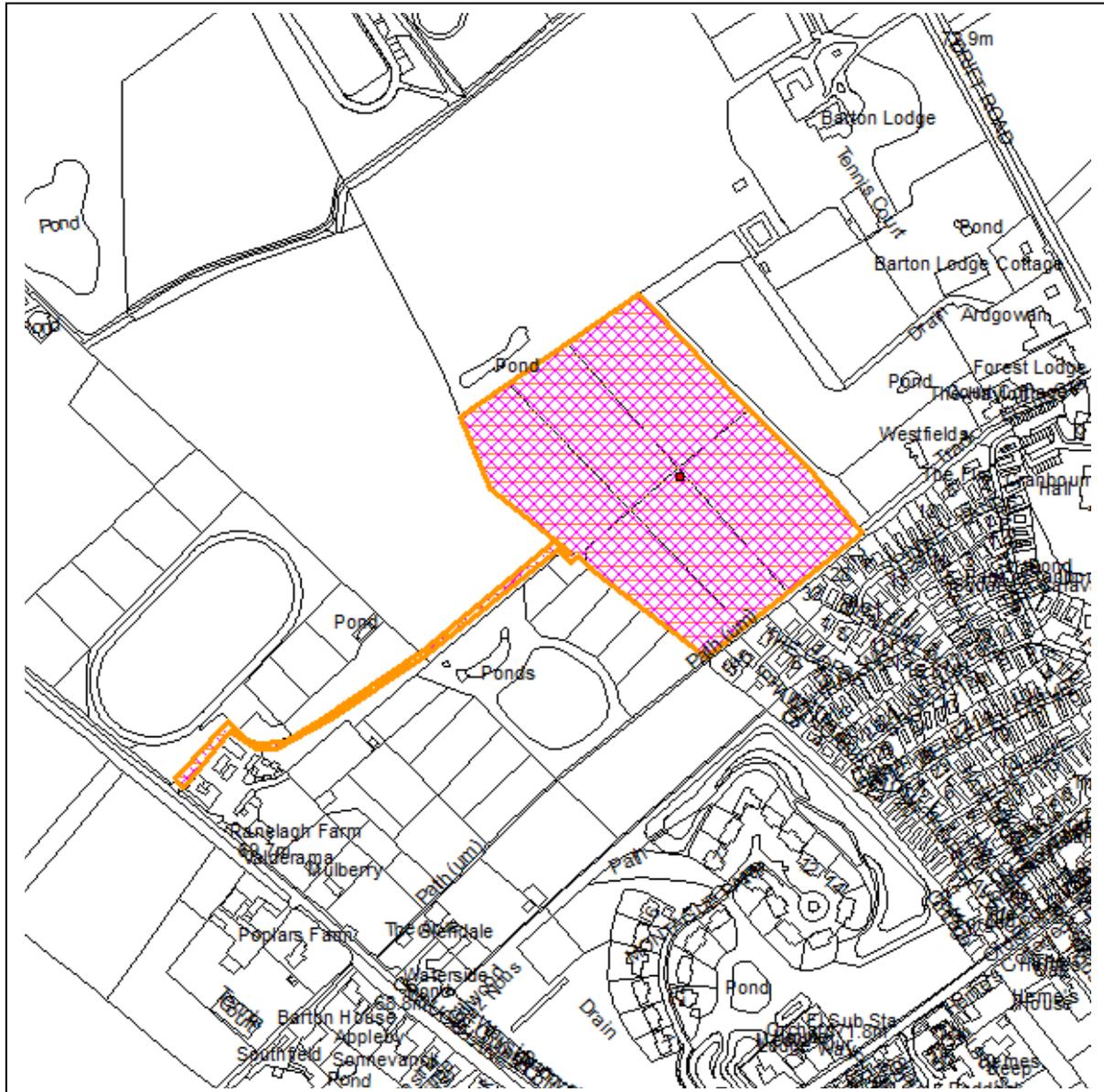


ITEM NO: 06Application No.
16/00846/FULWard:
Winkfield And
CranbourneDate Registered:
7 October 2016Target Decision Date:
2 December 2016

Site Address:

**Land At Reference C012Z Drift Road Winkfield
Windsor Berkshire**Proposal:
Levelling of a field.Applicant:
Ms Yvette ConnAgent:
Mr Paul DickinsonCase Officer:
Michael Ruddock, 01344 352000development.control@bracknell-forest.gov.uk**Site Location Plan** (for identification purposes only, not to scale)

OFFICER REPORT

1. SUMMARY

1.1 The proposed development involves the levelling of an existing field. This would require materials to be imported onto the site from an existing access and the creation of a temporary haul road from Crouch Lane.

