

UTT/16/2404/FUL (GREAT HALLINGBURY)

MAJOR

PROPOSAL: Change of use from unimproved grassland and woodland to burial ground including erection of service building, access road, car parking and associated landscaping.

LOCATION: Land east of M11, Howe Green, Howe Green Road, Great Hallingbury

APPLICANT: Mrs C Daly

AGENT: Mrs R Ballinger

EXPIRY DATE: 15th February 2017

CASE OFFICER: Madeleine Jones.

1. NOTATION

1.1 Outside Development Limits. Contaminated Land. Within 2KM of SSSI. Poor Air Quality. Within 67m of M11. Within 6KM of Stansted Airport. Within 57dB 16 hr LEQ. Adjacent to Listed Buildings.

2. DESCRIPTION OF SITE

2.1 The site is located at Anvil Cross, to the southwest of Great Hallingbury village and Hallingbury park, historic park and gardens. The site is triangular in shape and comprises 2 hectares of mixed woodland and grassland. (about 40% of the site is woodland) The M11 bounds the west of the site and has close boarded timber fencing. There is an electricity substation to the north western corner of the site. There are several paddocks beyond the southern boundary along the motorway boundary.

The northern and eastern boundaries have mature woodland and the western boundary has M11 buffer planting. There is an existing, overgrown, vehicular access onto Howe Green Road (unclassified). The site has been used for fly tipping, and there is an old caravan on site. There is a livery on the opposite side of the road and listed buildings nearby. The road to the front of the site also serves a local school and provides access to Hatfield Forest and is a through route to Hatfield Broad Oak.

3. PROPOSAL

3.1 This proposal relates to the use of the land as a burial ground comprising the erection of a facilities/service building, together with the formation of new vehicular access road, car parking, and associated landscaping..

3.2 The main service building would be single storey with a pitched roof clad with clay plain roof tiles. It would have a footprint of approximately 300 sqm, a maximum height of 6.5m, be 19m (reducing to 8.1m) wide and 20m deep (including the entry porte cochere) the walls would be externally clad with timber and doors and windows would of be made of oak. The building would be set to the west of the

existing woodland (adjacent to the Howe Green Road) and would be accessed by a new internal access road linking to the existing access.

3.3 It was anticipated that the proposed burial ground would hold up to 1,200 plots, however to accommodate extra parking provision, the revised general layout plan now shows a total of 693 plots and that there would be approximately two internments a week.. Most services would take place between 10.00am and 3.00pm. Staff would arrive at 09.00 and leave at 17.00 hrs. It is anticipated that between 5 and 40 vehicles would arrive for an internment. The maximum total volume of traffic expected to be generated by the burial ground a week would be 240. Although the Transport Statement states there would be 6 members of staff (which is different to the information given within the application form) the agent has confirmed that there one be one full member of staff and one part time member of staff as per the application form.

3.4 Car parking would be provided for 57 vehicles.

4. APPLICANT'S CASE

4.1 The application is accompanied by the following core documents:

- Planning and Needs Statement
- Design and Access Statement
- Landscape and Visual Impact Assessment
- Transport Statement
- Flood Risk Assessment and Surface Water Drainage Strategy
- Ecology Mitigation Enhancement and Management Plan
- Tree Survey
- Vehicle Speed survey
- Topographical Survey
- SUD checklist
- Biodiversity Checklist

4.2 Summary of Planning and Needs Statement:

The proposed site is currently used for extensive grazing for horses. It has little agricultural value due to its isolation and has little environmental value outside of the woodland area. Even the woodland is less valuable than it might be if it was properly managed. Thus the proposed development as a burial ground will not adversely affect valuable agricultural land and will enhance and preserve the current ecological value of the site. The need for a new natural burial ground in the locality is high, with the current cemetery at Bishop Stortford reaching capacity with little opportunity to extend.

The site is highly suitable in respect to flood risk and pollution risk. Noise from the M11 will be mitigated by acoustic screening.

The site will make a visually attractive burial ground which will help meet local demand for burial space. Though part of the site is within a zone of poor air quality, neither users nor workers will be subject to extended long-term exposure. The site is well screened and will have negligible impact on surrounding properties and land. The building and fencing is designed to complement traditional local styles and minimise any visual impact.

4.3 Summary of Design and Access Statement:

The proposed development is designed to link the concept of natural burial ground with a significant open amenity space for use by the local public.

If converted to a burial ground, burial plots would be created within an open grassed setting surrounded by trees to form a sensitively landscaped glade, planted with further trees to be in keeping with the traditional landscape.

A facilities building, vehicular access and car park would be required, with circulation paths linking various parts of the site.

The proposed natural burial site is designed to provide a natural and sustainable alternative to conventional burial and cremation options, with the focus on sustainability. The aim is to create an enhanced woodland formed of indigenous evergreen deciduous tree species.

Cemeteries, burial parks and churchyards can be a significant provider of open space and represent a relatively minor resource in terms of the land use. They are able to provide areas of importance for nature conservation via unimproved grasslands and other various habitats.

They are often among the few areas of green space where the local community is able to have some contact with the natural world and provide a secure buffer to further development and encroachment.

Burial grounds provide a useful resource for the local community. A wide variety of habitats can often be found supporting the other open space types such as areas of semi-natural and natural areas. Burial Grounds provide an open space for burials as well as opportunities for wildlife and a place for the public to walk and relax.

The quality of cemeteries and churchyards remains particularly important – many people use cemeteries and churchyards as amenity green space for peace and contemplation.

The natural burial ground at Anvil Cross is designed with community, environmental and ecological interests in mind and will allow the public to enjoy and reflect in the open space and provide a legacy for future generations to appreciate the maturing landscape and wildlife that it will precipitate.

Bishop Stortford Town Council has been actively looking for new burial space. A number of opportunities have been reviewed for new cemetery developments however these have yet to be fruitful. There is, therefore, a clear and demonstrable need for new cemetery provision within the region.

