

## UTT/15/0972/FUL – GREAT HALLINGBURY

(MAJOR)

**PROPOSAL:** Erection of a single building for employment (B1, B2 and B8 use), associated access, parking and turning facilities (amended details for Block B approved under planning permission UTT/14/0138/FUL)

**LOCATION:** Land south of Dunmow Road, Great Hallingbury

**APPLICANT:** Vision Stansted Ltd

**AGENT:** PRC Architecture and Planning Limited

**EXPIRY DATE:** 2 July 2015

**CASE OFFICER:** Karen Denmark

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### **1. NOTATION**

- 1.1 Outside Development Limits/Countryside Protection Zone/Adjacent Grade II Listed Building/Adjacent County Wildlife Site.

### **2. DESCRIPTION OF SITE**

- 2.1 The application relates to a site located to the south of the B1256, in close proximity to Junction 8 of the M11. The site is rectangular in shape and covers 2.3ha. It has mature screening to the majority of the boundaries, although this is slightly patchy along the eastern boundary. To the north of the site is the B1256 and a property known as Thatch Cottage, a Grade II listed building with a rural setting. Along the eastern and southern boundaries are public rights of way, with the southern forming the Flich Way Linear Park and county wildlife site. Beyond the Flich Way is agricultural land. Adjacent to the western boundary is the Stansted Distribution Centre.
- 2.2 There is an existing vehicular access into the site from the B1256 and there is a derelict building within the site. The site is very overgrown with brambles, weeds and shrubs. The land levels within the site are some 4-5 metres above the natural ground levels due to the site being used for the depositing of spoil from other developments.

### **3. PROPOSAL**

- 3.1 The proposal relates to amendments to Block B which was part of a wider scheme for six units for B1, B2 and B8 use previously approved under reference UTT/14/0138/FUL. Block B was originally approved as two units (within one building). The current proposal seeks to amend the approved scheme so that Block B becomes a single modern commercial unit of 2,592sqm. This would be an increase in floorspace over the previously approved building of 448sqm.
- 3.2 The proposals include the provision of 24 parking spaces, including 2 disabled spaces. Two HGV spaces are also provided. Four PTWs and 10 cycle spaces are provided.
- 3.3 The layout would be reconfigured with the main office element at the west edge of the unit with 7 of the parking spaces, and a longer but narrower built form, with the

remainder of the car parking on the south side of the building. The service yard and turning area is to the east and is the same as previously approved except it will be 2.2m closer to Block A. The access to the main site remains the same as consented previously.

#### **4. APPLICANT'S CASE**

4.1 The application has been submitted with the following accompanying documents:

- Design and Access Statement
- Planning Statement
- Arboricultural Impact Statement
- Corr Safety Method Statement
- Extended Phase 1 Habitat Survey
- Flood Risk Assessment
- Phase 1 Habitat Plan
- Site Investigation Report
- Transport Statement
- Tree Protection Plan

4.2 Summary of Planning Statement:

- Whilst the proposed development is a departure from current adopted policy, the site is shown as employment in the emerging policy. Notwithstanding this, the site has been consented for employment use under a previous planning consent (UTT/14/0138/FUL).
- The proposed development is for an amended commercial unit in Block B of the consented scheme, comprising 2,592sqm GEA for B1, B2 and B8 use.
- The changes between the amended Block B and that previously consented include a reshaped building unit, a single unit rather than two within the building, and the relocating and remodelling of the car parking areas, resulting in two additional car parking spaces and a reduction of two HGV spaces. In all other respects the proposal is the same as previously consented.
- The proposal will not have any undue increased impact on the Listed Building, retaining a significant gap between Blocks A and B and no increase in height from the original scheme.
- Accordingly, there is no planning reason why the application should not be approved.

#### **5. RELEVANT SITE HISTORY**

5.1 UTT/14/0138/FUL: Erection of 6 no. employment units within 3 no. buildings for B1, B2 and B8 use. Associated access, parking and turning facilities. Removal of spoil from site. Conditionally approved, with a S106 Legal Obligation on 23 September 2014.

