, they are reasonably accessible on foot.
- 10.19 Public transport provision to Bartholomew Green is limited with infrequent bus services and no bus stops within close distance of the site. The occupiers of the site would have little option other than to rely on their own vehicles for journeys further afield. In this respect, advice is given taken for the abovementioned appeal decision. In recognition of the different lifestyle associated with traveller pitches, PPTS Paragraph 11 draws on other factors such as reducing the need for long distance travelling and the possible environmental damage caused by unauthorised camping, thus indicating that the environmental impact of a traveller site should be assessed against a range of matters rather than focusing too narrowly on choices of transport modes. On that basis, the poor level of public transport provision carries limited weight against the proposal.
- 10.20 Having regard to location and accessibility, in light of the above appeal decision, it is considered that the proposal is sustainable and would not cause any unacceptable harm to the highway network.
- 10.21 The PPTS also indicates in Paragraph 24 that weight should be attached to b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness; c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children; and d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community. The site has existing mature vegetation to all of its boundaries and additional landscaping is proposed. Close boarded fencing would be erected at the access and post and rail fencing erection around the site of the structures within the site. There is adequate space for children to play within the site. A grassed amenity area is indicated within the site. The application would generally accord with the requirements of Paragraph 24.

B The impact of the proposal on residential amenity (ULP Policies GEN2 and GEN4)

- 10.22 Policy GEN2 of the Uttlesford Local Plan states that development will not be permitted unless its design minimises the environmental impact on neighbouring properties by appropriate mitigation measures and that the proposed would not have any materially adverse impact on the reasonable occupation and enjoyment of a residential property as a result of loss of privacy, loss of daylight, overbearing impact

or overshadowing. Policy GEN4 states that development will not be permitted if it would generate noise or vibrations or smell, dust, light, fumes, exposure to pollutants that would cause material disturbance or nuisance to occupiers of surrounding properties.

- 10.23 The caravan pitch is proposed to be situated to the north western corner of the plot with fencing and additional landscaping situated around it. There is existing mature vegetation along all of the boundaries of the plot which screens the proposal from any neighbouring residential property. Given the screening and distance of the plot from adjacent dwellings, the proposal would not cause any loss of privacy, loss of daylight, have an overbearing impact or cause any overshadowing.
- 10.24 Any issues relating to the disposal of waste would be dealt with under Environmental Health legislation. The applicant has shown the provision of a mini package treatment plant with an output to a drainage ditch. The Environment Agency considers the application to be of low environmental impact and have no further comment to make. UDC Environmental Health have no comment. The applicant would require the necessary licences from the Environment Agency to discharge into the ditch which is covered under different legislation.
- 10.25 Policy C of the PPTS states that when assessing the suitability of sites in rural areas, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community. The scale of the development (1 pitch) would not dominate the existing settled community.
- 10.26 A number of comments have been made with regards to the fact that the plot is a small portion of a larger field and that further development may be sought if this application is permitted. The application can only be determined in relation to what has been proposed in this application. Any further development would require further permission and assessed on its own merits, in accordance with the requirements of the PPTS.
- 10.27 Confusion has been caused by reason that the application mentions 'caravans' in plural, however the application is for one pitch only and has been assessed as one pitch only.
- 10.28 The effect of the proposal on house values in the area is not a material planning consideration.

C Highway issues (ULP Policies GEN1, GEN2 and GEN8)

- 10.29 The proposal would involve the movement of one static caravan onto the site which would not be regularly moved, and one significantly smaller touring vehicle which would be brought on and off the site. The application provides one pitch and therefore accommodation for one family.
- 10.30 The addition of one family living at and manoeuvring vehicles from the site is unlikely to generate sufficient levels of vehicular movement to warrant refusal of this application. The access into the field is existing and the road is unclassified. A hard surface would be provided and gates recessed into the plot. Adequate parking provision is available within the site for the occupiers and for any visitors. Occupiers could also turn and service vehicles within the site. Essex County Council Highways Authority have been consulted on the proposal and have raised no highway objection subject to the imposition of highway conditions. They have requested that the existing access to the south of the site be stopped up. The proposal would accord with Policy GEN1 (Access) of the Local Plan.