- 4.4 The proposed site (currently a mixture of ancient and self-set trees, ruderal scrubland and grass) would be converted into a natural burial site with the creation of burial plots set in natural setting. The proposals intend to create a burial site within a woodland setting. The burial plots would be set out to a formal layout within a matrix of tree lined, grass access paths. Species of new trees, shrubs and hedges would be carefully selected to mirror that of the existing deciduous broad leaf woodland and wider site context to ensure the burial site matures to blend with the wider landscape.
- A sympathetically designed service building is proposed, to be located in the south of the site, with a new access road connecting this building and the proposed car park to Howe Green Road.
- Additional landscaping will be proposed to the perimeter of the site, to define and/or strengthen the existing boundaries and additional woodland planting to the northern section of the site will extend and further link the deciduous woodland on the site to the motorway buffer planting.
- Existing field boundaries to the perimeter of the site would be retained, enhanced and planted up to aid with screening.
- The western boundary with the M11 would be screened with acoustic panelling and evergreen trees.
- The proposal includes new landscape elements comprising an extensive wildflower area, trees, shrubs and enhancement of the woodland to improve the natural habitat.

The concept of the design is to create a sustainable and aesthetically pleasing open space working with the existing landscape to maintain its rural setting and provide a range of natural burial options sensitive to modern, formal and multicultural burial practice.

The use of colour is an essential part of the design brief and would be achieved through the use of low maintenance tree and shrub species using a blend of evergreen and deciduous trees to provide seasonal colour variation that is complementary to the existing boundary features, back drops and provide new screening where required in a range of harmonious colours and textures.

The development of the site is deemed to very much enhance, rather than detract from, the local ecology and provide new habitats.

The resultant cemetery will provide its visitors with an experience of beauty and tranquillity that is easily accessed by all and be sufficiently welcoming to attract members of the public who wish to walk through its grounds as a place of contemplation and reflection, to enjoy the range of planting and landscape design and explore the wildlife enhanced areas.

It is important that all phases of design take into account the practical management issues associated with grounds maintenance and grave site access on both the formal and informal areas without creating an overly clinical perspective.

On the areas where grass cutting and turf maintenance is required, it should be undertaken quickly and tidily with minimal staff requirement. Roadways and pathways will be durable, of low maintenance and be soft on foot and eye where practical car parks will be constructed using grass re-enforced mesh.

4.5 The service building design concept has been formulated to fulfil the requirements of its function as well as ensure it sits with the rural nature of the landscape. The building will occupy a footprint of 300 m².

The building concept has been to create a strong sense of geometry and purpose, conceiving the building to be keeping with traditional Essex design. Primary in its design is the conjugation between nature and the materiality of its construction and to aim for carbon neutrality in its operational standards.

The design elements discussed cover:

- Primary infrastructure
- Internal layout
- Orientation, geometry and visual impact
- Construction, method and materials
- Maintenance and operation
- Car parking

The overall requisite for the building is to provide the highest archetypes in material choice and delivering a clean and elegant yet simple structure that is sympathetic to its location and surroundings.

Both the exterior and interior will be defined by the organic nature of the construction and the choice of materials used.

The bespoke design has been derived following a rigorous appraisal of the visual impact to ensure that it sits sympathetically within the landscape.

4.6 The positioning of the service building and the surrounding design elements have been carefully considered in relation to the approach from Howe Green road entrance. The arrival and initial visual impact of the building are fundamental in creating an attractive and appropriate setting to the cemetery and surrounding landscape.

The initial approach to the building will be visually connected with the general high value landscape vista by utilising an avenue of existing indigenous trees to

connect with the centralised landscape feature. The focus on the building will be in part concealed from the initial arrival so that natural features are the principal visual element.

The building itself will be oriented on an east/west axis south facing to maximise the natural light.

- 4.7 Central to the building design is its relationship with the form of the regional landscape. The roof structure will weather to sit organically with the local landscape.
The materiality of the project is a key characteristic of the design conception, with a restricted use of materials reinforcing the minimalistic and non-denominational architectural approach.
Timber clad walls denote spaces for use within the public domain; whereas exterior larch clad walls denote spaces which are private; the offices, storage space and the vestry. Oak steps, floors, pillars and seating denote the journey of the congregation through the chapel.
- 4.8 A simple and controlled expression of architecture is envisaged with the use of natural elements being used extensively throughout the construction. Internal glulam wooden beams with hidden fluorescent strip lighting attached behind a stretched canvas layer will create a warm light within the chapel which will be quite surprising after experiencing its exterior appearance. The building will be constructed using hempcrete as an insulative building block, with wooden cladding to either side; the internal walls all being clad in a neutral shade plaster render.
The cladding will provide natural warmth in colour and texture. External larch and birch timbers will complement the natural larch clad walls to provide a modern but harmonious connection to the surrounding space.
Natural light will enter the chapel through recessed apertures. These provide privacy whilst lifting the ambience of the principal areas and creating a sense of spiritual occasion. Roof lights will also allow light into the space, installed along the two outer edges of the roof. By night or day, there will be a different ambience to the chapel.
Integrated bird and bat boxes within the construction of the building will complement the building to become a “living structure” giving a meaningful symbol of onward life.
- 4.9 There is direct access to the service building for cortege vehicles where the mourners can disembark under shelter. Visitor parking is directly off the main access drive opposite the building, with paved pedestrian access to the building. The conceptual ‘journey’ through the site permeates all characteristics of the design approach and is expressed in relation to siting, orientation, building form and design.
The design concept and its functional interpretation have significantly influenced the routes and parking spaces being direct, accessible for all users, convenient and legible.
- 4.10 The connection between the building and landscape is inextricably interwoven in the design concept with the conceptual and functional journey defined by the landscape at the arrival and end stages of the process. The existing qualities of the site, including the topography, trees, views and vistas, have been exploited to provide an attractive and mature setting.
Post and rail fencing will secure the perimeters of the site. The burial areas will be seeded to provide formal grassed lawn areas. The northern boundary will be planted with indigenous trees to form a screen from the farmstead and to provide

a woodland/natural burial area.

To the west a 4 metre acoustic fence, screened with evergreen trees will form the protection from the ambient noise of the M11.

4.11 The need for the proposed development to be inclusive was a key principle of the design concept. An inclusive development is one which creates a place that everyone can use with comfort, dignity and convenience regardless of their age, gender, ethnicity, disabilities, beliefs or circumstances. The site shall act as a permanent green space and buffer from any future proposed development. The parkland feel and woodland areas will provide a respectful recreational open space.

4.12 Cemetery developments are, in general, permitted within green field sites as they maintain the openness of the countryside and are also specifically defined as open space by the Department for Communities and Local Government in the document Planning Policy Guidance 17 "Planning for open space, sport and recreation".