#### **6. POLICIES**

##### **6.1 National Policies**

National Planning Policy Framework

##### **6.2 Uttlesford District Local Plan 2005**

Policy S7: The Countryside

Policy S8: The Countryside Protection Zone  
Policy GEN1: Access  
Policy GEN2: Design  
Policy GEN3: Flood protection  
Policy GEN4: Good neighbourliness  
Policy GEN7: Nature conservation  
Policy GEN8: Vehicle Parking Standards  
Policy E3: Access to workplaces  
Policy ENV2: Development affecting Listed Buildings  
Policy ENV4: Ancient monuments and sites of archaeological importance  
Policy ENV11: Noise generators  
Policy ENV14: Contaminated land

## **7. PARISH COUNCIL COMMENTS**

7.1 No objections.

## **8. CONSULTATIONS**

### **Airside OPS Limited**

8.1 Could conflict with safeguarding criteria unless conditions relating a Construction Management Strategy, obstacle lighting during construction period, control of lighting on proposed development, height limitation on trees and shrubs, submission of a landscaping scheme, and submission of a bird hazard management plan.

### **Environment Agency**

8.2 No longer providing planning advice for developments over 1 hectare in size. (NB, the site area is actually less than 1ha and the EA is no longer a consultee for sites of this size)

### **ECC Ecology**

8.3 Ecology issues were addressed as part of UTT/14/0138/FUL. Conditions relating to ecology on that consent should be appended to any new consent.

### **ECC Education**

8.4 Confirm that we are satisfied that there is likely to be sufficient places to meet the requirements for early years and childcare.

### **ECC Highways**

8.5 From a highway and transportation perspective the impact of the proposal is acceptable subject to conditions.

### **ECC Flood Management Team**

8.6 We are not yet commenting on applications under 1ha.

### **Highways England**

8.7 Offer no objection.

## **Natural England**

- 8.8 Nature conservation sites – no objection. Satisfied the proposed development will not damage or destroy the interest features for which Hatfield Forest SSSI has been notified. Protected species – refer to standing advice.

## **Thames Water**

- 8.9 Surface water drainage – responsibility of development to make proper provision for drainage to ground, water courses or a suitable sewer. Recommended that storm flows are attenuated or regulated into the receiving public network through on or off site storage.

## **Environmental Health Officer**

- 8.10 No comments.

## **9 REPRESENTATIONS**

- 9.1 This application has been advertised and no representations have been received. Notification period expired 7 May 2015.

## **10 APPRAISAL**

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

- A The principle of development in this location within the Countryside Protection Zone (ULP Policies S7, S8; NPPF)
- B The design of the proposals and the impact on the character of the rural area and the setting of the listed building and other heritage assets (ULP Policies GEN2, ENV2, ENV, E3; NPPF)
- C The impacts on neighbour's amenity (ULP Policies GEN4, ENV11; NPPF)
- D the access and parking arrangements are appropriate for the development (ULP Policies GEN1, GEN8; NPPF)
- E The proposals would have an adverse impact on biodiversity and protected species (ULP Policy GEN7; NPPF)
- F The proposals would increase flood risks on or off-site (ULP Policy GEN3; NPPF)
- G The proposals would result in the potential for contamination (ULP Policy ENV14; NPPF)

### **A The principle of development in this location within the Countryside Protection Zone (ULP Policies S7, S8; NPPF)**

- 10.1 The application site is located outside the development limits in the adopted local plan and therefore the presumption in favour of protecting the character of the countryside for its own sake is applied. The site also falls within the Countryside Protection Zone and development which would result in coalescence will not be permitted. This proposal would result in the loss of a significant gap and result in coalescence between the existing commercial uses at the Stansted Distribution Centre and the small cluster of houses to the east. As such the proposals would be contrary to Policies S7 and S8. An assessment of the compatibility of Policy S7 has found it to be only partly consistent with the NPPF which has a positive approach rather than a protective one.

