
APPLICATION NO.	P08/E0298
APPLICATION TYPE	Full
REGISTERED	10.03.2008
PARISH	Rotherfield Greys
WARD MEMBERS	Mr Maurice Newland
APPLICANT	Mr Ian Walls
SITE	Land near Greys Green Farm, Rotherfield Greys
PROPOSALS	Change of use from agricultural to a natural burial ground incorporating a new access with gate off Greys Road.
AMENDMENTS	Drawings 01/04 B; 01/01 A; and 01/03 A and Hydrogeological Risk Assessment
GRID REFERENCE	472429/182064
OFFICER	Mr T Wyatt

1.0 INTRODUCTION

- 1.1 This application is referred to Committee as the Officer’s recommendations conflict with the views of Rotherfield Greys Parish Council.
- 1.2 The main part of the application site (which is shown on the OS extract **attached** as Appendix A) comprises approximately 7 hectares of existing agricultural land, the northern edge of which is approximately 200 metres to the south of the edge of the village of Rotherfield Greys. Apart from the main area of housing at Rotherfield Greys there are isolated pockets of residential development in the local vicinity, most notably within a short distance of the southern boundary of the application site, off a restricted byway called Dog Lane.
- 1.3 The site, which is generally level consists of grazing land with mature hedging and trees on its boundaries. The site forms part of the wider countryside within the Chilterns AONB and has a distinctly rural character and appearance. However, there are many non-agricultural uses taking place on adjoining land, such as the golf course occupying a large part of the land immediately to the west of the site. A public footpath, which originates in the nearby village of Rotherfield Greys, crosses the site from east to west before connecting with a public bridleway running parallel with the western boundary of the site.

2.0 THE PROPOSAL

- 2.1 The application seeks planning permission for the change of use of the 7 hectare grass field from agricultural to use as a natural burial ground. At a density of approximately 400 burial plots per acre, and excluding areas of proposed planting and areas retained for access purposes, the site could cater for approximately 5600 burials. To provide access to the site, a new vehicular access is proposed approximately 100 metres to the east of the main edge of Rotherfield Greys. A grass track of approximately 500 metres in length will loosely follow the external boundaries of the field before terminating in a new car park providing approximately 40 unmarked car parking spaces. The car park will be surfaced with compacted hardcore materials.
- 2.2 No buildings or other on site facilities apart from a simple notice board in the car park will be provided for visitors, with the intention of retaining the natural appearance of the site as far as possible. Grass within the burial ground would be mown approximately twice a year and regular maintenance of the site would occur. Graves

would be dug when required, and, as with the mowing equipment, mechanical diggers would be brought onto the site when required. No on-site storage facilities for equipment are proposed.

2.3 The opening hours of the site will be from 10am to 5pm during the Winter months and 10am to 7pm in the Summer. The applicant has stated that the entrance gate to the site will be opened and closed daily by an appointed local site representative. The representative will be backed up by two other "stand-in" individuals who can be called upon. The local representative will also visit the site daily to carry out a site inspection and "housekeeping" requirements.

2.4 In relation to the burial ground, the applicant has stated that all caskets have to be constructed of natural, untreated and biodegradable materials and that no embalmed or preserved bodies will be accepted. In addition no headstones or other permanent memorials will be permitted, however, commemorative trees and other planting will be permitted within defined planting areas.

2.5 The applicant has stated, based on experience from other sites, that sales of the burial plots will average 50 in the first year of operation and will increase by approximately 5% per year thereafter. Of the sales, approximately 67% are anticipated as pre-purchases whilst approximately 33% will be at the point of need. On the assumption that pre-purchasers will die at an even rate over a period of 20 years, the use of pre-purchased plots will cumulatively add 5% to the number of burials taking place in each subsequent year. Evidently these figures are based on assumption and the applicant's relatively short experience (to date) in relation to other burial grounds and, of course, there can be no certainty that the levels of burials will follow those forecast. However, the frequency of burials as forecast by the applicant in the first five years of operation are shown in Section 3 of the Technical Report accompanying the application. Section 3 also provides information about visitor numbers. Copies of the proposed plans, the Design and Access Statement and Section 3 of the Technical Report (development proposals) are **attached** as Appendix B.

3.0 **CONSULTATIONS AND REPRESENTATIONS**

3.1 **Rotherfield Greys Parish Council** – The application should be refused on the following (summarised) grounds:

- Increase in traffic and impact on highway safety
- Urbanising effect of the car park and from the possible future surfacing of the access track
- Increase in noise and visual disturbance
- Visual impact of settled graves and improper soil management
- Unnecessary burden on village infrastructure
- Possibility of future development to provide on-site facilities
- There are boreholes close by

3.2 **OCC Highways** – Following the amended plans to show the resiting of the access gate further away from the edge of the highway and the resiting of the signs off the highway verge, there are no objections to the proposed development subject to conditions.

3.3 **Environment Agency** – No objections following the submission of a Hydrogeological Risk Assessment, which shows that contaminant attenuation mechanisms due to the very thick unsaturated zone beneath the site and dilution with the aquifer should be sufficient to mitigate the impact of the burials on groundwater quality. Additional factors such as the fact the Cross Lanes Farm abstraction, although near to the development, does not lie directly down the hydraulic gradient and the lower density of burials will

also minimise the potential impact on designated receptors.

- 3.4 **OCC Ecologist** – There are no significant negative ecological impacts and indeed some of the suggested enhancements are likely to benefit wildlife.
- 3.5 **OCC Archaeologist** – The applicant should contact the County Archaeologist if finds occur during development.
- 3.6 **OCC Rights of Way Officer** – A minimum width of 2 metres should be left for the footpath, which runs through the site. Access could be improved by replacing the two stiles on the footpath with gates.
- 3.7 **CPRE Rights of Way Convenor** - No objections
- 3.8 **Chiltern Society** – The proposal may preserve the natural beauty of the AONB but there will be an intrusive number of cars visiting the site. Future pressure for the hard surfacing of the access track.
- 3.9 **Environmental Health** – No adverse comments to make in relation to the proposals.
- 3.10 **Forestry Officer** – **The removal of the hedgerow to create the access is acceptable as** new planting in place of the existing access will compensate for this. Concerns were expressed in relation to the original plans regarding the impact of the car park and access route on the root areas of adjacent trees. The amended plans have moved the car parking area and access route away from the root protection areas and have largely overcome the initial concerns.
- 3.11 **Neighbours** – Twenty letters of objection received with the objections summarised as follows:
- Additional traffic will be generated, which is unsuitable for the local road network
 - The proposal is likely to generate more traffic than stated by the applicant
 - Lack of sustainable modes of travel, eg public transport
 - Insufficient parking
 - Impact on the AONB through visual impacts such as the traffic, on site machinery and graves and through noise and general disturbance
 - There would be pressure for future development such as on-site facilities or surfacing of the access track
 - Lack of benefits to the local community
 - Impact on neighbouring amenity
 - Presence of boreholes in the local area and possible pollution
 - Loss of agricultural land

One letter stating no objections and one letter of support have also been received.

4.0 **RELEVANT PLANNING HISTORY**

- 4.1 There is no relevant planning history in relation to the site. However, the land immediately to the west of the site has recently been granted planning permission on appeal for its continued use for leisure and recreational facilities in the form of a golf course.

5.0 **POLICY AND GUIDANCE**

- 5.1 Adopted Structure Plan 2016 Policies:
- G1 – General Policies for Development
 - G2 – Improving the Quality and Design of Development
 - G5 – Development Outside Settlements

- T1 – Sustainable Travel
- T2 – Car Parking
- T8 – Development Proposals
- EN1 – Landscape Character
- EN3 – Agricultural Land Quality and Soil
- EN6 – Archaeology
- EN8 – Water Quality
- R2 – Access to the Countryside and Rights of Way Network

5.2 Policies of the Adopted South Oxfordshire Local Plan 2011 (SOLP):

- G1 – General Restraint and Sustainable Development
- G2 – Protection and Enhancement of the Environment
- G3 – Locational Strategy
- G4 – Development in the Countryside and on the Edge of Settlements
- G6 – Promoting Good Design
- C1 – Landscape Character
- C2 – Areas of Outstanding Natural Beauty
- C4 – The Landscape Setting of Settlements
- C5 – Protection of Agricultural Land
- C6 – Biodiversity Conservation
- C8 – Species Protection
- C9 – Landscape Features
- EP1 – Prevention of Polluting Emissions
- EP2 – Noise and Vibrations
- EP7 – Groundwater Protection
- D1 – Good Design and Local Distinctiveness
- R8 – Public Rights of Way
- T1 & T2 – Transport Requirements for New Developments

5.3 Government Guidance:

- PPS1 – Delivering Sustainable Development
- PPG4 – Industrial, Commercial Development and Small Firms
- PPS7 – Sustainable Development in Rural Areas
- PPS9 – Biodiversity and Geological Conservation
- PPG13 – Transport
- PPS23 – Planning and Pollution Control

5.4 Supplementary Planning Guidance

- South Oxfordshire Landscape Assessment

6.0 **PLANNING ISSUES**

6.1 The planning issues that are relevant to this application are:

1. The principle of the development
2. The impact on the character and appearance of the site and surrounding area which lies in the AONB
3. The impact on the amenity of neighbouring occupiers
4. Highway considerations

The Principle of the Development

- 6.2 The application site is located in a relatively isolated rural location within the Chilterns AONB. Policy G4 of the SOLP states that the need to protect the countryside for its own sake is an important consideration when assessing proposals for development. Arguably this is even more important within the AONB where the primary aim is to conserve, or enhance the natural beauty and special landscape qualities of the area.

Guidance contained within PPS7 (Para. 1 (iv)) emphasises the need to strictly control new development in the countryside.

- 6.3 Policy G3 of the SOLP seeks to ensure that new development, particularly where there would be significant traffic generation, is located close to existing services and facilities. This is again a key component of the advice contained within PPS7 and more generally PPS1.
- 6.4 The proposed burial ground is currently a level field laid to grass. It is surrounded by hedgerows on all its boundaries interspersed with a small number of mature native trees. The burial ground would occupy a substantial area of land totalling approximately 7 hectares, which would provide space for over 5000 burial plots. However, despite the size of the burial ground, the visual appearance and character of the site would not be significantly altered by the proposal. All burials would obviously be below ground and no headstones or memorials would be permitted. No development in relation to on-site facilities would be permitted and the driveways to the car park and around the burial ground would retain the existing grass surface. The land would still be capable of being used for grazing, as it is at the present time, and in this regard the applicant has stated that sheep would be permitted to graze the land. Thus the existing agricultural surface land use would still be capable of being carried out and in light of these factors, the proposed change of use of the land would largely preserve the character and appearance of the site and would not, therefore, conflict with Policy G4 of the SOLP.

The Impact on the Character and Appearance of the Site and Surrounding Area

- 6.5 The site would be capable of supporting a large number of burials over a substantial time period. Each burial will evidently involve digging the grave and back filling it to the existing ground level. The works involved in digging the graves and the graves themselves will have a very limited visual impact. This impact is further reduced by the absence of headstones and memorials associated with the graves. The existing grassed surface will remain across the site and three small areas of woodland allowing for commemorative planting, would be provided within the main burial ground.
- 6.6 The burial ground is bounded on all sides by mature hedging and trees and this vegetation would further screen the activities taking place on the site from surrounding land. The level topography of the site would further reduce the visual impact of the change of use. A public footpath crosses part of the site, and there will be open views of the burial ground from the footpath. However, apart from when burials are taking place, or graves are being dug, the site will retain its open and natural appearance. As such it is not considered that the change of use of the site to a natural burial ground would have an adverse impact on the rural character and appearance of this part of the site or the surrounding area. Similarly the natural beauty and special landscape qualities of the AONB would be preserved.
- 6.7 The main visual impact from the development is associated with the proposed car park, the proposed access and activities associated with funeral events and visitors, particularly with regard to traffic movements. The proposed car park would provide parking for approximately 40 vehicles. The surface of the car park will consist of locally derived natural hardcore and would be the only area of hardsurfacing on the site. The site of the proposed car park is adjacent to the entrance to the burial ground and immediately adjoins the narrow lane (Dog Lane) to the south. The car park, due to the screening effects of boundary vegetation in the form of hedging and mature deciduous and evergreen trees, would again have a limited visual impact in the surrounding area. It is likely that the car park will only be fully utilised when a funeral is taking place and

apart from these events, the number of cars using the car park is likely to be relatively low.

- 6.8 From experience at other natural burial sites run by the applicant's company, the average number of vehicles attending a full plot interment is 15, whilst the average number of vehicles attending an ashes burial is 3. Based on these averages, the car park is unlikely to even be half full in connection with a funeral event. Evidently there can be no control over the number of vehicles associated with a funeral or in connection with general visitors to the site and numbers of vehicles are likely to fluctuate significantly from individual funerals. However, given the relatively low frequency of funerals throughout the year as anticipated by the applicant, it is not considered that the visual impact of vehicles on the site will be significant. In any case, the car park would be well screened from the surrounding area and the visual impact of parked vehicles on the site will not be significant.
- 6.9 The access to the site would be sited approximately 100 metres to the east of the edge of the village of Rotherfield Greys. The access would involve the removal of some existing roadside vegetation for a width of approximately 10 metres. However, this would be compensated for by the stopping up of an existing access of a greater width just slightly to the east of the proposed access. The hedge would be reinstated across the width of the existing access. An access gate of 5 metres in width would be placed across the entrance at a distance of approximately 7 metres back from the edge of the highway. The first 12 metres of the access would consist of grasscrete whilst the remainder of the approximately 500 metre long access road to the car park would retain the natural grass surface. Therefore, the visual impact of the access track would be minimal. Furthermore, the visual impact of the track and the vehicles using it would be further reduced by the fact that the track largely follows the external boundaries of the site, which again are formed by dense vegetation reducing the opportunities for views into the site. New planting is also proposed on the easternmost section of the land, which would further screen the access route and improve the visual appearance and environmental quality of the site.
- 6.10 The applicant has stated that the suitability of a natural mown grass surface has been demonstrated by extensive geotechnical trial pit investigation and the experience of the landowner. However, the practical reality of using the track may be different and it certainly appears likely that standard 2 wheel drive vehicles will experience difficulties using the track during periods of inclement weather. In this regard there may be future pressure for a permanent surface to the track. However, any such surfacing details do not form part of this application and as such would be fully considered under a separate planning application.
- 6.11 There are no proposals for any form of building on the site such as visitor facilities or maintenance storage buildings. It is apparent that other existing sites operated by Native Woodland do not have associated buildings and it is clearly part of the company's ethos that the natural appearance of the landscape is preserved as much as possible to provide a natural setting for burials. The applicant has advised that the excavation of graves and mowing of grass will be carried out by contracted-in-plant. A digger will be on site for approximately 3 hours in connection with grave digging and the grass within the main part of the site will only be mown twice per year.
- 6.12 The details of the application with regard to the nature of the burials and the supporting infrastructure along with the ethos of Natural Woodland indicate that the proposed change of use is intended to retain the natural appearance of the site as much as possible. Having regard to the proposed operations on the site and the details of the development, it is considered that the proposal will have a limited visual impact and will

not cause any significant harm to the character and appearance of the site and surrounding area. The retention of the natural appearance of the site would also help to preserve the natural beauty, special landscape qualities and tranquillity of this part of the Chilterns AONB.

- 6.13 The site is located within Character Area 10: 'Chilterns Plateau with Valleys' of the South Oxfordshire Landscape Assessment (SOLA). Further, the site is part of the semi-enclosed dipslope adjoining the 'amenity' landscape of the golf course to the west. The landscape strategy for the site is one of conservation. The key characteristics of the semi-enclosed dipslope, as outlined in the SOLA, include comparatively open fields contained within a strong structure of woods, hedgerows or trees that results in moderate to low intervisibility and a distinctive pattern of winding rural roads, irregular field boundaries and scattered rural settlements.
- 6.14 The limited visual impact of the proposed development, along with the retention and enhancement of the existing vegetation, would generally ensure the conservation of the landscape as advised with the SOLA. It is not considered that the proposal would result in any significant undermining of the landscape character of the site and surrounding area.

The Impact on the Amenity of Neighbouring Occupiers

- 6.15 The main burial ground is located over 200 metres away from the closest dwellings within Rotherfield Greys village to the north of the site. The closest dwellings to the burial ground are Silgrove House, approximately 170 metres to the east and Cross Lanes Farm, approximately 80 metres to the south. Due to the extensive vegetation on the boundaries of the site, the views from these two properties into the site are limited. The change of use is unlikely to generate significant noise from the burial ground even during a funeral and the peace and tranquillity of the site will be largely preserved to the benefit of the surrounding residential occupiers.
- 6.16 The occupiers of Silgrove House are arguably the most affected by the development as this property is located immediately to the south of Dog Lane, which has a common boundary with the application site. The curtilage of the dwelling would be located approximately 20 metres from the access road to the car park and approximately 100 metres from the car park itself. The sound of vehicles using the access road will inevitably be heard from the grounds of Silgrove House. However the relatively low number of vehicles visiting the site, the low speed of the vehicles on the access road and the screening effects of vegetation between the application site and Silgrove House would help to ensure that any disturbance to the occupiers of Silgrove House is unlikely to be significant.