However, a burial ground should not be considered as a public park with a large expanse of green space and little hard landscaping. The design of the cemetery is therefore a compromise between maintaining a green open space ethos and delivering "unhindered access" to the point of burial by funeral car and pedestrians for all members of the community.

The Disability Discrimination Act (DDA) together with Health & Safety legislation with respect to the manual handling of a coffin from the funeral car to the grave side has led to the current cemetery recommendation that a burial plot should not be more than twenty five metres from a roadway or major footpath and five metres from a minor grass footpath.

With a view to reducing the visual impact of the hard landscaping, the development team has explored a number of pathway surfaces as alternatives to conventional macadam construction specifically for the internal footpaths and hearse access route. A soft alternative to the use of macadam will be achieved with the use of crushed iron stone chippings rolled into a type 1 sub base to provide a natural colouration and texture.

4.13 Carparks will utilise crushed stone and grasscrete or cellular structures to ensure minimum visual impact.

The resultant proposed internal roads and footpath layout fulfil the user access requirement whilst, at the same time, dividing the cemetery into distinct burial areas in line with the need for staged burial and record keeping. The footpaths have a width of 1.7m to limit their impact on the landscape and maximise burial space in a given area.

5. RELEVANT SITE HISTORY

5.1 UTT/0095/90: Outline application for erection of a new clinic and construction of new access. Refused. Dismissed at appeal

5.2 UTT/0352/04/FUL: Material change of use of land for disabled vehicle storage. Refused.

5.3 UTT/0966/96/FUL: Construction of new vehicular and pedestrian access. Conditionally approved.

5.4 UTT/1315/90: Outline application for erection of a 100 bed private Hospital and 30 bed Nursing Home with associated access. Refused. Dismissed on appeal

5.5 UTT/2265/88: Outline application for erection of an eighty bed hospital and construction of new access. Refused.

6. **POLICIES**

6.1 **National Policies**

- National Planning Policy Framework (NPPF)
- National Planning Policy Guidance (NPPG)

6.2 **Uttlesford Local Plan (2005)**

- ULP Policy S7 – The Countryside
- ULP Policy ENV4 – Ancient Monuments and Sites of Archaeological Importance
- ULP Policy ENV12 – Groundwater protection
- ULP policy ENV13- Exposure to poor air quality
- ULP policy ENV2 – Development affecting Listed Buildings.
- ULP Policy GEN1 – Access
- ULP Policy GEN2 – Design
- ULP Policy GEN4 – Good Neighbourliness
- ULP Policy GEN5 – Light Pollution
- ULP Policy GEN7 – Nature Conservation
- ULP Policy GEN8 – Vehicle Parking Standards
- ULP Policy ENV9 – Historic Park and Gardens
- ULP Policy ENV13 – Exposure to poor air quality
- ULP policy ENV10- Noise Sensitive Development
- ULP policy RS1 – Access to Services

7. **PARISH COUNCIL COMMENTS**

7.1 Pleased to support the proposals within. We are pleased to see that our comments regarding the number of parking spaces has been addressed

8. **CONSULTATIONS**

London Stansted Airport Safeguarding

8.1 The proposal does not conflict with any safeguarding criteria.

Natural England

8.2 Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes. No objection.

Environment Agency

8.3 Following additional information being requested the Environment agency withdrew their holding objection and now have no objection to the proposal subject to the following:

All burials in the cemetery shall be:

- A minimum of 50m from a portable groundwater supply source

- A minimum of 30m from a water course or spring
- A minimum distance of 10m from field drains
- No burial into standing water and the base of the grave must be above the local water table.

Landscape Officer

8.4 No comments

ECC Highways

8.5 No objections subject to mitigation and conditions.

1. Prior to first occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway with associated visibility spays of 2.4 x 103m in a north bound direction and 2.4 x 72m in a southbound direction to be maintained in perpetuity thereafter. The width of the access at its junction with the highway shall not be less than 5.5 metres, shall be retained at that width for 6 metres within the site and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

2. There shall be no discharge of surface water onto the Highway.

Reason: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interest of highway safety.

3. 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.

4. 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 and to allow parking off street and clear from obstructing the adjacent footway/cycleway/carriageway in the interest of highway safety.

5. The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been 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.

Informatives:

INF1 Highway Works

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org or by post to: SMO2 - Essex Highways, Springfield Highways Depot, Colchester Road, Chelmsford. CM2 5PU.

The Highway Authority cannot accept any liability for costs associated with a developer's improvement. This includes design check safety audits, site supervision, commuted sums for maintenance and any potential claims under Part 1 and Part 2 of the Land Compensation Act 1973. To protect the Highway Authority against such compensation claims a cash deposit or bond may be required.

ECC SuDS

8.6

Having reviewed the additional submitted documents which accompanied the planning application, we do not object to the granting of planning permission. Condition 1

No works shall take place until a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:

- Run-off from the site restricted to maximum 1l/s for all event up to the 1 in 100 inclusive of climate change storm event.
- A storage volume that manages the 1 in 100 year event inclusive of climate change.
- Demonstrate that seasonal groundwater testing has been conducted at burial depth.
- Final modelling and calculations for all areas of the drainage system.
- The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
- Detailed engineering drawings of each component of the drainage scheme.
- A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
- A written report summarising the final strategy and highlighting any minor changes to the approved strategy.

The scheme shall subsequently be implemented prior to occupation.

Reason

- To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.
- To ensure the effective operation of SuDS features over the lifetime of the development.
- To provide mitigation of any environmental harm which may be caused to the local water environment
- Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site.

Condition 2

No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented. The scheme shall be implemented as approved.

Reason

The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution.

Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

Construction may also lead to polluted water being allowed to leave the site.

Methods for preventing or mitigating this should be proposed.

Condition 3

No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority.

Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

Reason

To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site.

Condition 4

The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

Reason

To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk.

ECC Archaeology

- 8.7 Recommendation: An Archaeological Programme of Trial Trenching followed by Open Area Excavation:
Recommendation: A Programme of Trial Trenching followed by Open Area Excavation

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.

Reason for Archaeological condition

The Historic Environment Record shows that the proposed development lies adjacent to a range of archaeological deposits. The earliest deposits comprise evidence of prehistoric occupation identified on the western side of the M11 (EHER 9090) which included a ditch containing a disturbed cremation. Both cremated bone and remains of a pottery vessel were discovered within the ditch. This evidence indicates settlement in the immediate vicinity. To the south east of the site lies a moated enclosure at Howe Green (EHER 4430-1). The complex at Howe Green comprises a listed 16th century farm house, within a moated site. To the south of this lies a converted Victorian farm complex. Immediately to the East of the site lies the historic estate of Hallingbury Park. The woodland in the northern part of the development area would have formed the boundary of the estate. Looking at the site on Google Earth there seems to be a woodland ditch and possible bank along the road edge of the woodland.

A recognised professional team of archaeologists should undertake the archaeological work. The work will consist of a programme of trial trenching followed by archaeological excavation where deposits are identified. The District Council should inform the applicant of the archaeological recommendation and its financial implications. An archaeological brief can be produced from this office detailing the work required.

ECC Ecology

8.8 No objections subject condition:

The following condition is recommended:

No development shall take place, including ground works and vegetation clearance, until a biodiversity monitoring strategy has been submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to ensure the proposed grassland, woodland, hedgerows and pond enhancements are successful.

The content of the Strategy shall include the following.

- a) Aims and objectives of monitoring to match the stated purpose.
- b) Identification of adequate baseline conditions prior to the start of development.
- c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.
- d) Methods for data gathering and analysis.
- e) Location of monitoring.
- f) Timing and duration of monitoring.
- g) Responsible persons and lines of communication.
- h) Review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be

identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

Reason: to ensure maximum net-gain for biodiversity, in accordance with NPPF paragraph 109.

The following informative should also be appended in relation to nesting birds: The applicant is reminded that, under the Wildlife & Countryside Act 1981 as amended (section 1), it is an offence to remove, damage, or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act. Trees and scrub are likely to contain nesting birds between 1st March and 31st August inclusive. Nesting birds are assumed to be present within vegetation on site between the above dates, unless a recent survey has been undertaken by a competent ecologist and has shown it is absolutely certain that birds are not present.

NATS Safeguarding

- 8.9 The proposal has been examined from a technical safeguarding aspect and does not conflict with safeguarding criteria.

Environmental Health

- 8.10 I recommend approval subject to compliance with the information submitted within the planning application

The proposed activity will introduce a new noise source from visiting vehicles but this is unlikely to cause loss of amenity due to the proposed level of use of the site.

Noise from the M11 can be reduced by the provision of an acoustic screen, to keep noise levels as low as reasonably possible for visitors, but there is no noise standard to protect health or amenity which would apply to the proposed use.

Air quality would not be an issue as it is not a proposed use where people would be expected to spend long periods of time.

Informative: Developers are referred to the Uttlesford District Code of Development Practice. To avoid/minimise the impact upon the amenity of adjoining residents; developers are advised to follow the General Principle, and advice contained therein

Landscape Officer

- 8.11 No comments

Conservation Officer

- 8.12 To the east of the site, is West Lodge; a Grade II listed lodge building which is understood to relate to Hallingbury Place. The listing description reads as follows: 'Lodge Cottage. Early C19. Plain red tile roof. Red brick with black diaper pattern. All quoins, window dressings and parapet verges of stone and a stone gabled porch with Tudor arch. 1 1/2 storeys. It has a small gabled dormer and a projecting feature gable. 3 windows with iron Gothick casements. A single storey

matching outbuilding is attached on the left by a modern red plain tile and brick single storey addition. Three chimney stacks with decorated octagonal one, two and three shafts respectively.'

To the south-east corner of the site is a further Grade II listed building; Howe Green House. The description for this heritage asset reads as follows:

'House.C16 or earlier with later additions and alterations. C20 extension to left front. Timber framed and plaster with battened panels. Plain red tile roof with cat slides over 2 windows. 2 storeys and 2 storeys and attic to crosswing. 4 windows ground floor 5 first floor and 1 gable end. Tiled gabled porch. Crown post roof. 3 rebuilt attached square red brick stacks.'

Having considered the impact of the proposed scheme upon the setting and significance of the heritage assets detailed above, I do not consider that the proposal would result in harm in principle. However, in order to preserve the wider setting and character of the countryside, I would suggest that the following conditions be applied to any consent, with regards to the materials for the proposed service building.

- Notwithstanding the details submitted, the elevations shall be clad in natural timber, featheredge boarding and shall be painted black.
- All window frames shall be timber and painted black, or an alternative colour to be agreed with the Local Authority.

Recommendation: Approve subject to conditions.

NATS

- 8.13 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria.

Highways England

- 8.14 No objection

9. REPRESENTATIONS

- 9.1 The application has been advertised, several site notices displayed and forty neighbours notified by letter. Expiry date 2nd November 2016. 11 representations were received.

Summary of responses / issues

- Highway safety
- Inadequate parking provision
- In accurate information supplied with regards to use of land, habitats for deer and Great Crested Newts within the site, Bishops Stortford has several allotment sites that were specially set aside for future burial grounds, the narrow access track will need to be altered extensively to create an entrance/exit road to the site, number of services to be held within a year
- Loss of ancient wood
- No public transport or pedestrian pavements
- Great concern must be given that owing to the rather small size of the proposed burial ground, its use would be for a short period of time before it became full. Cemeteries are by their very nature very long term enterprises and we should be fearful that a firm commitment is obtained.
- Seating in the hall may be also be inadequate on some occasions
- Noise pollution

- Unsightly
- Location
- In the event of a large service what would happen to any overflow of cars, given that it would not be uncommon for such services to have in excess of the parking spaces provided?
- The entry and exit road to the development will be two lanes wide – a huge differential to the grass track.
- Howe Green Road does not exist
- This proposed access road is on the apex of a bend, with a busy livery yard on the opposite side of the road, 20m away, on a country unclassified road that is extensively used by horses and cyclists - creating the cemetery will create danger for these road users with the increased traffic.
- The traffic survey was complete in April - over which dates - the report isn't specific. The school further down the road would have been closed for three weeks due to the Easter holidays falling in April, hence their figures and results could be much lower than reality due to this.
- They state that the heavy equipment required for the grave digging will most likely be contracted in - so twice a week a 3 ton tracked excavator will be brought in and out of the area - these would have to be transported on the back of a substantial sized lorry, certainly not suitable for the roads in the area.
- I actually would find it quite peaceful and could be interested in selling more land for the project if it is accepted by yourselves.
- Loss of woodland
- No street lighting
- There is an existing church and burial ground close by.
- It is very close to a school for 4-11 years old children. very depressing for them and their parents on their way to school
- This is green belt and should be used as such.

In support

- I believe that a woodland burial site will be advantageous in an area where many churchyards are full or almost to capacity.
- I know people in our village already signing up to have their ashes there
- I think it would be nice as former owner put in lots of bulbs in the woodlands when she owned it which I feel she would be happy as she was always found in the woods coppicing great memory as she sadly passed away few years ago

Comments on Representations:

9,2 There are inaccuracies within some of the documents submitted by the applicant, this is because there have been several revisions made to address consultee, officers and representation concerns and it would be unreasonable to request an update of all of the surveys and reports submitted. Please see Planning appraisal below for further details.

10. APPRAISAL

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

A Principle of development with reference to sustainability, countryside impact, flood risk / impact on ground waters (NPPF, NPPG, ULP Policies S7,ENV13, ENV12)

- B Whether access and parking arrangements would be satisfactory (ULP Policy GEN1 and GEN8)
- C Design (ULP Policies GEN2 and GEN5)
- D Impact on residential amenity (ULP Policies GEN2 and GEN4)
- E Impact upon protected species (ULP Policy GEN7)
- F Impact upon locally important heritage assets (ULP Policies ENV4 and ENV2)
- G Contamination (ULP Policy ENV14)

A Principle of development with reference to sustainability credentials, impact upon the countryside and flood risk / impact on ground waters (NPPF, NPPG, ULP Policies S7, ENV12 and GEN3)

- 10.1 The site lies within the countryside outside development limits and would therefore be contrary to the countryside protection aims of 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 which needs to take place there or is appropriate to a rural area. The policy adds 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 or there are special reasons why the development in the form proposed needs to be there.
- 10.2 The National Planning Policy Framework (NPPF) was adopted on the 27th March 2012 and forms the government's over-arching guidance on planning policy. The NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. The Framework identifies sustainable development as being 'economic', 'social' and 'environmental' whereby all planning proposals should contribute to building a strong, responsive and competitive economy, support strong vibrant and healthy communities and contribute to protecting and enhancing the natural, built and historic environment, as well as people's quality of life. These include (inter alia) making it easier for jobs to be created in cities, town and villages and improving the conditions in which people live, work, travel and take leisure. Paragraph 10 states that planning decisions need to take local circumstances into account so that they respond to the different opportunities for sustainable development in different areas.
- 10.3 The proposed development would have clear economic benefits in that it would provide new employment within the local area, both during construction and once completed. It will also have social benefits as it would provide choice for the public in where they have funeral services and would save on both journey times and road miles accordingly. There would also be local economic benefits for funeral directors, florists, churches and even facilities that can hold funeral wakes after the service has taken place. It is considered that the development accords fully with the NPPF in this respect as the development would be required to serve an established and justified need where it is clear from the applicant's detailed Planning and Needs statement that there is a need for a new burial ground to serve the southern part of Uttlesford District and the wider population within the area, whilst at the same time also encouraging growth, competition and choice for this specialist form of development. The burial ground is designed to meet

local needs. Bishops Stortford Town Council have indicated that burial space within the town will run out within 10 years unless new land can be found, unused pre-purchased graves resold or double burials initiated. The priest of the local church has confirmed that many churchyards are full or almost full to capacity in this area. The population is not only increasing but also ageing which is likely to lead to greater demand for burial space.

- 10.4 Core Principle 4 of the NPPF relates to 'Promoting Sustainable Transport', where paragraph 29 strives to reduce the need to travel and suggests that the transport system needs to be balanced in favour of sustainable transport. Paragraph 30 suggests that encouragement should be given to solutions which support the reduction in greenhouse gas emissions and which reduce congestion. Whilst it is acknowledged that a new burial ground in this rural location would draw traffic movements from the surrounding area in order to access the burial site, those same journeys would have been made in any case in order for funeral corteges to travel from the local area to alternative existing crematoria/burial grounds.
- 10.5 The site lies within the countryside outside development limits and would therefore be contrary to the countryside protection aims of 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 which needs to take place there or is appropriate to a rural area. The policy adds 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 or there are special reasons why the development in the form proposed needs to be there. It remains therefore to assess the environmental impact of the development in terms of levels of significance and whether, notwithstanding the identified sustainable credentials of the development in terms of the social and economic strands of the NPPF whether the proposal would amount to an intrusion within the countryside in terms of rural impact or whether through the design of the burial site and proposed mitigation measures put forward the development would be acceptable.
- 10.6 In this respect, the woodland is an important landscape feature, however, as part of the proposal the woodland to the site (apart from the widening of the access) will remain and all existing boundary landscaping will remain. The sites location next to the M11 is limited for many uses. The proposed use would enhance the site and provide an additional area of public open space.
- 10.7 The building has been the subject of pre-application advice from the Council's Conservation Officer and the submitted design reflects that advice. The building is compatible with the surroundings and low key and is unlikely to result in a significant visual impact.
- 10.8 The main service building would be single storey in height and would be screened along the street scene boundary by perimeter trees. A detailed Landscape Visual Impact Assessment (LVIA) has been submitted with the application which assesses the level of significance to which the proposed development would have on the character of the local landscape. This demonstrates that the proposal would have low visual impact.
- 10.9 The proposal would increase the levels of vehicular transport to the area as although there are bus services operating in the area they are infrequent (and bus stops some distance from the site) visitors and staff are likely to arrive by private motor car. There are only to be a maximum of two burials a week and

would be between the hours of 10.00 and 15.00 . It is considered that this level of intensification of traffic would not have such a significant impact on the character of the area to warrant refusal of the scheme

- 10.10 It is considered that the proposed development would have no significant material detrimental visual impact on the landscape character of the area as the limited views of the site from the surrounding area and distant views are all obscured/obstructed by intervening topography, vegetated boundaries and development and as the siting and scale of the development along with suggested means of landscaping would have a less than significant harmful impact on the particular character of the countryside at this rural site location.
- 10.11 In terms of flood risk, the site is shown to lie entirely within 'Zone 1 – low probability' (Flood Zone 1) flood risk area as defined by Table 1: Flood Zones of the PPG on the Environment Agency's flood risk map. However, the site area is in excess of 1 hectare (1.3 ha) and, therefore in accordance with the NPPF the application for the proposed development must be accompanied by a Flood Risk Assessment (FRA). The report concludes that the site is at very low risk of flooding and the potential risk from groundwater flooding at the surface and at burial depth is low. A Suds plan for the development has been submitted.
- 10.12 The Environment Agency and Essex County Council SuDs team have been consulted on the application and following further information being submitted now have no objections to the proposed development subject to conditions being imposed. It is considered subject to these conditions that the proposal would meet the aims of ULP policy GEN3
- 10.13 In view of the above It is considered that the principle of the development is acceptable in this location and would comply with the aims of policies S7, GEN3 and ENV12

B Whether access and parking arrangements would be satisfactory (ULP Policy GEN1 and GEN8)

- 10.14 Policy GEN1 states that development will only be permitted if it meets all of the following criteria.
- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.
 - b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.
 - c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.
 - d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.
 - e) The development encourages movement by means other than driving a car.
- 10.15 The Transport Statement which accompanies the application sets out detailed baseline data profiling in terms of predicted traffic flows to and from the site to make the evidence case that the local highway network would be able to cope with the level of car borne traffic predicted in terms of traffic capacity in connection with the number of burials estimated to take place at the site on an annual/weekly basis in addition to existing traffic volumes within the lane, which is, very low.

- 10.16 Vehicular access into the site for the proposed development would be via an existing access (which would be widened). The access is located on a bend and therefore adequate visibility splays must be provided. These can be achieved by an appropriate condition. Additionally in view of the sites location, it is important that there are no back to back services held as this could have an impact on highway safety. Although the applicant has stated that it is anticipated that a maximum of two services will be held each week it is considered that this needs to be reinforced by condition. The amount of traffic estimated to be generated by the proposal would be able to be accommodated on the surrounding transport network.
- 10.17 Highways England have been consulted on the proposal and have not raised any objections. ECC Highways have also not raised any highway objections subject to relevant conditions been imposed.
- 10.18 Burial sites are not specifically referred to in the ECC Parking Standards. D1 Places of worship may be the closest and at 1 space/10sqm would be a provision of 19 spaces. In view of the sites location, all parking needs to take place on site and the original application parking provision of 20 parking spaces was not considered to be adequate. Accordingly further revised plans were requested to show improved parking provision. The revised proposed site layout now shows that a total of 43 parking spaces would be provided for the public of which 2 of these would be wider disabled bays. In addition to this parking provision, 7 parking bays would be provided for staff and a further 5 spaces for hearse parking. There is a turning point for hearse turning close to the building. No objections are therefore raised to the proposal under ULP Policies GEN1 and GEN8.

C Design (ULP Policies GEN2 and GEN5)

- 10.19 Policy GEN2 states that development should be compatible with the scale, form, layout, appearance and materials of surrounding buildings. The application has been the subject of pre- application advice and this proposal reflects that advice. The building is of now of traditional design, the materials are compatible with the rural character of the area. The proposed building would be modest in scale and would be single storey. The service building would have a seating capacity of 69.
- 10.20 The building would be fully DDA compliant and would therefore comply with ULP policy RS1
- 10.21 The woodland (apart from the widening of the access) and the perimeter landscaping would remain and additional planting will be undertaken. The proposal would comply with Policy GEN2.
- 10.22 The applicant has stated that there will be no external lighting as the cemetery will only be open from dawn until dusk. The only lighting will be internal within the service building. As such, no objections are raised under ULP Policy GEN5.

D Impact on residential amenity (ULP Policies GEN2 and GEN4)

- 10.23 The proposal has the potential to impact on neighbour's amenity in respect of the generation of traffic and noise.
- 10.24 The issue of increased traffic attributed to the proposed use is noted, although it

has been demonstrated through both the applicant's submitted transport statement and also by the lack of objection by both Highways England and ECC Highways that associated traffic can be adequately accommodated on the local highway network. It is of course accepted that there will be times during the day when the occupants of these properties will be inconvenienced by slow moving traffic to the site associated with the funerals, although the operations of the crematorium at the site would be such that services would not commence before 10.00am and not finish after 3.00 whereupon these times are designed so as to reduce traffic impact during rush hour times. Any permission forthcoming for the proposal would be subject to a planning condition controlling hours of operation.

10.25 It is accepted that the nature of the proposed activity at the site could lead to some distress to the children on their way to the nearby school, however this is not a material planning consideration. The proposed timings of the services are between the hours of 10.00 and 15.00 and are the majority of services would therefore take place out of school start and finishing times. However, it should be stressed that a balance has to be struck with this planning application between providing a suitable and sustainable geographical location for a burial site for Uttlesford District where the applicant has sought to negate other potential areas of conflict in terms of site constraints and the needs of local residents. On balance it is considered that the benefits of the proposal would outweigh the negative impacts.

10.26 In the circumstances, it is considered that the proposal would not be contrary to ULP Policies GEN2 or GEN4 relating to residential amenity.

E Impact upon protected species (ULP Policy GEN7)

10.27 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.

10.28 In addition to biodiversity and protected species being a material planning consideration, there are statutory duties imposed on local planning authorities. Section 40(1) of the Natural Environment and Rural Communities Act 2006 states "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 consideration of planning applications. Similar requirements are set out in Regulation 3(4) of the Conservation (Natural Habitats &c) Regulations 1994, Section 74 of the Countryside and Rights of Way Act 2000 and Regulation 9(5) of the Conservation of Habitats and Species Regulations 2010. A Biodiversity Questionnaire has to be submitted by the applicant of any application to assess the likely presence of protected species within or in close proximity to the application site. The questionnaire allows the council to assess whether further information is required in respect of protected species and their habitats. Several of the questions were answered with a yes, and therefore an Extended Phase 1 Habitat survey and an Ecology Mitigation, Enhancement and Management Plan have been submitted. These identify that habitats on the site are considered to be of some ecological value and the presence of protected species is probable. They further add that with mitigation and enhancement measures the development of the site is likely to increase its ecological value and provide net gains to biodiversity. Essex County Council Ecologists have been

consulted and they have no objections to the proposal subject to conditions.