1.2 It is not considered that the development would result in an adverse impact on the character or visual amenities of the area or the living conditions of adjoining residents, subject to appropriate conditions. Furthermore it is not considered that the development would result in an unacceptable impact on highway safety, trees, biodiversity, flood risk or archaeology.

RECOMMENDATION
Planning permission be granted subject to conditions in Section 11 of this report

2. REASON FOR REPORTING APPLICATION TO COMMITTEE

2.1 The application is reported to the Planning Committee as more than five objections have been received.

3. PLANNING STATUS AND SITE DESCRIPTION

PLANNING STATUS
Equestrian use
Within the Green Belt

3.1 The application relates to a field sited between Drift Road and Crouch Lane, to the north of Cranbourne Hall Mobile Home Park. The site is rectangular in shape with dimensions of approximately 250m in length and 180m in width with an area of approximately 4.4ha. The submitted location plan defines the application site (outlined in red) within the wider ownership of the applicant (outlined in blue).

3.2 As existing, access to the site is from a track from Drift Road at a point approximately 280m north of the junction between Drift Road and North Street. This track also serves the residential dwellings of Court Cottage, The Hayloft and Westfields, and also provides a secondary access to the Mobile Home Park. The track is not within the ownership of the applicant.

3.3 As set out in the applicant's Supporting Statement, the site is used by the landowner for the keeping and exercising of privately owned horses. This includes schooling, training and riding of horses to provide appropriate exercise.

3.4 The site is located within the Green Belt, and is part of Flood Zone 1. It is noted that a belt of trees extends across the site from the north to the south, however none are protected by a Tree Preservation Order. A public right of way runs across the south of the site.

4. RELEVANT SITE HISTORY

4.1 Application 613037 - Outline Application for erection of one bungalow – REFUSED 1988

5. THE PROPOSAL

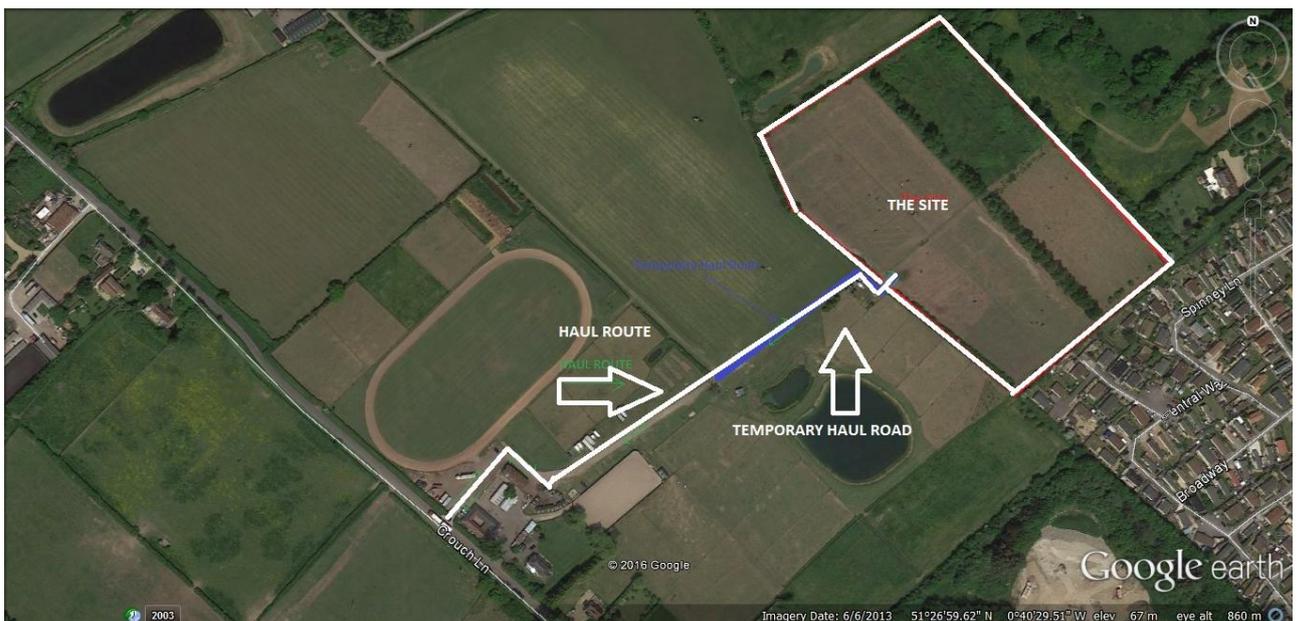
5.1 The proposed development is to carry out works involving levelling of the field. At present the field falls from east to west, therefore works would involve reducing levels on the eastern side of the field and raising them on the western side of the field. A fall of approximately 2m would remain across the width however this would be a more gradual and even fall equating to a gradient of around 1:80. This would provide an improved surface for the exercising and training of horses.