D Ecological Issues (ULP Policy GEN7)

- 10.31 Policy GEN7 of the Local Plan states that development that would have a harmful effect on wildlife will not be permitted unless the need for the development outweighs the importance of the feature of nature conservation. Where the site includes protected species, measures to mitigate and/or compensate for the potential impacts of development must be secured.
- 10.32 This is a field which has mature boundary vegetation and is somewhat overgrown within the site. Essex County Council Ecologists have no objection to the proposal subject to the imposition of a condition with regards to the protection of breeding birds as small sections of hedgerow may be removed to facilitate the proposal.

E Other matters

- 10.33 The site is not located in a flood risk zone. The Environment Agency has no objection to the proposal.

11. CONCLUSION

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

- A The pitch would contribute to the need for gypsy and traveller sites within the district which is a significant material consideration.
- B Whilst it is acknowledged that the proposal would have a detrimental impact on the rural character of the area, this is outweighed by the need for additional pitches within the district.
- C The proposal would have no materially adverse impact on the amenities of neighbouring residential properties in accordance with Policies GEN2 and GEN4 of the Local Plan.
- D The proposal would have no harmful impact on highway safety in accordance with Policies GEN1 and GEN8.
- E The proposal would have no harmful impact on protected species in accordance with Policy GEN7 of the Local Plan.

RECOMMENDATION – CONDITIONAL APPROVAL

CONDITIONS

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The pitches on the site shall only be occupied by gypsies or travellers as defined by Annex 1, paragraph 1 of "Planning Policy for Travellers Sites" produced by the Department for Communities and Local Government (March 2012).

REASON: The development is acceptable in order to meet the District's shortfall in provision for gypsy and traveller sites in accordance with "Planning Policy for Travellers Sites".

4. The site shall only comprise one pitch.

REASON: In the interests of visual and residential amenity and to ensure that the use of the site remains compatible with the site and surroundings and to comply with policies S7 and GEN2 and to Uttlesford Local Plan 2005.

5. No business operation involving outside storage or storage of vehicles or machinery shall take place on any part of the application site.

REASON: In the interest of the appearance of the site and the amenity of surrounding residents in accordance with Policies S7 and GEN2 of the Uttlesford Local Plan (adopted 2005).

6. No vehicle over 3.5 tonnes shall be stationed, parked or stored at the site.

REASON: In the interest of the appearance of the site and the amenity of surrounding residents in accordance with Policies S7 and GEN2 of the Uttlesford Local Plan (adopted 2005).

7. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (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 avoid the proliferation of buildings, fencing and other means of enclosure at the site in the interests of protecting the visual amenities of this rural site in accordance with Policy S7 of the Uttlesford Local Plan (adopted 2005).

8. No vegetation clearance shall be carried out on site between the 1st March and 31st August inclusive in any year, unless otherwise approved in writing by the Uttlesford Planning Authority. If such permission is given for vegetation removal between 1st March and 31st August inclusive, a detailed hand-search of the affected area must be carried out by a suitably qualified ecologist at least 48 hours prior to work commencing. If any nests are found, a 10m buffer zone must be established around each nest and works must be halted in this zone until all chicks have fledged.

REASON: To make appropriate provision for conserving and enhancing the natural environment within the approved development in the interests of biodiversity in accordance with Policy GEN7 of the Uttlesford Local Plan (adopted 2005).

9. Prior to the commencement of the development hereby approved full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include; soft landscaping boundary treatment; means of enclosure; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting, etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports). The works shall be carried out before any part of the development is occupied or in accordance with the programme agreed with the local planning authority.

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 S7, GEN2, GEN8, GEN7, ENV3 and ENV8 of the Uttlesford Local Plan (adopted 2005).

10. No development shall take place until details of the materials to be used on the external surfaces of the utility/dayroom hereby approved have been submitted to and approved in

writing with the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To protect the visual character of the area and to reduce the visual impacts of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

11. No development shall take place until details of an external lighting scheme have been submitted to and approved in writing with the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To protect the visual character of the area and to reduce the visual impacts of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

12. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary of the site.

REASON: To avoid displacement of loose material onto the highway in the interests of highway safety in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

13. Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.

REASON: To enable vehicles using the access to stand clear of the carriageway whilst gates are being opened and closed in the interest of highway safety in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

14. The existing access at the southern end of the site shall be suitably and permanently closed to the satisfaction of the Local Planning Authority, incorporating the reinstatement to full height of the highway verge, to the satisfaction of the Highway Authority immediately the proposed new access is brought into use.

REASON: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety.