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UTT/1788/07/OP - SAFFRON WALDEN

Outline application (including layout, scale and access) for mixed use redevelopment to comprise: Class B1 offices, Class B1/B2/B8 Industrial, Storage and Distribution and Trade Park, Retail Warehouse Park and associated landscaping, access and internal roads and cycle/footways, including the provision of access to existing and proposed adjoining uses.

Demolition of all existing buildings

Location: Site Thaxted Road (existing Civic Amenity Site/Granite Building & Adj. land)
GR/TL 549-373

Applicant: Granite Property Development

Agent: Rapleys LLP (Sarah Hampton)

Case Officer: Ms K Hollitt 01799 510495

Expiry Date: 09/01/2008

Classification: MAJOR

NOTATION: Part within Development Limits/Part within Employment Land (Policies E1, SW5)/Part within Employment Land to be Safeguarded (Policies E2, SW6)

DESCRIPTION OF SITE: The site is situated on the southern approach to Saffron Walden on the eastern side of the B184. The site is predominantly rectangular in shape, incorporating the Civic Amenity Point (CAP), a former Highways Depot, an open field and the site occupied by Granite. An additional parcel of land to the south, adjoining the 'Acrokool' building completes the frontage of the site. The frontage of the site is approximately 195m and the site has a depth of approximately 175m, narrowing to around 55m adjacent to the Acrokool building. The site runs from south east to north west and the ground levels vary in the region of several metres, falling away towards the northwest. The ground levels also vary from south west to north east with the highway (B184) being around 1m higher than the access road into the Granite site and the civic amenity point. The land then rises at varying degrees into the varying elements of the application site. Within the application site the ground levels are reasonably level with small undulations at various points. However, there is a significant difference in land levels (possibly around 2m) between the Granite site and the area of land adjacent to the Acrokool building.

The application site constitutes four separate areas of land. The site adjacent to the Acrokool building is the highest element of the site. This is an open area of land with a compacted gravel surface and part of a hardstanding which appears to have been the slab of a former building. There is a small portacabin located towards the rear of the site. The area to the north is the site occupied by Granite and this has a large grassed area to the front of the site. The remainder of the site is hard surfaced and there are two buildings on the site; the building occupied by Granite and an old warehouse building to the rear. Adjacent to the access road is the CAP. This is hard surfaced and has numerous skips and containers on the site and a small hut used by staff at the facility. To the north east of the CAP is an area formerly used as a Highways Depot. This area is covered in hard material, predominantly old broken up road surfacing material. To the north east of this, and adjacent to the Granite building, is an overgrown field.

Along the highway boundary of the CAP there is a fence together with vegetation, predominantly brambles, ivy and climbing weeds. The highway frontage to the Granite site has a high chain link fence and the adjoining site is open to the highway. The boundaries of the former Highways Depot are marked by a high chain link fence. The boundaries of the field to the rear have a chain link fence which is obscured by vegetation. Along the northwestern boundary of the site is a public right of way.

DESCRIPTION OF PROPOSAL: The application seeks outline permission (including details of layout, scale and access) for a mixed use development of the site. The layout of the site incorporates access to the approved Museum Resource Centre and the new Civic Amenity and Recycling Centre (CARC) and Highways Depot and Salt Store and a new office building which have previously been granted consent.

On the land adjacent to the Acrokool building and to the south west of the approved office building it is proposed to erect 1,128sqm of office (B1 use) space. The indicative drawings indicate that this would be provided within a 3 storey building, partially set into the ground adjacent to the access track. When viewed on the approach to Saffron Walden the building would have a height of 9.2m and when viewed from the Thaxted Road this would increase to 12.6m. The building would have a frontage of 18m and a depth of 26.2m. Lift provision is shown to all floors. A car park providing 40 spaces, including 4 disabled spaces, is shown on the layout plan.

The main element of the proposals relate to the provision of 3058sqm of retail warehouse floorspace. It is envisaged this could be provided within 5 units with 1 unit of 1046sqm and the remaining 2012sqm being a unit being sub-divisible as required. This is proposed to be set behind a car park which would be located to the front of the site. The access road to the Museum Resource Centre would run along the rear of the units. Five units are proposed for B1/B2/B8 trade use adjacent to the access road. This would constitute 1 unit of 990sqm, 2 units of 325sqm, 1 unit of 372sqm and a further unit of 670sqm with a 390sqm mezzanine floor. To the rear of the site it is proposed to construct 10 units for B1/B2 use. This would consist of 6 units of 93sqm floorspace with 28sqm of mezzanine floorspace; 1 unit of 101sqm with 28sqm of mezzanine and 3 units of 186sqm with 47sqm of mezzanine.

The indicative design of the retail units shows a flat roof building 8.8m in height with projecting front canopies under the eaves. The building would have a frontage of 111m broken into two elements. The divisible floorspace element would have a frontage of 68.8m and a span of 27.8m. The remaining 42.2m (envisaged to be the single retail unit) would be set back and this element would have a span of 23.4m. A total of 126 parking spaces, including 9 disabled spaces and 9 staff spaces, would be provided, together with 10 cycle parking spaces.

The proposed B1/B2/B8 trade units would consist of 3 blocks with rounded roofs. The unit named B1 would have a frontage of 26.8m, a span of 36m and a maximum height of 9.8m. Units named B2-B4 would have a frontage of 35.8m, a span of 30m and a maximum height of 10m although this building will appear stepped due to the variation in ground levels. The unit named B5 would be an L-shaped building, having a frontage of 27.2m, narrowing to 19.8m, an overall span of 33m, with the front section being 16.5m deep, and a maximum height of 8.6m.

The proposed B1/B2 units would consist of a block having a frontage of 103m, slightly offset so as to appear as two units. Variation in ground levels will give the perception of 3 units due to variations in ridge heights. The buildings would have a span of 14m and a maximum height of 7.8m. The B1/B2 and B1/B2/B8 trade elements of the proposal would be served by 137 parking spaces.

The proposal has been revised since Members saw it under the advanced reporting procedure.

APPLICANT'S CASE: The following documents have been submitted with the application: Design and Access statement – An explanation of the process of formulating the proposal and of the proposal itself in line with the requirements of recent legislation.

Contamination Risk Assessment – a collection of documents relating to the assessment of contamination risk, including the results of a desk study and ground investigations.

Flood Risk Assessment – Assessing the potential increase in flood risk from the proposals and the potential for using Sustainable Urban Drainage systems (SUDS) and soakaways.

Planning Statement – An explanation of the proposals, including details of community involvement.

Retail Assessment

Transport Assessment Report and Travel Plan

RELEVANT HISTORY: Agricultural/horticultural nursery approved 1975. Erection of building for showroom, stores, warehouse, workshop and offices approved 1982, details approved 1983. Re-erection of Atcost building approved 1984. Storage and retail of calor gas approved 1981. Change of use from garden machinery centre to B2 General Industrial Use approved 1992. Change of use from garden machinery sales showroom, warehouse and workshop to publishers warehouse and distribution centre approved 1993. Certificate of Lawful Use for civic amenity and recycling site granted 1996. Outline application for industrial estate approved 1999. Erection of commercial buildings for B1, B2 and B8 use, provision of car parking and change of use of bungalow to B1 or D1 use approved 2003. Alterations and sub-division to create office and class B1, B2 and B8 industrial units approved for Granite building in 2003. Location of civic amenity and recycling centre, residential development, highways storage depot and associated roads refused 2003. Erection of 42 no. live/work units with offices, business support facilities, new vehicular and pedestrian access and roadways refused 2004. Outline application for live/work units, offices, business support facilities, civic amenity and recycling centre, road sweeping depot, other employment uses and road works refused 2004. Retrospective application for change of use from garden centre to car sales refused 2005. Location of civic amenity and recycling centre for waste disposal purposes, residential development and associated roads, footpaths and infrastructure, County Highways storage depot, District Council road sweeping facility refused 2003. New civic amenity and recycling centre, estate road infrastructure and associated junction to the B184 Thaxted Road approved by ECC subject to a S106 and S278 Agreement September 2007.

CONSULTATIONS: ECC Highways: No objections subject to conditions.

Water Authority: No objections subject to conditions.

Three Valleys Water: Within Surface Protection Zone. Construction works to be in accordance with CIRIA Publication C532 “Control of water pollution from construction – guidance for consultants and contractors”.

Environment Agency: No objections subject to conditions.

Natural England: (Original comments) Object on grounds that the application contains insufficient survey information to demonstrate whether or not the development would have an adverse effect on legally protected species.

(Revised comments) No objections.

Fisher German (Oil Pipelines): No comments.

National Air Traffic Services (NATS): Does not conflict with our safeguarding criteria. No objections.

Environmental Services: Reports indicate contamination levels are low. Details of remediation and validation are not very comprehensive at this stage. Recommend standard contaminated land condition be applied with the understanding the reports submitted will already count somewhat to satisfying the condition.

Drainage Engineer: Conditions relating to surface water disposal arrangements and flood risk management measures.

Policy Section: No objections are raised to the development of the site beyond development limits. The retail element of the proposal lies beyond the proposed/safeguarded employment land. PACEC identified this site as a site where a change of use would be appropriate. Subject to a condition on the type of retail uses allowed to minimise the impact on the

existing town centre no objection is raised to retail development on the site. This application appears to be proposing a mix of uses which will help meet the employment and retail needs of the district.

Sustainability: A more holistic approach to travel and access is needed to properly address non-car access, congestion and air quality. Travel recommendations:

- The traffic impact of all significant planned and proposed development in the town needs to be considered together.
- The frequency of the bus service ideally needs to be improved - possibly by a Saffron Walden-only bus that loops around the town centre, Tesco/Homebase and Thaxted Rd/Peaslands Rd continually.
- Cycle access beyond the leisure centre roundabout needs to be improved. Signposts for pedestrians would also help.

Sustainability issues:

The minimum standards they should achieve are:

- 10% carbon reduction in relation to building regulations Part L requirements onsite by means of onsite low-carbon and/or renewable energy generation.
- BREEAM very good rating. This will probably involve separate BREEAM ratings for the office, industrial and commercial/retail parts of the site.
- An integrated approach to waste and recycling management onsite between the different tenants should be encouraged.

TOWN COUNCIL COMMENTS: To be reported (due 9 November 2007).

PUBLICITY: Three properties have been notified and the application has been advertised in line with Government requirements for a Major application with site notices and a press advertisement. 3 representations have been received.

Concerned about the loss of Civic Amenity Site.

Support creation of a commercial and industrial site constructed to high environmental standards. Object to following aspects:

- Retail floorspace outside town boundary will do nothing to enhance the vitality of the town centre. The need for edge of town development of this nature has not been demonstrated.
- Extra retail traffic throughout the day would be generated at Thaxted Road/Radwinter Road junction which would lead to further deterioration of an area already subject to statutory AQMA.
- Proposed 'T' junction access to Thaxted Road is potentially dangerous and should be replaced by a roundabout.
- Planning permission for further development of any type in Thaxted Road which requires principal access from the centre of town should be dependent on an appropriate solution to traffic management in the town with a strategic Masterplan for the development of the old Gas Company site which eases the congestion at the Thaxted Road/Radwinter Road junction.

Saffron Walden & District Friends of the Earth: Object to the element of retail warehouse provision. Rest of proposals conform to the policies of the local plan. Retail warehouses are shopping centres and the provision of this amount of space would also create an out of town shopping centre of a size that would attract a significant amount of business from Saffron Walden Town Centre together with the congestion caused by cars necessary to convey the majority of the customers to the site. Arguments for such a retail facility not convincing. Many local people do shop in Cambridge, but they are not seeking the kind of goods that are likely to be found in a retail warehouse, they are looking for speciality goods that can only be found in larger towns such as Cambridge. There have been and are now vacant buildings in the Shire Hill estate that could be utilised for retail warehouse use. There are suppliers of electronic goods, furniture, carpets, sports goods, books and office supplies in the town centre. All these would be adversely affected by another centre outside the town boundary. Balance of economy of Saffron Walden Town Centre was exhaustively debated at time of

Tesco expansion application. Decided at the public inquiry that in a town the size of Saffron Walden the retailers in the town centre needed protection from out of town developments and that the town centre also needed successful retailers to maintain its vitality. Find transport assessment surprising. Any retail centre will attract numbers of cars all day adding to the traffic visiting the existing edge of town retail warehouse/supermarkets. Traffic going to the proposed Thaxted Road site would also pass through the same traffic lights at the Radwinter Road/Thaxted Road junction. This is an area where there is an Area Quality Management Scheme since levels of Nitrogen Dioxide are over the statutory level. This should restrict the development of any scheme which could result in significant traffic increases. Similarly there is another AQMA in the High Street at the traffic lights and again, traffic from the London Road and from the M11 crossing the town has to pass either through these lights or up Castle Street, both part of the AQMA. Only other approach is Mount Pleasant Road and this is now constrained by a new roundabout. Clear that extra traffic will be generated by the business/office part of the proposed development, that will cause difficulties in imposing an effective solution to the AQMAs and any additional traffic to the suggested retail warehouses could not be justified on the grounds of being as essential to the needs of the town. They will be detrimental to the health of the town. The business/industrial proposals are to be welcomed, but the inclusion of retail warehouse provision is contrary to the policies in the Local Plan (GEN2, E2, RS1, SW5 and SW6). It is also contrary to both the provisions of the Air Quality Regulations and also to policies T1, T4, T8 and E5 of the emerging East of England Plan.

PLANNING CONSIDERATIONS: The main issues are whether:

- 1) the principle of development is considered acceptable in this location (Local Plan Policies S1, E1, E2, SW5, SW6 and S7);**
- 2) the acceptability of an out-of-town retail facility and the potential affect on the economic viability of Saffron Walden (PPS6 Planning for Town Centres);**
- 3) Transport/traffic/parking/access issues (Local Plan Policies GEN1, GEN8, E3);**
- 4) the scale, layout and design are considered acceptable and sustainable construction issues (Local Plan Policy GEN2, ENV12, ENV15);**
- 5) the issue of contaminated land has been satisfactorily considered (Local Plan Policy ENV14) and**
- 6) the potential impact on biodiversity would be detrimental to the locality (Local Plan Policy GEN7, PPS9),**

1) The application site is located on the southern approach to Saffron Walden and forms part of the gateway into the settlement. The site is predominantly brownfield (previously developed land) with an area of Greenfield to the rear. The Greenfield site, together with the areas formerly occupied by Veermans Nursery and currently occupied by Granite are identified in the Local Plan as Employment Land (SW5) or safeguarded employment land (SW6). It is considered that there is no objection in principle to the employment development in this location (B1, B2, B8 and B1 offices). The retail element of the proposal falls on land outside of the employment designations and therefore would not result in the loss of employment land. The land indicated for the retail element of the proposals is currently occupied by the Civic Amenity site and the former Highways Depot and is located outside the development limits where rural restraint policies would normally apply. However, the site is a brownfield site closely related to land allocated for employment uses and as such it is considered its redevelopment is acceptable in principle. Such an approach would help facilitate the comprehensive redevelopment of this important gateway site. A District Retail study undertaken by Hephher Dixon in 2005 concluded that the main centres were healthy but with regard to expenditure, money is being spent outside the district in neighbouring larger towns, especially for comparison goods (comparison goods are those which tend to be purchased only after comparison between various close alternatives). The study indicated a requirement for approximately 8700sqm gross of

additional comparison goods floorspace in Saffron Walden by 2013. This application would meet about a third of that need. The retail study recognises that the existing centres have limited physical potential for expansion. Within Saffron Walden there are limited redevelopment opportunities within the town centre. Work on the Local Development Framework (LDF) core strategy has considered this issue and identified that there was a choice to be made between accepting that there are limited opportunities for shops to be built in any of the town centres and continuing to lose expenditure to larger shopping centres outside the district; or to allow retail floorspace on the edge of town or expansion of edge of town supermarkets. Members resolved at Environment Committee on 4 September 2007 that subject to appropriate consultation the latter be approved as preferred policy. This policy is included in the Preferred Options Consultation document published in late November indicating the Councils positive approach to edge of town development (Policy DC11). In principle, it is considered that the development of this site for a mixed use development is appropriate and would help meet the employment and retail needs of the district.

2) Government policy set out in PPS6: *Planning for Town Centres* seeks to promote the enhancement of consumer choice and to promote the economic growth of regional, sub-regional and local economies. Paragraph 1.7 states that it is “not the role of the planning system to restrict competition, preserve existing commercial interests or prevent innovation”. Paragraph 2.42 states that large scale proposals are inappropriate for local centres and sites should be identified in town centres or on the edge of town to accommodate such developments. As identified above, there are limited opportunities to provide such sites within the existing historic core of the town centre. The retail study submitted with the application identifies that the sites within the town centre would not be appropriate for the comparison goods retail element of the proposals either due to practical problem caused by existing built form or non-availability of sites and generally consider this to be the case. The retail study does not identify any other edge of town sites. There would be limited potential for alternative site as the majority of land on the edge of town is either Greenfield or allocated as safeguarded employment land. Members requested at the meeting on 7 November that the proposals be sequentially tested in relation to sites at Elizabeth Way and Shire Hill. Both of these sites fall within the safeguarded employment or employment land allocations and therefore the provision of retail proposals on these sites would be contrary to policy. At present no sites have been identified in the Local Plan to accommodate additional comparison retail floorspace but the need for additional floorspace has been recognised and is anticipated to be incorporated in the LDF.

PPS6 states that retail proposals should be assessed in relation to quantitative need and qualitative need. As stated above, the District Retail Study undertaken by Hephher Dixon has identified the quantitative need for an additional 8700sqm gross of comparison retail floorspace by 2013. The retail assessment accompanying the application draws on this identification to justify the proposals. Qualitative need relates to improving consumer choice and an appropriate distribution of locations is achieved, subject to the key objective of promoting the vitality and viability of the town centre. This proposal relates to the provision of additional comparison retail floorspace. PPS6 defines comparison shopping as goods not obtained on a frequent basis, including clothes, footwear, household and recreational goods. The retail assessment submitted with the application identifies the range of goods proposed as being broadly bulky goods (such as carpets, furniture and electrical goods), DIY items and other goods, predominantly bulky or flat packed goods. The application also seeks permission for the sale and fitting of car parts, bicycles and accessories. The retail assessment considers that the current consumer choice for comparison shopping is weak in the district and this is reflected in the Hephher Dixon study, which identified that the District generated approximately £190m in comparison goods expenditure in 2003 of which only £45.61m was retained. This implies 76% of the District’s comparison spending power is lost to other centres and it is estimated that Saffron Walden only retains around 40% of

comparison retail expenditure. The provision of additional comparison retail floorspace within the district would enable the claw back of some of this lost expenditure. It is therefore considered that there is a quantitative and qualitative need for the proposed development.

The Retail Assessment accompanying the planning application considers that the provision of the retail warehouse uses would be unsuitable for the town centre. Notwithstanding this, it is considered that the existing allocated sites are either unsuitable or unavailable for such uses. However, the provision of such units would increase retailer choice within the catchment areas of Saffron Walden and Thaxted. The retail assessment considers that the trade draw of the proposals would be around 90% from within the catchment and 10% from outside it. The report considers that 55% of estimated turnover would be clawed back from shops outside the catchment area. Overall, it is considered that the proposals would result in a diversion of around £0.25m from the town centre in 2010, equating to <1% of turnover. On the basis of these figures, it would appear that the proposals should not have a detrimental impact on the long-term health and viability of the town centre. However, this will depend on the type of retailers and goods that would be available from the proposed units. Therefore, if the proposals are considered to be acceptable it is considered conditions should be imposed to restrict the range of goods to be sold from the units, as recommended in PPS6. Goods should be restricted to “DIY goods, furniture, floor coverings, ‘leisure and garden’ products, motor accessories, electrical, homewares and other non-food bulky goods, but not including fashion wear items or fashion foot wear”.

3) The proposed access to the site is considered to be acceptable as this has previously been approved in respect of the application for the replacement CARC. Essex County Council Highways department require further details in of layout, levels, gradients, surfacing and drainage in respect of the access roads and cycle paths and this can be controlled by condition. Bus stops are to be provided in close proximity to the site and will form part of the highway works. However, bus services to the site are poor as only the 313 service (Saffron Walden-Great Dunmow) regularly serves this route. This bus service would offer limited provision for staff or customers and no provisions are being made for an increase in services. A S106 Agreement has been submitted for consideration in respect of a travel plan for the site.

The development of this site is likely to result in an increase in traffic within the town. Three locations within the town are subject to Air Quality Management Area designations and the increase in traffic and related emissions in these areas must be considered. The impact on ambient air quality would be important where the development, or associated traffic, is likely to result in predicted levels of air pollutants close to a breach of the Air Quality Objectives or where granting planning permission would conflict with, or render unworkable, elements of a local authority’s air quality action plan. The details of the Transport Plan have been considered and, on balance, it is considered that the impact on air quality would be acceptable.

4) This application seeks (outline) permission for the proposed development, with scale, layout and access to be approved at this stage. Only issues relating to design and landscaping would be reserved matters for consideration at a later date.

Scale: The site layout drawing, together with the indicative elevation drawings, indicates that the proposed development would comprise a mix of scales, varying between the proposed uses. The proposed frontage retail units would be similar in depth to the previously approved Museum Resource Centre. It is proposed the buildings would form a terrace, with the southernmost unit set back to accommodate the access road to the parking spaces. Due to the rising ground levels it is envisaged the slab level of these units increase throughout the site, reflected in the ridge height of the southernmost unit being approximately 400mm higher than the other units. The scale of this element of the

proposals would be the most visible from the highway and from public vantage points within the locality (Peaslands Road, Tukes Way, Rylestone Way area).

The proposed B1/B2/B8/ units to the east of the retail units are shown to be accommodated within 3 buildings. These buildings are shown on the indicative layout plans as stepping in height, but these heights would increase as the land levels also increase. The indicative drawings indicate that the proposed units would be approximately 1.2m taller than the retail units to the front, although differences in ground levels may reduce this perception. These details have not been submitted with the application and could be controlled by condition.

The proposed B1/B2 units to the rear of the site would have the lowest ridge heights on the site, as shown on the indicative plans. Revised plans have been submitted showing a 5m boundary screening belt along the rear of the site. This would assist in reducing the impact of the proposals within the landscape. However, the levels of these buildings are again unclear from the information submitted with the planning application.

The proposed office building at the southern end of the site would be located within a visually prominent position adjacent to the highway and set into the bank. This is shown to be set forward of the adjoining Acrokool building by approximately 3.5m. From the south this building would appear to have the scale of a 2 storey building, with the one floor being set into the ground and only visible when approaching the site from the north. This building would appear to be approximately 0.5m higher than the proposed retail units, but due to the position of this building in relation to the proposed retail units and the differences in ground levels, it is not considered that this would appear to be significantly noticeable.

Should Members wish to approve this scheme, it should be noted that the overall scale of the proposals would be established based on the indicative footprints of the buildings as shown on drawing no 010J.

Layout: The layout shown on drawing no 010J indicates that the proposed retail units would be set back from the highway with parking located to the front of the site. Members previously identified that there were potential concerns relating to this approach to the layout and asked Officers to investigate whether parking should be to the rear of the site. The layout of this site must be carefully considered due to its gateway location on the approach to Saffron Walden. The location of the buildings would determine the visual impact of the proposals and also the associated parking and service yards. The layout on drawing no 010J indicates that the parking would be to the front of the site and the service yards would be located to the rear of the retail units. If the buildings were moved to the front of the site this would increase their visual dominance. If the buildings were to front onto the highway customers would be required to walk past the service yards to approach the retail areas, potentially in conflict with delivery vehicles. Alternatively the service yards could be located adjacent to the highway which would be unsightly, unacceptable and be visually damaging to the approach to Saffron Walden and detract from the overall scheme. The proposed layout with car parking to the front of the site enables a more intensive landscaping approach to be secured. Landscaping can be provided along the highway frontage thus screening the visual impact of the proposed car park. Additional planting within the car park could soften the visual impact of this element of the proposals. It also means that the buildings and the service yards are located a significant distance into the site where their greater height and prominence will be less obvious. On balance, it is considered that the approach taken by the applicants would appear to be the most suitable approach to the frontage of the site.

Members wished accessibility by pedestrians and cyclists into the site and the connectivity between the cycle path and the proposed cycle parking area to be considered. These elements have not been amended. Pedestrians can enter the site via the footpath from the B184 into the car parking area with a crossing point to the front of the proposed retail units.

Cyclists may also enter at this point and use the footpaths to access the cycle parking facilities. Alternatively, access for cyclists or pedestrians could be via the footpath adjacent to the main route into the site and following the footpaths round to the retail units or to the commercial units to the rear. It should be noted that no cycle parking provision is shown in respect of the B1/B2/B8 units to the rear of the site or to serve the B1 office unit to the front.