- 10.2 The NPPF set out the requirement for local authorities to favourably consider proposals for sustainable development. It also has a core principle of ensuring the delivery of employment uses, in particular the delivery of a prosperous rural economy.
- 10.3 A material planning consideration is the fact that planning permission has previously been granted for an industrial building on this site and this amendment relates to the requirements of the market in terms of size and scale of building. Therefore, it is considered that the proposals comply with the presumption in favour of sustainable development as set out in the NPPF.

**B The design of the proposals and the impact on the character of the rural area and the setting of the listed building and other heritage assets (ULP Policies GEN2, ENV2, ENV, E3; NPPF)**

- 10.4 The site currently forms part of a gap in the built form of the Stansted Distribution Centre and the small cluster of houses to the east. The ground levels within the site are approximately 4-5m higher than natural ground levels due to the site being used for the depositing of spoil from other developments. If development were to be carried out at current ground levels then the proposals would have a significant adverse impact on the character of the rural area. However, it is proposed to reduce the levels back to natural ground level which significantly reduces the potential impacts.
- 10.5 Units B 1 and 2, as originally approved, had been designed to have a lower eaves and ridge height in order to reduce the visual impact of the block where it sits adjacent to the highway. This helps to reduce the impact on the setting on the listed building on the opposite side of the road. These design concepts have been carried forward to the revised proposal in respect of building B. Whilst the development would have some negative impacts on the setting of the listed building it is considered that the benefits of the proposals and the fact that the area has been significantly developed commercially over a period of time minimise these impacts.
- 10.6 The proposals have the potential to impact on other heritage assets in the form of archaeology. There are no known archaeological sites within the application site but the area is rich in archaeology. No assessment has been made of potential impacts on archaeology within the application and Essex County Council Archaeologist has requested that a condition be imposed on any planning permission for a programme of trial trenching, in line with the condition imposed on the planning permission for the wider site. This would be considered acceptable and in accordance with Policy ENV4 and the NPPF.

**C The impacts on neighbour's amenity (ULP Policies GEN2, GEN4, ENV11; Draft ULP Policies SP8, EN1; NPPF)**

- 10.7 The nearest residential neighbours to this development are the occupiers of the listed building known as Thatched Cottage on the opposite side of the road and Old Tithe Hall to the east. The front elevation of Thatched Cottage is approximately 25m from the northern boundary of the site. Old Tithe Hall is located approximately 110m to the east of the eastern boundary of the overall site. This revision to block B would not result in loss of residential amenity due to overlooking, overshadowing or overbearing impacts.
- 10.8 The proposed use of the site is a mix of B1, B2 or B8 uses. B1 uses are appropriate within relatively close proximity to residential uses. B2 have the potential to cause some loss of amenity due to noise, fumes or smells. B8 relates to warehousing and is likely to result in larger vehicles calling at the site. Given the separation distance of the

site from the closest residential units, and the orientation of the units, it is unlikely that significant loss of residential amenity would result due to noise, fumes or smells, although the final uses of the site is not yet known. A condition preventing outdoor working would help to protect the residential amenity.

**D The access and parking arrangements are appropriate for the development (ULP Policies GEN1, GEN8; NPPF)**

10.9 The principle of the access into the site has already been determined under the planning permission granted under reference UTT/14/0138/FUL. It is not proposed to amend the access and therefore the access complies with Policy GEN1.

10.10 The previously approved unit B comprised two units of 905sqm of B2/B8 floorspace and 96sqm of B1 floorspace each. This revised proposal relates to a building of 2310sqm of B2/B8 floorspace with approximately 260sqm of B1 floorspace. The previous scheme included 22 parking spaces, including 4 disabled spaces for the two units. This revised scheme proposes 22 spaces plus 4 disabled spaces. Parking standards for commercial developments are maximum standards, and the maximum requirement for B8/B1 floorspace combination proposed would be 24 spaces. The maximum requirement for B2/B1 floorspace combination proposed would be 55.