5.2 The new levelled area would be graded to meet existing levels, and the submitted drawing 'Proposed Re-Leveling' shows how the land will be remodelled. There is little or no embankment on three sides, and the southern end involves an embankment with a level change of approximately 1.5m over a distance of 7m-8m which would be graded into the adjacent levels.

5.3 The application relates to this engineering operation only and does not involve any change from the private equestrian use of the land. It does not involve any new buildings or structures. The existing belt of trees across the middle of the site would be removed however a buffer of between 15m and 25m would be retained around the edge of the field.

5.4 The proposed development would require materials to be imported onto the site to provide a suitable and level topsoil base for seeding. The applicant expects around 30,000 cubic metres of material to be required for this purpose.

5.5 The application as originally submitted proposed access for the lorries over the existing track from Drift Road, however concerns were raised about the highway safety and residential amenity impacts of such a proposal. As a result the proposal has been amended with the applicants identifying an alternative route for lorries to the west via Ranelagh Farm. Lorries would access the farm via the existing entrance from Crouch Lane and then use an existing two way road to a point where a temporary haul road would be provided to access the application site. This would involve laying a membrane with a temporary hardcore base which would be removed at the end of operations and the land restored. The below photograph illustrates the existing road, temporary haul route and the application site:



5.6 Additional information has also been submitted with regard to the development phase which was received on 27 February 2017. The applicant has confirmed that they would operate a one-way loop system to access the site involving Drift Road, Winkfield Lane, Crouch Lane and North Street. This would involve left turn movements only, including at the site entrance. A temporary passing bay is proposed adjacent to the site entrance and a vehicle tracking plan has been submitted in respect of the site access off Crouch Lane. A Construction Management Plan has also now been submitted which confirms that deliveries will be limited to a maximum of 50 lorries per day, Monday to Friday, between 07.30 and 17.30. The programme duration is confirmed at three months.

6. REPRESENTATIONS RECEIVED

Winkfield Parish Council:

6.1 Winkfield Parish Council have concerns in relation to the impact of the proposed works on neighbouring properties and are sympathetic to the objections of neighbouring residents. WPC feel that it is important to maintain the trees bordering the area. If the officer is satisfied that the concerns of neighbours can be mitigated effectively, WPC would ask that restrictions be applied to the times in which work is permitted (Monday - Friday daytime only). We would further ask that a strict timescale be applied for the completion of levelling.

[OFFICER COMMENT: These comments were received in respect of the application as originally submitted. Comments have not been received on the amended plans at the time of writing the report.]

Other representations:

6.2 Eight objections were received in respect of the application as originally submitted. The reasons for objection can be summarised as follows:

- Highway safety concerns relating to the use of the access road from Drift Road.
- Residential amenity concerns relating to the use of the access road from Drift Road.
- Adverse impact on the Green Belt due to an increase in noise and traffic.
- Impact on a ditch in between the site and the adjacent Mobile Home Park due to potential damage or blockage.
- Increase in noise and disturbance due to the field being upgraded to act as a training facility.

[OFFICER COMMENT: The use of the field as private equestrian would not change and the excising and training of horses could occur as existing without the need for planning permission. A more intense commercial use would require planning permission in its own right.]

- The removal of the trees dividing the field will remove an important feature of the area.
- Impact on the footpath to the south of the site.

[OFFICER COMMENT: The footpath to the south is a public right of way however the application would not change the use of the land or involve any built form. The impact on this during construction is assessed below.]

- Concerns with regard to drainage.

6.3 Following the submission of amended details which changed the site access from Drift Road to Crouch Lane, the neighbours who objected were re-consulted on the application. One neighbour responded to withdraw their objection. A further neighbour responded to say that the amendments were welcomed but concerns still remain with regard to drainage and noise levels.

6.4 In respect of these amended details, 21 further objections were initially received. Following the submission of additional information, 16 letters were received, either reiterating previous objections or raising new objections. The reasons for these objections can be summarised as follows:

- Drift Road is more suitable for access by lorries than Crouch Lane, as Crouch Lane is narrower.
- Increase in traffic along Crouch Lane would result in an adverse impact on highway safety. Crouch Lane is narrow with no footpath, and there would be an increased risk of injury to pedestrians.
- Potential for congestion at junctions with North Street and Winkfield Lane.
- Addition of sweepers would add to increase pollution in the air.
- The development would cause considerable loss of amenity to residents on Crouch Lane through an increase in noise and disturbance from lorries accessing the site.
[OFFICER COMMENT: The above issues are addressed below.]
- Use of the lane by HGVs will cause damage to verges.
[OFFICER COMMENT: Any potential damage to highway verges resulting from lorries would need to be rectified/paid for by the applicant and the Highway Authority has powers under the Highways Act to deal with this.]
- Object to the building of a road in the middle of a field in the Green Belt with the high possibility of future applications for barns, sheds and tents in this field.
[OFFICER COMMENT: The new haul road will be temporary, and a condition is recommended to secure its removal once development is complete. The proposal is not for any additional building, and any future applications for such development will be dealt with on their own merits.]
- The site is suitable for equestrian use without levelling. Struggle to see how the cost of the proposal can be justified to provide a level field for horse grazing which raises the question of whether this is a commercial land fill scheme.
[OFFICER COMMENT: A material change of use to a commercial use would require planning permission in its own right.]
- Amendments do little to reduce the impact that the lorries would have on Crouch Lane.
- Development would pose a danger to children accessing Cranbourne Primary School.
[OFFICER COMMENT: The school is on Lovel Road, and is approximately 1.2km from the site.]
- If the works are needed for the stated purpose, a temporary permission should be granted to allow the works or an appropriate phasing condition with a policing mechanism required.
[OFFICER COMMENT: A condition is considered appropriate, see Condition 3 below.]
- Neighbours on Crouch Lane have not been consulted on the revised proposal. The application should be deferred until all the residents of Crouch Lane and North Street have been properly notified and consulted.
[OFFICER COMMENT: This comment was received in January following the first amendments to the application. All residents were consulted on the additional information received on 27 February 2017.]

6.5 In summary, objections from 32 households have been received to the proposed development.

7. SUMMARY OF CONSULTATION RESPONSES

Highways Officer

7.1 Recommend conditional approval following the submission of amended plans.

Environmental Health

7.2 Recommend conditional approval.

Lead Local Flood Authority

7.3 No objection.

Berkshire Archaeology

7.4 Recommend conditional approval.

8. MAIN POLICIES AND OTHER DOCUMENTS RELEVANT TO THE DECISION

8.1 The key policies and associated guidance applying to the site are:

	Development Plan	NPPF
General policies	CP1 of SALP, CS1 & CS2 of CSDPD	consistent
Green Belt	CS9 of CSDPD	consistent
Character	CS7 of CSDPD, Saved policies EN2 and EN20 of BFBLP.	consistent
Residential Amenity	Saved policies EN20 and EN25 of BFBLP	consistent
Highway Safety	CS23 of CSDPD	consistent
Trees	Saved Policies EN1 and EN20 of BFBLP	consistent
Biodiversity	CS1 and CS7 of CSDPD	consistent
Flood Risk	NPPF para 103 and Footnote 20 Planning Practice Guidance on Flood Risk	N/A
Public Right of Way	Saved Policy R8 of BFBLP	consistent
Archaeology	NPPF para 141	N/A
Other publications	National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).	

9. PLANNING CONSIDERATIONS

9.1 The key issues for consideration are:

- i Principle of the Development
- ii Impact on character and appearance of the area
- iii Impact on a Public Right of Way
- iv Impact on residential amenity
- v Transport implications
- vi Effect on Trees
- vii Biodiversity Considerations
- viii Flood Risk
- ix Archaeology
- x Community Infrastructure Levy

i. Principle of the development

9.2 The site is located within the Green Belt, as defined on the adopted Policies Map, and therefore Policy CS9 of the CSDPD is relevant. This policy protects land outside settlements for its own sake particularly from development that would adversely affect the character, appearance or function of the land. It seeks to protect the Green Belt from inappropriate development.

9.3 The NPPF states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Paragraphs 87-89 advise that inappropriate development is by definition harmful to the Green Belt. Local Planning Authorities should ensure that substantial weight is given to any harm to the Green Belt. Consequently the policy referred to above is considered to be consistent with the NPPF in the context of this proposal.

9.4 As the proposal is for an engineering operation only it would not involve a change of use of the land and would not result in any additional buildings. It would not result in any impact upon the openness of the Green Belt and the function of the land would remain as existing.

9.5 Paragraph 90 of the NPPF includes engineering operations in a list of other forms of development that are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land in the Green Belt.

9.6 The proposal is therefore not considered to constitute inappropriate development in the Green Belt and does not conflict with the purposes of including land within the Green Belt or detract from its openness. It therefore complies with CSDPD Policy CS9 and the NPPF.

ii. Impact on the character and appearance of the area

9.7 The proposal would not result in any additional built form, and the use of the land would remain as existing. Given the size of the site, the proposed level changes would not be significant. As such it is considered that there would be minimal visual impact on the character of the area as a result of the proposal.