Highway Considerations

- 6.17 Following the receipt of amended plans to relocate the access gates and signs, further from the edge of the highway, the Highway Authority has raised no concerns regarding the proposal in relation to highway safety. The visibility splays at the proposed access are considered acceptable, as is the width of the access as it would allow two vehicles to pass each other. The Highway Authority has not raised any objections in relation to the sustainability of the site in relation to additional traffic movements.
- 6.18 As outlined above, Policy G3 of the SOLP seeks to direct development to sites well related to existing services and infrastructure and which are well served by public transport and other modes of transport to the private car. This is also a central theme of central Government guidance. Although there is a bus stop within Rotherfield Greys,

the bus services through the village are infrequent and it is also apparent that visitors to the site are unlikely to walk or cycle to the site unless travelling from Rotherfield Greys itself. Walking and cycling from other nearby settlements, including Rotherfield Peppard and Henley would be possible but for practical reasons it is likely that the majority of trips to and from the site will be by car.

- 6.19 It is therefore acknowledged that the site does not lie in a particularly sustainable location in relation to reducing the use of the private car. However, the nature of the proposed use demands a large area of open land set in a natural landscape. Such land is unlikely to be found in a sustainable urban environment. Secondly, visitors associated with funeral events and general visitors to the site are likely to travel from a great variety of locations, both in the local area and from further afield. Therefore, in practical terms even if the site was in a more sustainable location, it is still likely that the majority of visitors would arrive by private car.
- 6.20 The applicant anticipates that there will be approximately 18 burials in the first year of operation with approximately 3 full plot burials to 1 ashes burial. The applicant has stated that an average of 15 vehicles attend a full plot burial whilst only 3 attend an ashes burial. Therefore, the number of vehicles associated with burials in the first year is likely to be approximately 200. The number of burials is anticipated to increase steadily every year and with more burials there will be more visitors to the site. However, on the assumption that one vehicle will visit the site twice per year in relation to every buried person, the number of visitors to the site will start off at a relatively low number. The lack of headstones and memorials associated with individual graves and the ethos behind the natural burial ground is also likely to result in fewer visitors to the site than would be the case in relation to a more traditional burial ground with the attendant headstones that provide a focus for visitors. However, notwithstanding that the number of vehicles visiting the site is likely to increase yearly with a rise in the number of funerals and the number of buried people at the site. The road network in the vicinity of the site is considered sufficient to cater for additional traffic to the site and there have been no objections from the Highway Authority.
- 6.21 Evidently the proposed development would divert burials and cremations from other existing sites rather than providing for additional burials over and above those that would take place in the region as a whole. Although the size of the site dictates that it could cater for burials beyond those required by the local communities, the site would provide a good alternative to traditional forms of burial and cremation in the local area and, in this regard, the proposal would improve the range of what is evidently a necessary facility. This is particularly important in light of the lack of capacity in many traditional church yards.

Ecological considerations

- 6.22 The Council's Ecologist has considered the proposed development and has confirmed that he has no objections. A badger survey has been carried out and whilst it demonstrated that badgers use the site, it is apparent that there are no setts present on the site and overall it is considered that the proposed use will have little impact on the local badger population. There are no other negative ecological impacts. Indeed, additional planting, including the sowing of wildflowers in due course, along with the bat and bird boxes on the mature trees around the site would improve the biodiversity of the site.

The Impact on trees and hedges

- 6.23 Apart from the introduction of the new access to the site, which will involve the loss of part of the existing hedging fronting the highway, the proposal would not result in the loss of any trees and hedges within or on the boundaries of the site. The loss of vegetation at the site access would be compensated for by new planting as part of the blocking up of the existing access.
- 6.24 Amended plans have been received following the Council's Forestry Officers concerns regarding the impact of car parking and traffic movements on the root protection areas of mature trees. The amended plans have adjusted the layout of the car park and the alignment of the access track so that these areas would now be outside the root protection areas of the mature trees on the boundaries of the site. The amended plans have overcome the Tree Officer's concerns.
- 6.25 The natural vegetation on and adjacent to the site is an important element of the local landscape but is also important to the applicant's desire to create a natural burial ground. As such it is not considered that there will be pressure to remove the existing vegetation. The proposed burial ground is free of hedges and trees apart from on its boundaries and therefore, the burials will not necessitate the removal of any vegetation. The plans indicate that there will be three areas of woodland planting within the main burial ground and such planting can only serve to improve the visual appearance and biodiversity of the site.