10.11 The parking spaces shown on the submitted drawings are 5m x 2.5m and not the currently adopted standard of 2.9m x 5.5m. However, the size of bays shown on the drawing are considered acceptable in exceptional circumstances. This proposal relates to the erection of business units and the creation of parking spaces in accordance with the adopted sizes would result in less parking spaces being provided. A balance needs to be adopted between parking provision and the potential for parking problems to arise as a result of insufficient parking. ECC Highways has not raised any objections in relation to the size of the parking bays and in this instance it is considered that the provision would be acceptable.

**E The proposals would have an adverse impact on biodiversity and protected species (ULP Policy GEN7; Draft ULP Policies SP11, EN1; NPPF)**

10.12 Policy GEN7 seeks to prevent development which would result in harm to wildlife or geological features. The NPPF requires the impacts on biodiversity to be taken into consideration. In addition to biodiversity and protected species being material planning considerations, there are statutory duties imposed on local planning authorities. Section 40(1) of the Natural Environment and Rural Communities (NERC) Act 2006 states that *“Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.”* This includes local authorities carrying out their role in the consideration of planning applications. Similarly Regulation 9(3) of the Conservation of Habitats and Species Regulations 2010 (as amended) states, *“A competent authority, in exercising any of their functions, must have regard to the requirements of the Habitats Directive and Birds Directive so far as they may be affected by the exercise of those functions.”*

10.13 An Extended Phase 1 Survey was submitted with the previous application and resubmitted with this application. The previously completed surveys identified that the site supported reptiles and as such translocation measures would be required to prevent adverse harm to the species. A translocation site was identified by the applicant at Stow Maries, approximately 30 miles from Start Hill, and the translocation of reptiles to that site was secured by way of a S106 Legal Obligation on the previous consent. Due to there being an ongoing requirement for management of the

translocation site it will be necessary for the requirements of that Legal Obligation to be transferred to this consent should planning permission be granted. In addition, the conditions relating to ecology are required to be reimposed on this planning permission should consent be granted.

10.14 Whilst the proposals would result in harm to protected species it is considered that the mitigation measures proposed are acceptable and that the benefits of the scheme outweigh the harm to protected species. The proposals are therefore in accordance with Policy GEN7 and the NPPF.

#### **F The proposals would increase flood risks on or off-site (ULP Policy GEN3; NPPF)**

10.15 A Flood Risk Assessment was submitted with the previous application and this identifies that the site falls within Flood Zone 1, therefore a site least likely to flood. The Assessment concludes that there would be a low risk of groundwater flooding. Sustainable drainage techniques are proposed to be incorporated into the scheme including permeable surfaces. Since the previous application was granted the responsibility for flood risk measures has been passed to Essex County Council. They have confirmed that, at this time, they are not commenting on proposals for less than 1ha, which this application relates to. In addition the Environment Agency has confirmed that they are no longer commenting on applications such as this. Given that planning permission has been granted for the development of the wider site and the previous drainage issues were considered satisfactory, it is considered that the proposals are in accordance with the relevant policies.

#### **G The proposals would result in the potential for contamination (ULP Policy ENV14; NPPF)**

10.16 A site investigation has been carried out as part of the development proposals with regards to the potential for contamination. Trial pits were dug across the site down to natural ground levels and these identified various forms of debris which would require appropriate disposal prior to development commencing. It is estimated that between 60,000 and 80,000m<sup>3</sup> of soils will be removed in order to return the site back to natural ground levels. Essex Minerals and Waste department previously confirmed that they do not require to be consulted on the application and that this is a matter for the district council to consider.

10.17 It is clear that the site needs to be cleared back to natural ground levels given the nature of the development. Whilst there would be some disruption during the removal of spoil this would be a short term nuisance and the site operator should incorporate Good Practice Standards when working on the site, including ensuring that lorries are covered on leaving the site. The Environment Agency has previously suggested that a condition be imposed to ensure that any unknown contamination is properly dealt with. The proposals comply with policy. Since the previous consent was granted the spoil has been assessed for potential contamination prior to the removal of the material from the site. This information has been submitted with the application and confirms that, apart from general debris such as wood and brick, the soil is not contaminated.