9.8 An existing road through Ranelagh Farm would be utilised to access the site. This extends approximately 200m north east from Crouch Lane and then a temporary haul route is proposed for approximately 130m between the existing road and the application site. As this would not be a permanent feature it would not result in any long term harm to the character and appearance of the area, however a condition is considered necessary to ensure that this land is restored to its former state following completion of the development. This would ensure that there would be no long term harm to the character and appearance of the area.

9.9 The Construction Management Plan states that deliveries will be limited to a maximum of 50 deliveries per day, Monday to Friday between 07.30 and 17.30 hours, and that the programme duration for the development is three months. These restrictions will be secured by condition, to ensure that the development is completed in a timely manner and to minimise disruption. A separate condition will require the submission of the soft landscaping details that would be implemented following the levelling.

9.10 Due to the nature of the works they would have the potential to contaminate the land. To ensure that the soil being added to the land is not contaminated, each load must have a waste transfer note and/or a clean soil certificate so that the origin of the soil can be identified. These must be sent to the Local Planning Authority who shall inform the Council's Environmental Health Team. A condition is recommended to this effect.

9.11 It is therefore not considered that the proposed development would result in an adverse impact on the character and appearance of the area. As such it would not be contrary to CSDPD Policy CS7, BFBLP 'Saved' Policy EN20 or the NPPF.

iii. Impact on a Public Right of Way

9.12 The application site includes a public right of way along the southern boundary. The Council's Public Rights of Way Officer is satisfied that the levelling of the field would not result in any long term impacts upon the public right of way however access to this should remain for the duration of the development. The applicants will be made aware that access should remain unobstructed by way of an informative. The amended application proposing access from the west ensures that there would be no impact on the public right of way due to lorries accessing the site.

9.13 As such the proposal is not considered to be contrary to BFBLP 'Saved' Policy R8 or the NPPF.

iv. Residential Amenity

9.14 Due to the nature of the proposal it would not give rise to any concerns with regard to loss of amenity through loss of light or being overbearing.

9.15 As originally proposed, access would have been taken from Drift Road along the narrow track that serves Court Cottage, The Hayloft and Westfields. In respect of this proposal concerns were raised that the development would result in an unacceptable increase in noise and disturbance as a result of the number of lorries using this track to access the site during the day.

9.16 Due to these concerns the application has been revised so that access for site deliveries would be taken off Crouch Lane and through Ranelagh Farm, a site under the ownership of the applicants. The closest residential property to the access outside of Ranelagh Farm is Valderama which is located approximately 100m to the south of the access. It is not considered that taking access at this distance away would result in an unacceptable level of noise and disturbance to the properties along Crouch Lane.

9.17 Concerns have been raised with regard to the number of lorries that would be using Crouch Lane. Although it is acknowledged that there would be a significant number of vehicle movements associated with the development, as the Local Planning Authority have no control over vehicle movements along Crouch Lane as existing it is considered that it would not be reasonable for the Local Planning Authority to refuse the application on this basis. Furthermore the development would be for a temporary period only, and neither the existing access road nor the new temporary haul route would be in close proximity to any residential dwellings.

9.17 As set out above, the Construction Management Plan states that deliveries will be limited to a maximum of 50 deliveries per day, Monday to Friday between 07.30 and 17.30, and that the programme duration for the development is three months. These restrictions will be secured by condition.

9.18 As such it is not considered that the proposed development, as amended, would result in a detrimental effect on the amenities of the residents of the neighbouring properties. A condition will be imposed to ensure that access to the site is from Crouch Lane only and not Drift Road to ensure that there would not be an unacceptable increase in noise and disturbance to the residents of the neighbouring properties. The proposal is therefore not considered to be contrary to BFBLP 'Saved' Policies EN20 EN25 or the NPPF.

v. Transport Implications

9.19 In addition to the noise and disturbance concerns highlighted above, the original access to the site from Drift Road would have also resulted in highway safety concerns due to limited visibility for Lorries exiting onto Drift Road. The Highway Authority was also concerned that the access from Drift Road was inadequate for the use of 50 lorries a day as it is not of sufficient width to allow lorries to pass each other. There was also potential for conflict between Lorries and pedestrians to the detriment of highway safety.

9.20 As such, the proposal has been amended so that access is taken off Crouch Lane. Crouch Lane is an unclassified rural road which is not as heavily trafficked as Drift Road and the existing access is currently used by large vehicles, including large articulated horse boxes for access to a working farm and stables. It is noted that a tipper lorry has similar dimensions (width and length) to a large horse transporter and other agricultural vehicles.