10.29 Subject to these conditions being imposed, the proposal would not be contrary to ULP Policy GEN7.

F Impact upon locally important heritage assets (ULP Policies ENV4 and ENV2)

10.30 The Historic Environment Record shows that the proposed development lies adjacent to a range of archaeological deposits. The earliest deposits comprise evidence of prehistoric occupation identified on the western side of the M11 (EHER 9090) which included a ditch containing a disturbed cremation. Both cremated bone and remains of a pottery vessel were discovered within the ditch. This evidence indicates settlement in the immediate vicinity. To the south east of the site lies a moated enclosure at Howe Green (EHER 4430-1). The complex at Howe Green comprises a listed 16th century farm house, within a moated site. To the south of this lies a converted Victorian farm complex. Immediately to the East of the site lies the historic estate of Hallingbury Park. The woodland in the northern part of the development area would have formed the boundary of the estate.

10.31 ECC Archaeology have been consulted on the application and they have recommended an Archaeological Programme of Trial Trenching followed by Open Area Excavation. This can be achieved by an appropriate condition.

10.32 The site is also adjacent to listed buildings. Specialist Conservation Advice is that she has no objections to the proposal subject to conditions in relation to appropriate materials being used in the construction of the service building. These can be achieved by the use of appropriate conditions

10.33 The proposal subject to conditions would comply with the aims of ULP policies ENV2 and ENV4.

G Contamination

10.34 Policy ENV14 requires that where a site is suspected to be contaminated and this may cause significant harm, or pollution of controlled waters (including groundwater) a site investigation, risk assessment, proposals and timetable for remediation will be required.

There is an electricity sub-station adjacent to the site and therefore there may be the potential for polychlorinated biphenyls contaminants in the vicinity.

There also may be issues relating to possible contamination of aquifers, which are used for the extraction of drinking water, from the discharge of ammonia from the buried copses. The NPPF paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Paragraph 120 states that local policies and decisions should ensure that new development is appropriate for its location, having regard to the effects of pollution on health or the natural environment, taking account of the potential sensitivity of the area or proposed development to adverse effects from pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Accordingly the Environment Agency, Affinity Water, Thames Water, SUDS team

and Environmental Health officers have been consulted.

Subject to appropriate conditions the proposal would comply with the aims of policy ENV14 and the NPPF..

11. CONCLUSION

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

- A The siting of a burial ground would be acceptable in principle in this location.
- B The proposal would be acceptable in every other respect against the constraints identified and assessed subject to appropriate conditions.

RECOMMENDATION – APPROVAL WITH CONDITIONS

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. Notwithstanding the details submitted, the elevations of the service building shall be clad in natural timber, featheredge boarding and shall be painted black. All window frames hereby permitted shall be timber and painted black, or an alternative colour to be agreed with the Local Authority. Subsequently, the materials shall not be changed without the prior written consent of the local planning authority.

REASON: In the interests of the appearance of the development in accordance with ULP Policy GEN2 of the Uttlesford District Plan (adopted 2005).

3. Prior to first occupation of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway with associated visibility spays of 2.4 x 103m in a north bound direction and 2.4 x 72m in a southbound direction to be maintained in perpetuity thereafter. The width of the access at its junction with the highway shall not be less than 5.5 metres, shall be retained at that width for 6 metres within the site and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with ULP Policy GEN1

4. No development or preliminary groundworks shall 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..

REASON: The Historic Environment Record shows that the proposed development lies adjacent to a range of archaeological deposits. The earliest deposits comprise evidence of prehistoric occupation identified on the western

side of the M11 (EHER 9090) which included a ditch containing a disturbed cremation. Both cremated bone and remains of a pottery vessel were discovered within the ditch. This evidence indicates settlement in the immediate vicinity. To the south east of the site lies a moated enclosure at Howe Green (EHER 4430-1). The complex at Howe Green comprises a listed 16th century farm house, within a moated site. To the south of this lies a converted Victorian farm complex. Immediately to the East of the site lies the historic estate of Hallingbury Park. The woodland in the northern part of the development area would have formed the boundary of the estate in accordance with ULP Policy ENV4 of the Uttlesford Local Plan (adopted 2005).

JUSTIFICATION: To enable the inspection of the site by qualified persons for the investigation of archaeological remains in accordance with a written scheme of investigation It is necessary to examine for recording purposes and also preservation locally important archaeological assets which are known to lie under the site prior to development commencing.

- 5 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 and to allow parking off street and clear from obstructing the adjacent footway/ cycleway/carriageway in the interest of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

- 6 The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been 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 roads does not occur in the interests of highway safety and that appropriate parking is provided in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

- 7 Burial services shall not be conducted at the site outside the hours of 10.00am and 3.00 pm and no more than one service to be held per day

REASON: In the interests of the protection of residential amenity and highway safety in accordance with ULP Policies GEN2, GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

- 8 All burials in the cemetery shall be
- A minimum of 50m from a portable groundwater supply source
 - A minimum of 30m from a water course or spring
 - A minimum distance of 10m from field drains
- No burial into standing water and the base of the grave must be above the local water table.

REASON: To prevent To prevent pollution of the water environment, in accordance with Policy ENV12 of the Uttlesford Local Plan (adopted 2005).

- 9 No works shall take place until a detailed surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme should include but not be limited to:
- Run-off from the site restricted to maximum 1l/s for all event up to the 1 in 100 inclusive of climate change storm event.
 - A storage volume that manages the 1 in 100 year event inclusive of climate change.
 - Demonstrate that seasonal groundwater testing has been conducted at burial depth.
 - Final modelling and calculations for all areas of the drainage system.
 - The appropriate level of treatment for all runoff leaving the site, in line with the CIRIA SuDS Manual C753.
 - Detailed engineering drawings of each component of the drainage scheme.
 - A final drainage plan which details exceedance and conveyance routes, FFL and ground levels, and location and sizing of any drainage features.
 - A written report summarising the final strategy and highlighting any minor changes to the approved strategy.
- The scheme shall subsequently be implemented prior to occupation.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

To ensure the effective operation of SuDS features over the lifetime of the development.

To provide mitigation of any environmental harm which may be caused to the local water environment

Failure to provide the above required information before commencement of works may result in a system being installed that is not sufficient to deal with surface water occurring during rainfall events and may lead to increased flood risk and pollution hazard from the site in accordance with ULP policy GEN3

- 10 No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall subsequently be implemented. The scheme shall be implemented as approved.

REASON: The National Planning Policy Framework paragraph 103 and paragraph 109 state that local planning authorities should ensure development does not increase flood risk elsewhere and does not contribute to water pollution. Construction may lead to excess water being discharged from the site. If dewatering takes place to allow for construction to take place below groundwater level, this will cause additional water to be discharged. Furthermore the removal of topsoils during construction may limit the ability of the site to intercept rainfall and may lead to increased runoff rates. To mitigate increased flood risk to the surrounding area during construction there needs to be satisfactory storage of/disposal of surface water and groundwater which needs to be agreed before commencement of the development.