## **11 CONCLUSION**

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

A Whilst the proposed development would be contrary to adopted countryside protection policies planning permission has previously been granted for the development of the

wider site for employment uses, in line with the principles of sustainable development as set out in the NPPF.

- B The design of the proposals has taken into account the rural location and the setting of the adjacent listed building and they are acceptable.
- C The proposals are not likely to result in loss of residential amenity due to overbearing, overlooking, overshadowing or through noise, smells and fumes.
- D The proposed access is considered appropriate and the parking standards are acceptable.
- E Adverse impacts on protected species were identified in respect of the wider development previously granted consent. In order to ensure the appropriate mitigation measures are adhered to the conditions and requirements of the S106 Legal Obligation need to be transferred to this consent.
- F It is not considered likely that the proposals would result in increased flood risks either on or off site, although a condition is required relating to the submission and approval of a surface water drainage scheme.
- G It has been demonstrated that the proposals would not result in risks arising from contamination.

#### **RECOMMENDATION – CONDITIONAL APPROVAL SUBJECT TO S106 LEGAL OBLIGATION**

- (I) The applicant be informed that the committee would be minded to refuse planning permission for the reasons set out in paragraph (III) unless the freehold owner enters into a binding obligation 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) The transportation of the requirements of the S106 Legal Obligation attached to planning permission granted under reference UTT/14/0138/FUL**
  - (ii) Council's reasonable legal costs**
- (II) In the event of such an agreement being made, the Assistant Director Planning and Building Control shall be authorised to grant permission subject to the conditions set out below.**
- (III) If the freehold owner shall fail to enter into such an agreement by 29 June 2015, the Assistant Director Planning and Building Control shall be authorised to refuse permission in his discretion any time thereafter for the following reasons:**
  - (i) The lack transportation of the requirements of the S106 Legal Obligation attached to planning permission granted under reference UTT/14/0138/FUL**

#### Conditions/reasons

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. Prior to the commencement of the development hereby permitted a construction management strategy shall be submitted to and approved in writing by the local



planning authority. This shall cover the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- Details of the area(s) subject to construction activity and the storage of materials and equipment
- Details of cranes and other tall construction equipment (including the details of obstacle lighting) – such schemes shall comply with Advice Note 4 ‘Cranes and other Construction Issues’ (available at [www.aoa.org.uk/operations-safety](http://www.aoa.org.uk/operations-safety))
- Control of activities likely to produce dust and smoke etc
- Details of temporary lighting – such details shall comply with Advice Note 2 ‘Lighting Near Aerodromes’ (available at [www.aoa.org.uk/operations-safety](http://www.aoa.org.uk/operations-safety))
- Height of storage areas for materials or equipment
- Control and disposal of putrescible waste to prevent attraction of birds

The approved strategy (or any variation approved in writing by the local planning authority) shall be implemented for the duration of the construction period.

REASON: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Stansted Airport and endanger aircraft movements and the safe operation of the aerodrome. This condition is required to be a pre-commencement condition to ensure the safe operation of the airport.

3. Obstacle lights shall be placed on any construction equipment extending above 117metres AOD to be used in the development. The obstacle lighting scheme shall be implemented for the duration of the construction period. These obstacle lights must be steady state red lights with a minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at [www.caa.co.uk](http://www.caa.co.uk) ).

4. REASON: Permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement of aircraft and the operation of Stansted Airport.
5. The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

REASON: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.