9.21 The applicant has proposed a one-way loop system which would involve Lorries using Winkfield Lane to head southwards along Crouch Lane to access Ranelagh Farm before exiting southwards along Crouch Lane. This would spread lorry movements and thereby reduce the potential for conflict between two Lorries. It is noted that there is a 30mph speed limit past the neighbouring properties towards North Street. The loop system would need to be formalised into a Management Plan that can be secured by condition.

9.22 The applicant has proposed a localised widening of Crouch Lane to include a layby to the north of the Ranelagh Farm access. This is shown on drawing 17.20-001: Proposed Access Arrangements (see below) along with associated vehicle tracking for a 4-axle tipper lorry turning left into the farm and left out onto Crouch Lane. The tracking indicates that widening Crouch Lane from 5m to 6m over a distance of 25m would improve access for a tipper lorry where it is noted that large vehicles currently using the Ranelagh Farm access are over-running the verge on the opposite side of the lane. The lane widening can be secured by planning condition and the applicant will be advised by way of an informative that they will require the consent of the Highway Authority for these works.



9.23 Sight lines of approximately 2.4m by 150m to either side of the Ranelagh Farm access and along Crouch Lane are available to reduce conflict and enable cars and other users of the lane such as pedestrians and horse riders to wait for Lorries turning in and out of Ranelagh Farm.

9.24 The applicant has provided a Construction Management Plan (CMP) which notes that the applicant will use banks-men at the site entrance and the existing gates would be open during site operation. The CMP states that a wheel spinner (wash) would be provided on the site and that a section of the internal access road between the wheel wash and the site entrance would be a tarmac surface. This should prevent mud from tracking onto Crouch Lane and the applicant notes that road sweeping would be carried out on surrounding roads in the event of mud being tracked onto it. The details of the Construction Management Plan can be secured by condition.

9.25 The CMP makes reference to the temporary haul road, which would follow a similar alignment to an existing track across Ranelagh Farm towards the field. This would not affect any public rights of way. Advanced warning signs should be provided along Crouch Lane and these could also warn Lorry drivers that the lane is used by horse riders. Details of the haul road, access and turning for Lorries, contractor parking, highway signage etc can be secured by a condition requiring a site organisation plan.

9.26 It is noted that the existing private equestrian use is low key and only involves one or two persons riding or exercising horses on the land at any one time. The proposal does not involve any buildings or structures or any change to the existing use and as such although there would be a significant increase in traffic movements for the duration of the development, there would be no long term increase in traffic movements. The Highway Authority would expect the applicant to monitor and survey the highway access and carry out any necessary repairs via highway licence.

9.27 As such a condition is recommended requiring a Site Management Plan to be submitted to and approved by the Local Planning Authority prior to the commencement of works. The Site Management Plan would be expected to address the above points. Providing that an acceptable Site Management Plan is provided it is not considered that the development would result in an adverse impact on highway safety. As such the development would not be contrary to CSDPD Policy CS23 or the NPPF.

vi. Effect on Trees

9.28 None of the trees on or adjacent to the site are protected by Tree Preservation Orders (TPOs), nor is it considered that they would merit TPOs.

9.29 The belt of trees across the centre of the site would be removed, however it is not considered that these trees provide any significant amenity value. It is noted that they could be removed at any time without consent. It is therefore not considered that their removal would result in any visual amenity concerns and it is not considered reasonable or necessary to impose a condition requiring re-planting to mitigate the loss of these trees.

9.30 The trees to be retained to the northern and eastern boundaries make more of a contribution to the visual amenities of the area. Given the buffer that would be retained around the edge of the field it is not considered that there would be any long term impact on the rooting environment of these trees. The submitted Tree Protection Strategy demonstrates that the works would not unacceptably encroach within any of the Root Protection Areas of these trees.

9.31 It is therefore not considered that the development would result in an adverse impact on trees worthy of retention. It is therefore not considered that the development would be contrary to BFBLP 'Saved' Policies EN1 and EN20 or the NPPF.

vii. Biodiversity Considerations

9.32 A Phase 1 Ecology Survey has been submitted with the application, which confirms that there are no records of protected species within or adjacent to the application site. It is therefore not considered that the development would result in an adverse impact on protected species. The hedgerows that surround the site and provide foraging habitat and shelter would not be affected.