Construction may also lead to polluted water being allowed to leave the site. Methods for preventing or mitigating this should be proposed. In accordance with ULP policy GEN3

11 No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a maintenance company, details of long term funding arrangements should be provided.

REASON: To ensure appropriate maintenance arrangements are put in place to enable the surface water drainage system to function as intended to ensure mitigation against flood risk.

Failure to provide the above required information before commencement of works may result in the installation of a system that is not properly maintained and may increase flood risk or pollution hazard from the site, in accordance with ULP policy GEN3

12 The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.

REASON: To ensure the SuDS are maintained for the lifetime of the development as outlined in any approved Maintenance Plan so that they continue to function as intended to ensure mitigation against flood risk, in accordance with ULP policy GEN3

13 No development shall take place, including ground works and vegetation clearance, until a biodiversity monitoring strategy has been submitted to, and approved in writing by, the local planning authority. The purpose of the strategy shall be to ensure the proposed grassland, woodland, hedgerows and pond enhancements are successful.

The content of the Strategy shall include the following.

- a) Aims and objectives of monitoring to match the stated purpose.
- b) Identification of adequate baseline conditions prior to the start of development.
- c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.
- d) Methods for data gathering and analysis.
- e) Location of monitoring.
- f) Timing and duration of monitoring.
- g) Responsible persons and lines of communication.
- h) Review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

REASON: To ensure maximum net gain for biodiversity, in accordance with NPPF paragraph 109 and ULP policy GEN7

Justification: Monitoring is required to ensure that that the proposed development

delivers the fully functioning biodiversity outcomes set out, firstly, in the planning application and then approved in the planning consent. Monitoring is also required to: a) determine whether any conservation actions have been ineffective, leading to failure (in full or part) to achieve stated conservation objectives, and b) identify contingencies and/or remedial measure required to ensure that biodiversity outcomes comply with the originally approved scheme

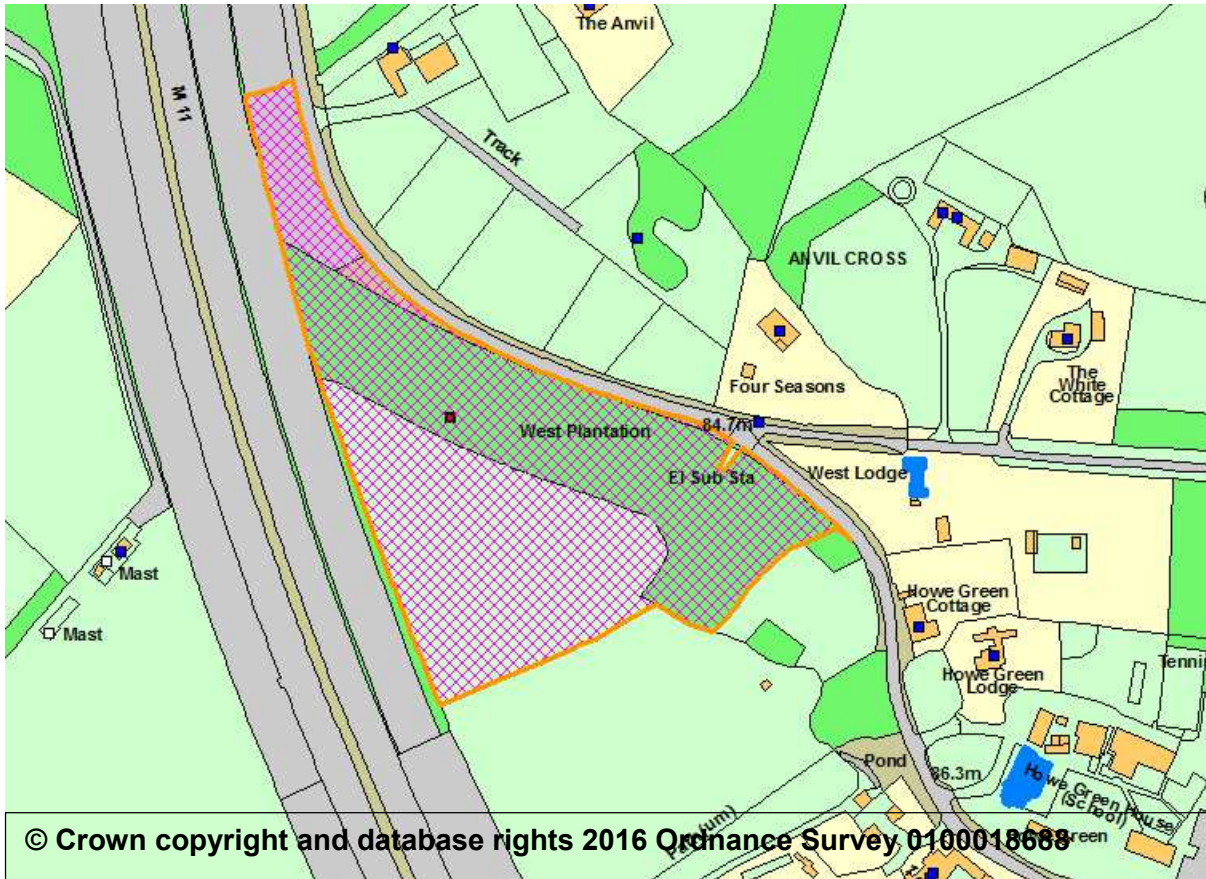
- 14 The parking area as indicated on submitted plan CDS_ SPD_ACC_01 reV06 hereby approved shall not thereafter be used for any purpose other than the parking of vehicles.

REASON: In the interests of highway safety in accordance with ULP polices GEN1 and GEN8

- 15 The development hereby permitted shall be implemented in accordance with the scheme of mitigation/enhancement submitted with the application in all respects and any variation thereto shall be agreed in writing by the local planning authority before such change is made.

REASON: In the interest of the protection of the wildlife value of the site in accordance with ULP policy GEN7.

Application number: UTT/16/2404/FUL
Address: Land East Of M11 Howe Green Howe Green Road
Great Hallingbury



Organisation: Uttlesford District Council

Department: Planning

Date: 25 January 2017