6. Prior to the erection of the development hereby approved full details of hard and soft landscape works and water landscaping 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 [for example]:-
  - i. proposed finished levels or contours;
  - ii. hard surfacing materials;
  - iii. minor artefacts and structures (e.g. refuse or other storage units, lighting, etc.);
  - iv. proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports

- v. *the species, number and spacing of trees and shrubs* - details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at [www.aoa.org.uk/operations-safety](http://www.aoa.org.uk/operations-safety)).
- vi. *details of any water features*
- vii. *drainage details including SUDS – Such schemes must comply with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at [www.aoa.org.uk/operations-safety](http://www.aoa.org.uk/operations-safety))*.  
Soft landscape works shall include [planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.  
No subsequent alterations to the approved landscaping scheme are to take place unless submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

REASON: To avoid endangering the safe movement of aircraft and the operation of Stansted Airport through the attraction of birds and an increase in the bird hazard risk of the application site. 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 and GEN7 of the Uttlesford Local Plan (adopted 2005). This condition is required to be a pre-commencement condition because landscaping of this development is at the heart of this consent and to ensure the safe operation of the airport.

- 7. The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed flood risk assessment (FRA) has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity, in accordance with Uttlesford Local Plan Policies GEN3 and GEN7 (adopted 2005). This condition is required to be a pre-commencement condition to ensure the drainage scheme is appropriate for the site due to the conflicting requirements of the safe operation of the airport and the drainage bodies.

- 8. Prior to the commencement of development a detailed scheme of mitigation and a monitoring strategy for bats shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved scheme of mitigation and approved monitoring strategy and shall be retained as such thereafter.

REASON: To make appropriate provision for conserving and enhancing the natural environment within the approved development in the interests of biodiversity and in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and paragraph 9 of the NPPF. This condition is required to be a pre-commencement condition due to the statutory requirements relating to protected species.

- 9. The development hereby permitted shall be carried out in accordance with the detailed mitigation plan for reptiles as approved under reference UTT/15/0974/DOC.

REASON: To make appropriate provision for conserving and enhancing the natural environment within the approved development in the interests of biodiversity and in accordance with Uttlesford Local Plan Policy GEN7 (adopted 2005) and paragraph 9 of the NPPF.

10. 1. No development or preliminary groundworks can commence until a programme of archaeological trial trenching has been secured and undertaken in accordance with a written scheme of investigation which has been submitted by the applicant, and approved by the planning authority. A mitigation strategy detailing the excavation/preservation strategy shall be submitted to the local planning authority following the completion of this work.
2. No development or preliminary groundworks can commence on those areas containing archaeological deposits until the satisfactory completion of fieldwork, as detailed in the mitigation strategy, and which has been signed off by the local planning authority through its historic environment advisors.
3. The applicant will submit to the local planning authority a post-excavation assessment (to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Planning Authority). This will result in the completion of post-excavation analysis, preparation of a full site archive and report ready for deposition at the local museum, and submission of a publication report.

REASON: In the interests of archaeological protection in accordance with Policy ENV4 of the Uttlesford Local Plan (adopted 2005) and Chapter 12 of the NPPF. This condition is required to be a pre-commencement condition as archaeological works must be carried out prior to the development of the site.

11. Prior to first occupation of the development hereby permitted, the highway works as shown in principle on Intermodal drawing number IT1363/SK/02 Rev B dated October 2013, shall be carried out. These works shall provide a 7.3 metre wide access at right angles to B1256 Dunmow Road with 15 metre kerb radii, visibility splays of 120 metres x 4.5 metres x 120 metres, a 2 metre wide footway on the eastern side and a right turn ghost island on Dunmow Road. Details of the works shall be submitted to and approved in writing with the Local Planning Authority in consultation with the Highway Authority and shall subsequently be carried out as approved.

REASON: To provide highway safety and adequate inter-visibility between the users of the access and the existing public highway for the safety and convenience of users of the highway and of the access, in accordance with Uttlesford Local Plan Policy GEN1 (adopted 2005).

12. Prior to the first occupation of the development hereby permitted the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, shall be hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided, in accordance with Uttlesford Local Plan Policies GEN1 and GEN8 (adopted 2005).