Implications for Groundwater Resources

- 6.26 Policy EP7 of the SOLP seeks to ensure that development does not have an adverse impact upon groundwater resources. Corpses produce effluent, particularly in relation to ammonium. Within two letters of objection it is stated that boreholes have been dug in the grounds of two properties, which are within 200 metres of the site. The owners of these properties have stated an intention to use the boreholes for drinking purposes, and the boreholes have recently been tested in relation to this intention and found to be suitable for drinking water. Both of the properties concerned are long established dwellings and are currently served by mains water. Therefore, the dwellings do not rely on the boreholes for drinking water.
- 6.27 However, to take account of the groundwater resources in the local area, a revised Hydrogeological risk assessment has been submitted with the application to assess the risk of pollution. This Assessment indicates that the transport potential for effluent arising from the burial site is low. The Environment Agency has provided the following comments after assessing the risk assessment.

'In simple terms the Environment Agency's position is that we will normally object to a new cemetery development within the Inner Source Protection Zone of a potable water supply. The present location lies just within the outer source protection zone of the Public Water Supply at Greys Road, Henley. The private water supplies at Silgrove House and Cross Lanes Farm do not have modelled source protection zones, but in line with Agency groundwater policy (GP3 –Part 4) we would normally ascribe a default inner source protection zone of 50 metres and an outer of 250 metres to an unmodelled private supply. Therefore the two private potable supplies lie beyond 50 metres so do not lie close enough to warrant an automatic objection. However, in line with Agency guidance on cemetery developments proposals within outer source protection zones will require further Tier 2 or Tier 3 quantitative risk assessments. These risk assessment calculations have been supplied in the above mentioned report and show that contaminant attenuation mechanisms due to the very thick unsaturated zone

beneath the site and dilution with the aquifer should be sufficient to mitigate the impact to of the burials on groundwater quality. Additional factors such as the fact the Cross Lanes Farm abstraction, although near to the development, does not lie directly down hydraulic gradient and the lower density of burials will also minimise the potential impact on designated receptors. Therefore in conclusion we are satisfied that the proposed development will pose a low risk to groundwater quality and have no objection to it proceeding.'

Loss of Agricultural Land

6.28 Policy C5 of the SOLP seeks to prevent the loss of the best and most versatile agricultural land, which comprises land within Grades 1, 2 and 3a. The land relating to the application site is agricultural and is classified as Grade 3. Therefore, it is not of the highest quality in terms of its importance in relation to agricultural production. The land has been used for grazing land for a number of years rather than for arable production. The grazing use of the land would be allowed to continue, albeit on a reduced basis following the change of use to a burial ground. Therefore, the land is not being developed by surface structures that would prohibit the continuance of an agricultural use.

7.0 **CONCLUSION**

7.1 The application proposal is broadly in accordance with the relevant development plan policies and national planning policy, as, subject to conditions, the proposal would not cause any significant harm to the character and appearance of the site and the surrounding area, the landscape quality of the Chilterns AONB or the amenity of neighbouring occupiers and would not be prejudicial to highway safety.

8.0 **RECOMMENDATIONS**

8.1 **That planning permission be granted, subject to the following conditions:**

1. **Commencement – 3 years**
2. **Tree protection details to be submitted and approved prior to development commencing**
3. **Landscaping scheme to be submitted and approved prior to development commencing**
4. **Parking to be provided in accordance with drawing 01/03 A prior to the first use of the site and thereafter retained for use in connection with the burial ground**
5. **Full details, including samples of the top surface, of the surfacing to the car park area to be submitted and approved. No surfacing of the access or any other part of the site unless granted in respect of a formal planning application.**
6. **Formation of proposed access prior to first use of the burial ground**
7. **Existing access to be closed up prior to the first use of the new access**
8. **Visibility splays as shown on drawing 01/04 B to be provided prior to the first use of the burial ground and thereafter maintained**
9. **Entrance gates to be shut and no vehicular traffic to the site between 19:00 and 10:00**
10. **Details of entrance gates to be submitted and agreed and installed prior to the first use of the site in relation to the approved development**
11. **No other access other than the access shown on drawing 01/01 A to be used in relation to the approved development**

- 12. No lighting unless otherwise agreed by the Local Planning Authority**
- 13. No fencing or other means of enclosure to be erected unless otherwise agreed by the Local Planning Authority**

Author: Mr T Wyatt
Contact no: 01491 823154
Email: planning.east@southoxon.gov.uk