The proposed B1/B2/B8 units and the proposed B1/B2 units located to the rear of the retail units would be served by a further car parking area. A service yard is proposed between units B1 and B2 and has 6 car parking spaces at the end. This yard would serve unit B1 only. Units B2-B4 would be serviced from the area in front of the service doors serving the individual units. Unit B5 would have a service bay located adjacent to the side elevation of the building and the access road. It is considered that the servicing areas would potentially limit the acceptable uses of these buildings. The use of the buildings for B8 trade, as originally applied for, could potentially result in a conflict between pedestrians and vehicles delivering goods to the units. It is considered that the design of the car parking area, servicing facilities and pedestrian routes would give rise to highway safety issues, contrary to the provisions of ULP Policy GEN1. It is therefore considered that this element of the proposals would be unsatisfactory if a B8 trade counter use were to be accepted. However, the proposed servicing arrangement for the buildings would be more acceptable in an "industrial estate" context where the pedestrians likely to be within the area would be those associated with the units. Therefore if Members find this element of the proposals acceptable in layout terms that planning permission be granted subject to a condition preventing the use of the units for B8 trade sales purposes. The removal of the B8 trade element from the proposals would reduce the parking requirements for the proposed development overall.

The proposed car parking layout is deficient in certain areas. The proposed retail units would have a requirement for a maximum of 153 spaces and the drawings indicate the provision of 126 spaces. The proposed B1/B2/B8 trade uses would require a different level of provision, dependant upon the use of each unit. If all the units B1-B5 were in class B1 use the parking requirement would be 95 spaces. However, Class B8 trade use is also requested for these units and this would equate to a parking provision rate for cash and carry uses, thereby requiring the provision of a maximum 166 spaces. The proposed B1/B2 units to the rear of the site would require a maximum provision of 46 spaces if all the units were in Class B1 use. Therefore the **maximum** parking requirement for this element of the proposals would be 212 spaces and the drawings indicate the provision of 137 spaces, a shortfall of 75 spaces. However, if the B8 trade use is removed from the proposal the **maximum** parking requirement for a wholly B1 development would be 141 spaces, which is in line with the provision indicated on the submitted drawings. Due to the location of parking spaces to the front of each unit, it is not considered that any unit, with the possible exception of Unit B1, would readily lend itself to a Class B8 warehouse use. As such, it is considered that the worst case scenario of B1 or B8 trade uses would need to be considered the likely use of the site. It is considered that there would be sufficient parking provision if the units were restricted to Class B1/B2 or B8 Warehouse use only. Notwithstanding this the development is of such a scale that a travel plan is required to ensure that sustainable means of transport are used by occupiers. A section 106 agreement between Essex Country Council and the developers accompanies the application.

The layout of the site would be affected by condition 5 as recommended by Essex County Council Highways and Transportation. This requires the provision of two size 2 turning heads within the site. Indicative drawings have been submitted showing that the turning heads could be provided within the site, should it be decided that the estate roads are to be adopted.

Access: The access into the site has previously been approved in relation to the application for the new CARC site. This element of the proposals is considered to be satisfactory.

Design: This issue is to be a reserved matter although based on the layout and scale details considered now. Members did raise queries in respect of the design of the buildings and the use of appropriate materials. Further information in respect of the proposed frontage office block and retail units has been submitted. These indicate the use of a wide range of materials such as facing brickwork, rendered panels, cedar panels, composite cladding and timber louvres. The colour of the cladding could be controlled by condition if Members had concerns relating to this issue. No design details, other than indicative elevation drawings, have been submitted in respect of the other elements of the proposals.

Landscaping: This issue is a reserved matter although it would reflect the site layout submitted now. Following Member's queries relating to the need for adequate landscaping to the boundaries, particularly adjacent to the byway, revised site layout drawings have been submitted indicating a 5m landscape buffer between the byway and the proposed buildings and along the eastern boundary of the site. Landscaping would be restricted adjacent to the access road in the museum resource centre. The plans also indicate extensive planting to the road frontage and some areas of planting within the car parking areas. Essex County Council is responsible for ensuring the conditions and S106 Agreement in respect of the new CARC facility are complied with. Conditions have been imposed relating to the retention of and enhancement of the frontage boundary screening. If consent is granted for this scheme it would supersede the previous consent and therefore it is considered that if consent is to be granted conditions should be imposed relating to the frontage landscaping to reflect the requirements of the CARC consent.

Sustainability: Issues of sustainable construction would be considered in respect of the design of the buildings, which is a reserved matter. However, the applicant has indicated that they are willing to embrace sustainable construction as far as practical. The proposed retail units are predominantly south facing to maximise solar gain and louvres are proposed to prevent overheating within the buildings. It is recommended that the buildings should achieve a "BREEAM very good rating" and this could be controlled by condition. The adopted SPD: Energy Efficiency and Renewable Energy requires developments to achieve at least 10% of predicted energy requirements from on-site renewables or low carbon energy resources. This could be secured by condition requiring sustainable construction methods to be incorporated into the development.

The disposal of surface water from this site is raised as a conditional concern from the Environment Agency, Water Authority, ECC Highways and the Drainage Engineer. The design of the buildings is such that they could incorporate extensive green roofs which would act as storage facilities for rainwater and reduce the peak storm flows. This would also have other sustainability benefits, such as improving the insulation of the buildings.

5) The majority of the site has been subject to contamination studies. These indicate that contamination levels are likely to be low and remediation measures could be undertaken. Due to operational reasons, the existing CARC site has not been fully surveyed. However, it is not anticipated that significant contamination levels would be found on the site, sufficient to warrant refusal. The Environment Agency consider that further survey works should be undertaken and the remediation of any contamination could be dealt with by condition.

6) The site is a mix of brownfield and greenfield sites and involves the demolition of two buildings. Natural England initially raised an objection to the proposals on the grounds that the application did not contain sufficient information to prove it would not have an adverse impact on legally protected species. Subsequently a survey was submitted indicating that

bats had been roosting in the dwelling on the proposed CARC site and common lizards were found on the greenfield site. Mitigation measures are proposed to relocate the common lizard population and Natural England are satisfied with these proposals. Natural England raised several issues in respect of the demolition of the dwelling the CARC site. However, this falls outside the scope of this application and cannot be considered.

The proposals indicate the inclusion of extensive areas of landscaping, although these are subject to further consideration as a reserved matter. However, the indicative areas should improve the biodiversity value of the site and it is considered that the proposals would be acceptable in this respect.

7) Members highlighted the issue of the provision of street lighting. The proposed junction works have already been approved in relation to the development of the CARC and it would appear that no street lighting details have been included in the approved scheme. This aspect of the access works is controlled by condition 9 on the consent granted under reference ESS/15/05/UTT. If Members are minded to approve this application, this consent would supersede that previous consent. Therefore, in order to retain control over future concerns relating to street lighting, it is recommended that condition 9 be repeated in this decision.

CONCLUSIONS: The proposals are located within an area designed as protected employment land or proposed employment land, with the exception of the area currently covered by the Civic Amenity site and Highways Depot. These areas are outside the development limits for Saffron Walden but form a brownfield site in close proximity to land allocated for employment uses. As such, its redevelopment is considered appropriate, particularly in relation to a comprehensive scheme. A retail assessment carried out by Hypher Dixon on behalf of the local authority indicates that there is a shortfall of comparison retail floorspace and the Core Strategy consultation document supports the development of out-of-town retail areas to protect the historic character of the town centres. In principle, no objections are raised in respect of the proposed development. However, the layout of the scheme does give rise to concerns regarding potential conflict between pedestrians and vehicular movements. These concerns could be overcome if the B8 trade uses were omitted by condition. The layout of the proposed development with car parking to the front of the site is considered to be the most acceptable layout option. Other options would result in buildings being more visually prominent on the road frontage and introducing conflict with pedestrians and service vehicles, or the service yards would have to back onto the highway, resulting in an unsuitable appearance at this prominent gateway site. On balance, it is considered that the proposals are acceptable, subject to conditions.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.1.1. Submission of Reserved Matters: 1.
2. C.1.2. Submission of Reserved Matters: 2.
3. C.1.3. Time Limit for submission of Reserved Matters
4. C.8.29. Details of measures providing energy and water efficiency and sustainable power and drainage for new residential or commercial development.
5. C.4.7. Detailed landscaping survey to be submitted (outline permissions).
6. C.4.5. Retention of hedges.
7. C.4.9. Use of native species.
8. C.6.5. Excluding fences and walls without further permission.
9. C.6.8. Excluding Permitted Development extensions or alterations to industrial/warehouse premises
10. C.6.16. Mezzanine floors (No additional mezzanines without approval).
11. The premises hereby permitted shall be used for the stated purposes and for no other purpose (including any other purposes in Classes A1/B1/B2/B8 (as appropriate) of the

Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Retail Unit 1 and Divisible Retail Units: A1 limited to the scale of non-food, comparison goods. This shall be taken to mean carpets, furniture electrical goods, DIY items and other goods sold as flat pack items; The sale of car parts, bicycles and motor & bicycle accessories. The permitted types of products are to previously agreed in writing by the local planning authority prior to the first use of the retail units and subsequently amended by the local planning authority.

Units B1-B5: Class B1 Business/Class B2 General Industrial or Class B8 Storage or Distribution

Units C1-C10: Class B1 Business/Class B2 General Industrial

REASON: In the interests of amenity and to ensure the development is compatible with the character of the surrounding area

12. The permission hereby granted shall not relate to any of the units being used for the purposes of B8 Trade uses.
REASON: The layout of the site would be likely to result in conflict between pedestrians and service vehicles, compromising the safety of pedestrians to an unacceptable degree.
13. C.7.1. Details of external ground and internal floor levels to be submitted agreed and implemented.
14. C.8.3. No outdoor working.
15. C.9.1. No outdoor storage.
16. C.8.27.A.Surface water disposal arrangements.
17. C.29.1. Flood risk management measures.
18. C.20.1. Acceptable survey mitigation/management plan – Implementation of scheme
19. C.20.2. Development not to proceed until licence from Natural England obtained.
20. Prior to construction the implementation of the Highway Works and Estate Road Works A as contained within the Section 106 agreement dated 12 September 2007 between Granite Property Developments Saffron Walden Ltd, Granite Thaxted Road Ltd, Granite Estates (Cheltenham) Ltd, Essex County Council and N M Rothchild and Sons Ltd shall be implemented in accordance with that agreement. REASON: In the interest of highway safety and efficiency under ECC Highways and Transportation Development Control Policy P1.1 General and Uttlesford District Council Local Plan Policy Gen1 Access.
21. Prior to development the provision of suitable access arrangements onto the internal estate roads, including visibility splays, in connection with the demolition/construction operations, to include wheel washing facilities for the duration of the development to prevent the deposition of mud and debris onto the internal estate roads/public highway, turning and off loading facilities for delivery/construction vehicles within the limits of the site together with an adequate parking area for those employed in developing the site. Details to be submitted to and agreed in writing with the local planning authority.
REASON: In the interest of highway safety during construction/demolition under ECC Highways and Transportation Development Control Policy P1.1 General.
22. Prior to first occupation of the development the provision of two bus stops, to the east and west of Thaxted Road, B184, in a location agreed with the Highway Authority, to include wooden bus shelters to ECC Passenger Transport specification, raised kerbs, flag type bus stop sign, timetable information together with a footway connection to the footways serving the site via a pedestrian refuge. Details to be submitted to and agreed in writing with the local planning authority. REASON: In the interests of accessibility under ECC Highways and Transportation Development Control Policy P3 Accessibility and Uttlesford District Council Local Plan Policy Gen1 Access
23. Prior to development details of the new cycle/pedestrian link as shown on drawing number 010 rev F including layout, levels, gradients, surfacing and drainage shall be submitted to and approved in writing by the local planning authority.

Reason: In the interests of accessibility under ECC Highways and Transportation Development Control Policy P3 Accessibility and Uttlesford District Council Local Plan Policy Gen1 Access.