13. No development shall take place, excluding the removal of the spoil on site back to natural ground levels, until a site investigation of the nature and extent of contamination

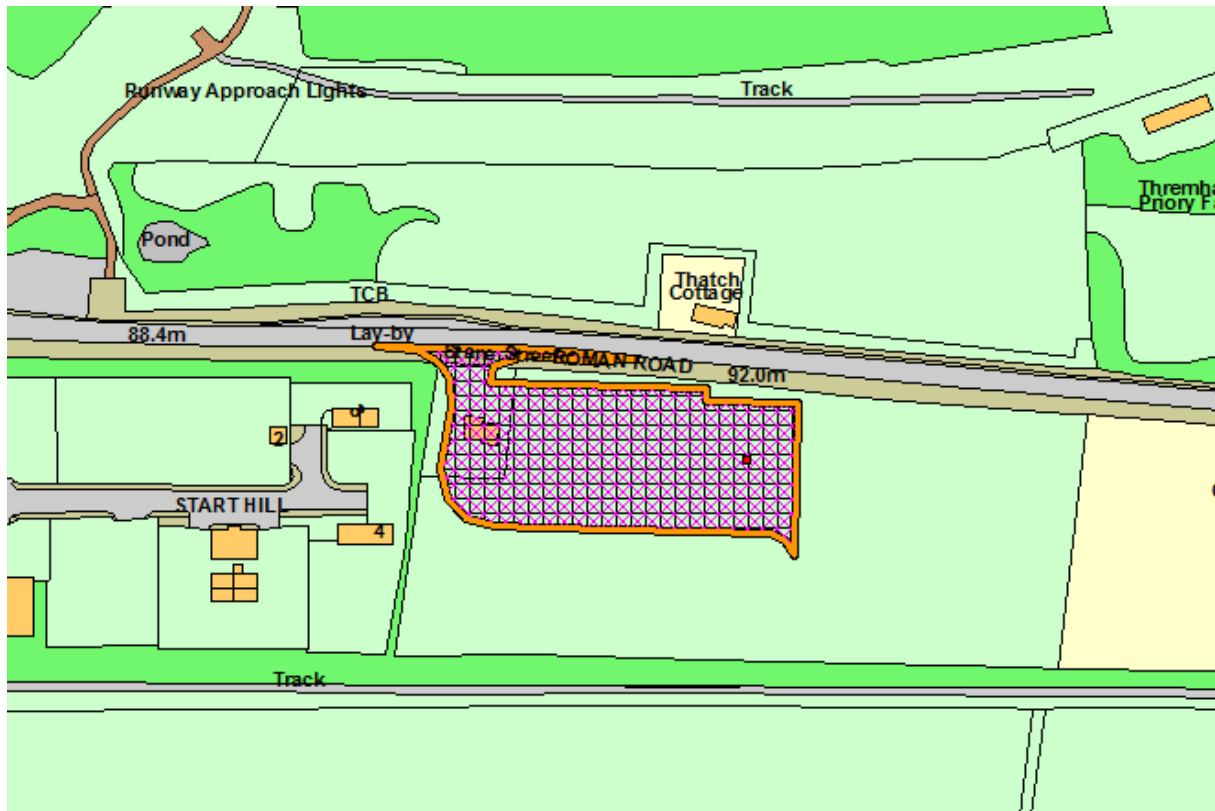
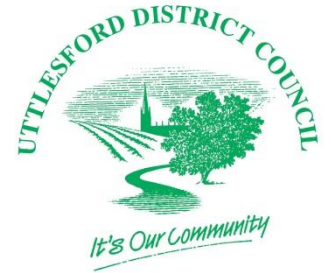
has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before development begins.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this source of contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

**REASON:** In the interests of safety, residential amenity and proper planning of the area, in accordance with Policies GEN4 and ENV14 of the Uttlesford Local Plan (adopted 2005). This condition is required to be a pre-commencement condition to ensure the final condition of the site is fit for the permitted end use.

Application no.: UTT/15/0972/FUL

Address: Land South of Dunmow Road, Great Hallingbury



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Organisation: Uttlesford District Council

Department: Planning

Date: 21 May 2015

SLA Number: 100018688