9.33 The Ecology Survey recommends mitigation measures and enhancement proposals which will be secured by condition. A further condition will restrict site clearance within the bird nesting season. It is therefore considered that the proposal would protect and enhance biodiversity in accordance with CSDPD Policies CS1 and CS7 and the NPPF.

viii. Flood Risk and Surface Water Drainage

9.34 The site is not located within Flood Zone 2 or Flood Zone 3, however as it is greater than 1 hectare a Flood Risk Assessment (FRA) is required by Paragraph 103 and Footnote 20 of the NPPF. The site has an area of 4.4 hectares. The applicants have also submitted a Technical Note regarding Surface Water Drainage from PBA in support of the application.

9.35 The nearest areas within Flood Zones 2 and 3 are specific watercourses over 1km away. These watercourses do not pass through the site. The site lies within Flood Zone 1 (low probability). Table 2 within the Planning Practice Guidance on Flood Risk states that outdoor sport and recreation is a 'water compatible' use. Table 3 confirms that such uses are acceptable within all flood zones and specifically within Flood Zone 1. The guidance acknowledges that although a site specific FRA is required in these instances, this need only be brief unless certain factors or other local considerations require particular attention. A short site-specific Flood Risk Assessment was submitted in support of the application.

9.36 In this case it is not considered that the development would result in any increased flood risk on the site as it involves levelling works only. Although the site would be made more level, the overall fall of the land from east to west would remain as existing albeit at a more gradual fall of 2m (equating to a gradient of 1:80 across the site). As such the amount and rate of surface water runoff would not change significantly.

9.37 The Environment Agency 'Flood Risk from Surface Water' map shows that most of the site has a 'very low' risk of surface water flooding, with areas in the central and southern parts of the site with a 'low' to 'medium' risk of surface water flooding. The site topographic survey indicates that the land falls towards the south west from the north east, and does not show any topographic depressions in the area where there would be a higher surface water flood risk.

9.38 The use of the site would remain as existing and the development does not involve any buildings or structures. It would not involve the creation of any artificial surface or loss of permeable surface area. As such there would be no increase in surface water rates or volumes from the site. The site will continue to drain by infiltration and by overland flow in extreme events to the existing ditch system that will be retained. As such the proposals will not give rise to any significant change in off-site flood risk.

9.38 The Lead Local Flood Authority has not raised any objection to the proposal, and it is not considered that the proposal would result in an increase in flood risk to the surrounding

area. The proposal would therefore not be contrary to the Planning Practice Guidance in relation to Flood Risk or the NPPF.

ix. Archaeology

9.34 In view of the significant area that would be levelled it is considered that the proposal could have archaeological implications. Topsoil stripping in advance of filling on the soft geology of London Clay has the potential to impact detrimentally on any archaeological deposits that may occur throughout the site area.

9.35 Berkshire Archaeology consider that these impacts can be mitigated by an appropriate programme of archaeological work. As such a condition will be imposed to ensure that the development would not be contrary to NPPF para 141.

x. Community Infrastructure Levy (CIL)

9.36 Bracknell Forest Council introduced charging for its Community Infrastructure Levy (CIL) on 6th April 2015. CIL is applied as a charge on each square metre of new development. The amount payable varies depending on the location of the development within the borough and the type of development.

9.37 CIL applies to any new build (except outline applications and some reserved matters applications that leave some reserved matters still to be submitted), including new build that involves the creation of additional dwellings. The proposed development is not CIL liable.

10. CONCLUSIONS

10.1 It is not considered that the development would result in an adverse impact on the character and appearance of the local area, residential amenity, highway safety, significant trees, biodiversity, flood risk or archaeology subject to appropriate conditions.

10.2 It is therefore considered that the proposed development complies with Development Plan Policy SALP Policy CP1, CSDPD Policies CS1, CS7, CS9, and CS23, BFBLP 'Saved' Policies EN1, EN20 and EN25 and the NPPF.

11. RECOMMENDATION

11.1 **APPROVE** the application subject to the following conditions:-

01. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON: To comply with Section 91 of the Town and Country Planning Act 1990
02. The development hereby permitted shall be carried out only in accordance with the following approved plans received by the Local Planning Authority on 25.11.16 and 27.02.17:
041115/LEVEL (Revision A)
Block Plan
REASON: To ensure that the development is carried out only as approved by the Local Planning Authority.
03. The developer shall notify the Local Planning Authority in writing within 21 days of the commencement of works on site.
Within 3 calendar months of the notice period provided to the LPA, the levelling of the field authorised by this permission shall cease, the haul road (shown on the Block

Plan) shall be removed and the land over which it extended returned to its former condition.

REASON: To ensure that the development is completed in a timely manner and to ensure that the impacts on the amenities in the area are kept to a minimum.