24. Size two turning heads are required at the end of the two internal estate roads shown on drawing number 010 rev F. These being adjacent to the Council's Museum Resource Centre access and at the junction of the access road and the site labelled "B1/B2/B8/Trade Buildings". Details shall be submitted to and agreed in writing with the Local Planning Authority. REASON: In the interest of safety under ECC Highways and Transportation Development Control Policy P1.2.5 New Estate Roads
24. Prior to development commencing, details of the estate roads and footpaths (including layout, levels, gradients, surfacing, means of surface water drainage and any necessary Road Safety Audits) shall be submitted to and approved in writing by the local planning authority. REASON: In the interest of safety under ECC Highways and Transportation Development Control Policy P1.2.5 New Estate Roads
25. Development shall not commence until a Staff Travel Plan has been provided in accordance with as contained within a Section 106 agreement between Granite Property Developments Saffron Walden Ltd and Essex County Council. The travel plan shall thereafter be implemented in accordance with the agreement. REASON: In the interests of accessibility under ECC Highways and Transportation Development Control Policy P.6 Travel Plans.
26. The parking provision for cars shall accord with the Vehicle Parking Standards dated August 2001 published by the Essex Planning Officers Association and/or the Uttlesford District Council Supplementary Planning Guidance. REASON: In the interest of highway efficiency and accessibility under ECC Highways and Transportation Development Control Policy P.7 Vehicle Parking Standards and Uttlesford District Council Local Plan Policy GEN8 Vehicle Parking Standards.
27. Prior to the commencement of the development the details of the number, location and design of powered two wheelers and bicycle parking facilities shall be submitted to and approved in writing by the local planning authority. The approved facility shall be provided before occupation and retained at all times. REASON: In the interest of highway efficiency and accessibility under ECC Highways and Transportation Development Control Policy P.7 Vehicle Parking Standards and Uttlesford District Council Local Plan Policy GEN8 Vehicle Parking Standards.
29. No development approved by this permission shall be commenced until a scheme for the provision and implementation of surface water drainage and pollution control has been submitted to and approved in writing by the local planning authority. The drainage works shall be completed in accordance with the details and timetable agreed. REASON: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and pollution control.
30. Prior to the commencement of any development, a scheme for the ownership and maintenance of the surface water system shall be submitted to and agreed in writing with the local planning authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme. REASON: To ensure the satisfactory long-term operation to prevent the increased risk of flooding.
31. Prior to the commencement of development approved by this planning permission (or such other date or stage in the development as may be agreed in writing with the local planning authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the local planning authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the local planning authority.
 - 1) A desk study identifying:
 - All previous uses
 - Potential contaminants associated with those uses

- A conceptual model of the site indicating sources, pathways and receptors
 - Potentially unacceptable risks arising from contamination at the site
- 2) A site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification report on completion of the works set out in (3) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting. Any changes to these agreed elements require the express consent of the local planning authority. REASON: To prevent the pollution of controlled waters.
32. If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval for the local planning authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with. REASON: To ensure the protection of controlled waters.
 33. Details of foul and surface water drainage for the site shall be submitted to and approved by the local planning authority before any work on the site commences. The drainage works shall be constructed in accordance with the approved plans. REASON: To ensure satisfactory drainage of the site.
 34. No surface run-off from impermeable vehicle areas shall be discharged to any surface water sewer unless it has first passed through a petrol/oil/grit facility designed and constructed to the satisfaction of the local planning authority. REASON: To prevent water pollution.
 35. No development shall take place until details of surface water attenuation for the site have been submitted to and approved by the local planning authority following consultation with Anglian Water. REASON: To ensure that the development can be properly drained.
 36. No external floodlighting or other illumination shall be installed until a detailed lighting scheme has been submitted to and approved in writing by the local planning authority. The lighting scheme shall include details of the height of the lighting posts, intensity of the lights (specified in Lux levels), spread of light including approximate spillage to the rear of the lighting posts or disturbance through glare and the time when such lights will be illuminated. The development shall subsequently be carried out in accordance with the approved details. REASON: In the interests of local amenity.

Background papers: see application file.

UTT/1667/07/FUL - BARNSTON

Erection of three industrial units as approved under planning approval UTT/0743/06/OP

Location: Mawkinherds Farm Wellstye Green. GR/TL 639-186.

Applicant: Mr H Jaggard

Agent: Andrew Stevenson Associates

Case Officer: Miss K Benjafield 01799 510494

Expiry Date: 03/01/2008

Classification: MAJOR

NOTATION: Outside Development Limits / Grade II Listed Dwelling on site.

DESCRIPTION OF SITE: The application site is located adjacent to the hamlet of Wellstye Green and forms part of Mawkinherds Farm, which comprises extensive agricultural land with associated buildings. These are sited in a group immediately to the south of the site and comprise a grade II listed farmhouse in addition to a number of buildings of varying types including substantial farm buildings of modern construction, a couple of portable cabins and some older timber framed farm buildings. The area subject to this application accommodates a single building occupying a foot print of approximately 10 x 5 metres and forms part of a larger area currently used to store farm machinery and vehicles. Further external storage also takes place to the north, which comprises largely stock piles of materials e.g. topsoil, hardcore, timber etc in association with the commercial uses operating from the Farm. A mature belt of trees borders the western boundary of the site beyond which lays an open green and High Easter Road. Three properties surround the green, a bungalow known as 'Greenview', 'Wellstye Farm' and 'Tye Green Farm'. The eastern boundary of the site is formed by an open raised bank beyond which is an area of 'set aside grassland' and open countryside. The site can be accessed from the south via a vehicular entrance adjacent to Mawkinherds farmhouse or by a smaller unmade access track, which accesses the northern part of the site opposite Wellstye Farm.

DESCRIPTION OF PROPOSAL: The application relates to the erection of three buildings within the centre of the site area. The proposed buildings would have an appearance that is typical of buildings erected for agricultural purposes. Seven existing buildings and structures are annotated on the plans to be removed. Both Buildings 1 and 2 would have the same shape and size with dimensions of 15.3m x 24.6m and maximum ridge heights of 8.6m. Their external appearance would be similar but Building 2 would have rooflights on both roofslopes and ground floor windows on one side elevation. It would also have two roller shutter doors on both the front and rear elevations. Internally, Building 1 would consist of one large open space while Building 2 would be separated into two sections.

Building 3 would be predominantly a three sided structure with a fully enclosed section to one end providing an office, store and toilet facilities. It would have dimensions of 9.2m x 42.2m and would have a maximum ridge height of 6.1m.

Buildings 1 and 2 would be located next to each other in a position broadly to the centre of the site and adjacent to existing buildings which are indicated to be retained. Building 3 would be located adjacent to the western site boundary, approximately 125m to the north of the farmhouse.

APPLICANT'S CASE including Design & Access statement: Submitted statement provides detailed information regarding the site and its existing uses, the proposal and how this differs from the previously approved outline scheme, the potential impacts of the proposal and how these have been minimised, the existing accesses to the site, compliance

with local and national planning policy and includes a schedule of equipment and machinery stored on the site. Full statement is available to view at the Council Offices.

RELEVANT HISTORY: Certificate of lawful use for agricultural storage, agricultural contracts, forestry (sale of logs), amenity, landscaping and land drainage works/road gritting granted 2001. Outline planning application for erection of buildings to comprise an industrial workshop/storage building, office building, staff welfare building and cart shed with removal of 5 existing buildings refused 2005 and appeal withdrawn 2006. Demolition of existing buildings (total 7 including portacabins) erection of workshop and storage buildings and the retention of a bunded enclosure for fuels and oils conditionally approved 2006 Planning application and listed building consent applications for additions, alterations and conversion of barn to form offices refused 2006 and conditionally approved 2007.