[Relevant Policy: CSDPD Policy CS9, BFBLP EN20]

04. The development shall not be begun until a scheme depicting soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a 3 year post planting maintenance schedule.
All planting comprised in the soft landscaping works shall be carried out and completed in full accordance with the approved scheme, in the nearest planting season (1st October to 31st March inclusive) to the completion of the development. As a minimum, the quality of all landscape works shall be carried out in accordance with British Standard 4428:1989 'Code Of practice For General Landscape Operations' or any subsequent revision. All trees and other plants included within the approved details shall be healthy, well formed specimens of a minimum quality that is compatible with British Standard 3936:1992 (Part 1) 'Specifications For Trees & Shrubs' and British Standard 4043 (where applicable) or any subsequent revision. Any trees or other plants which within a period of 5 years from the completion of the development, die, are removed, uprooted, are significantly damaged, become diseased or deformed, shall be replaced during the nearest planting season (1st October to 31st March inclusive) with others of the same size, species and quality as approved.
REASON: In the interests the visual amenities of the area.
[Relevant Policies: BFBLP EN2 and EN20, CSDPD CS7]
05. Within one week of delivery, a waste transfer note and/or a clean soil certificate for each load must be submitted to the Local Planning Authority.
REASON: To identify the origin of the soil to protect the land from contamination.
[Relevant Policy: BFBLP EN20]
06. No levelling work or deliveries of materials shall take place outside the hours of 07.30 and 17.30 Monday to Friday and not at any time on Saturdays, Sundays or Public Holidays.
REASON: In the interests of the amenities of occupiers of neighbouring properties.
[Relevant Policy: BFBLP EN20, EN25]
07. Access to the site shall be from Crouch Lane only.
REASON: In the interests of the amenities of occupiers of neighbouring properties and in the interests of highway safety.
[Relevant Policy: CSDPD CS23, BFBLP EN20]
08. The development shall be carried out in accordance with the Construction Management Plan, dated 17.02.17 and received by the Local Planning Authority on 27.02.17.
REASON: In the interests of the amenities of occupiers of neighbouring properties and in the interests of highway safety.
[Relevant Policy: CSDPD CS23, BFBLP EN20]
09. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority for off site highway works including the widening of Crouch Lane to the north west of the site access. The development shall be carried out in accordance with the approved scheme.
REASON: In the interests of highway safety.
[Relevant Policy: CSDPD CS23]

10. The development hereby permitted shall not be begun until a scheme has been submitted to and approved in writing by the Local Planning Authority, to accommodate:
- (a) Parking of vehicles of site personnel, operatives and visitors
 - (b) Loading and unloading of materials
 - (c) Access to the site and on-site turning for lorries
 - (d) Storage of plant and materials used in constructing the development
 - (e) Temporary portacabins and welfare for site operatives
 - (f) Traffic control through Ranelagh Farm and details of the haul road
 - (g) Advance warning signs
- and each facility shall be retained throughout the course of construction of the development, free from any impediment to its designated use. No other areas on the site, other than those in the approved scheme shall be used for the purposes listed (a) to (g) above.
- REASON: In the interests of amenity and road safety.
[Relevant Policy: CSDPD CS23, BFBLP EN20]
11. The development shall be implemented in accordance with the scheme of biodiversity mitigation and enhancement measures contained within the AAe Environmental Ltd Ecological Report dated July 2016. The scheme shall be performed, observed and complied with.
- REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]
12. No site clearance shall take place during the main bird-nesting period of 1st March to 31st August inclusive, unless a scheme to minimise the impact on nesting birds during the construction of the development has been submitted to and approved in writing by the Local Planning Authority. Any site clearance during this period shall be undertaken in compliance with the approved scheme.
- REASON: In the interests of nature conservation
[Relevant Plans and Policies: CSDPD CS1, CS7]

Informative(s):

01. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission subject to conditions, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
02. No details are required to be submitted in relation to the following conditions; however they are required to be complied with:
- 1. Commencement
 - 2. Approved Plans
 - 6. Hours of Operation
 - 7. Access
 - 8. Construction Management Plan
 - 11. Biodiversity
 - 12. Site Clearance

The applicant is advised that the following conditions require discharging prior to commencement of development:

- 3. Notification of commencement
- 4. Landscaping
- 5. Waste Transfer Note
- 9. Off Site Highway Works

10. Site Management Plan

03. The applicant is advised that a public right of way is located on the southern boundary of the site. This should not be obstructed during the development of the site.
04. A Highway Licence would be required for temporary signs on highway verges. The applicant is expected to monitor and survey the highway access and carry out any necessary repairs via highway licence.
05. The applicant should be aware of the need to enter into a Section 278 Agreement under the 1980 Highway Act before any work can be undertaken within the public highway.