CONSULTATIONS: Building Surveying: Access for fire services appears satisfactory.

Natural England: No objection.

Engineer: Requires conditions relating to surface water disposal and foul drainage to be imposed on any grant of planning permission.

ECC Highways: None received. (Due 20 October).

Essex Wildlife Trust: None received. (Due 25 October).

PARISH COUNCIL COMMENTS: None received. (Due 3 November).

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 18 December.

PLANNING CONSIDERATIONS: **The main issues for consideration in this case are the appropriateness of the proposed development within the rural area and its likely effects on the character and appearance of the countryside (PPS7 & ULP Policy S7) and any other material planning considerations.**

This site currently benefits from an extant outline planning permission for the erection of two workshop and storage buildings which was granted in August 2006. The plans submitted with that application indicate a building in the same position as the proposed Building 3 and with a similar but slightly larger footprint. One building is also indicated on the approved plan in a similar position to where Buildings 1 and 2 are now proposed. The combined footprint of Buildings 1 and 2 would be the same as the single building previously approved. No elevations or heights of the buildings were indicated as part of the outline application.

The Officer's report for the outline application identified that the erection of built form such as this is strictly contrary to policy within the open countryside however the existing agricultural and other lawful activities which take place on the site amount to a material consideration which must be balanced against the harm identified in policy terms.

The site currently has a number of buildings located within it, including portacabins within the curtilage of the listed building, which are unsuitable for the storage of machinery and materials. As a result, large areas of the site are used as open storage for machinery and materials which gives the site an untidy appearance and increases its prominence within the countryside.

The justification for the previous application, which also applies to this proposal, is that the proposed buildings would allow for the machinery to be kept in purpose built buildings rather than in the open and enable the removal of a number of old and inappropriate buildings and structures. This would not only increase security on the site but would also improve the visual appearance of the site within the countryside and the setting of the listed building.

The proposed change from one building in the centre of the site to two buildings is unlikely to have a significantly greater impact on the surrounding countryside. Although there were no height details submitted with the outline application, it is likely that in order to span such a wide building, the ridge to the approved building would either be quite high or the roof would have a very shallow pitch. In either case it is possible that the resultant building would have a bulkier appearance and a greater impact on the surrounding countryside than two separate buildings with identical proportions and ridge heights.

Buildings 1 and 2 are indicated to be positioned approximately 12m further to the north of the previously approved single building however justification of this has been provided by the applicant indicating that this is to ensure that the buildings are a safe distance from an existing building which houses oil tanks. When viewed from the countryside to the east, the repositioning of the proposed buildings would be viewed against the backdrop of the farmyard and Building 3. This repositioning would therefore not be significantly detrimental to the open character of the countryside, when compared to the approved scheme, to warrant refusal of the application.

There is only one neighbouring residential property located close to the site and it is sufficiently distant from the proposed buildings that they would not result in any loss of light, privacy or overbearing impact to the occupiers of that property.

It is noted that the proposal is not intended to allow an increase in activity on the site but would provide improved facilities for the lawful uses undertaken on the site and would improve the overall appearance.

CONCLUSIONS: The proposal is not sufficiently different from the previously approved outline scheme that it would raise new issues or would have a more detrimental impact on the open and rural character of the countryside. Therefore there proposal is acceptable and approval is recommended.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.6.8. Excluding Permitted Development extensions or alteration to industrial (warehouse) premises.
4. C.8.29. Details of sustainable construction for new residential or commercial development.
5. Within one calendar month from the occupation of the buildings hereby approved, all of the buildings marked in green and 'to be removed' on drawing ref: 3906 03. Revision A dated July 07 and received 4 October 2007 shall be demolished and all resultant debris removed from the site.

REASON: To avoid overdevelopment of the site, in the interests of the rural character of the locality.

6. C.8.27A Surface Water disposal arrangements.
7. C.8.27. Drainage details to be submitted and agreed.

Background papers: see application file.

UTT/2048/07/FUL - STANSTED

Erection of 4 No. one bedroom flats
Location: Land adj 54 Manor Road. GR/TL 515-243
Applicant: Flagship Housing Group
Agent: The Design Partnership (Ely) Ltd
Case Officer: Mr N Ford 01799 510629
Expiry Date: 11/01/2008
Classification: MINOR

NOTATION: Within Development Limits. Adjacent Public Right of Way.

DESCRIPTION OF SITE: The application site is located to the west of Church Road, Stansted. It has an access from the estate road and appears to have been used formerly as garaging. There is evidence of concrete bases on the land.

To the north is the gable end wall of a terrace of two storey dwellings and their rear gardens. To the south beyond a chain link fence is a Public Right of Way footpath which connects Manor Road with Church Road. There are detached dwellings fronting Church Road adjacent to this foot path. There are various styles of dwellings in the area including bungalows to the south west of the site.

There are mature trees to the boundary with Church Road and the foot path with a low hedge to the highway verge of Church Road.

The land is owned by Uttlesford District Council and therefore the application falls to be determined by Members of Development Control Committee.

DESCRIPTION OF PROPOSAL: This is a full planning application for the erection of a detached building to accommodate 4 no. one bedroom flats for homeless persons for the Flagship Housing Group.

The building proposed is two storey with a pitch roof. It would be set back from the dwellings to the north with its front elevation level with their rear elevations. Access is indicated to the front of the building with a parking area for four vehicles leading onto Manor Road.

APPLICANT'S CASE including Design & Access statement: See Design and Access Statement received 16 November 2007.

The objectives of the development are to:

- Provide four high quality homes
- Achieve development that makes best use of land
- Provide a much needed housing resource to respond to local housing need
- Create a development that is appropriate to its location that enhances the village and is harmonious with the area generally
- Create a development that is accessible and does not segregate disabled people

RELEVANT HISTORY: None specifically relevant.

CONSULTATIONS: Highway Authority: To be reported.

Water Authority: Surface water drainage is the responsibility of the developer. Provides advice for the applicant.

Landscaping: To be reported.

Housing: To be reported.

Ramblers Association: To be reported.

Rights of Way: To be reported.

Environmental Services: To be reported.

Drainage Engineer: To be reported.

Building Surveying: No adverse comments. The development appears to meet the needs of Lifetime Homes Standards. This seems well thought out for the future of housing stock too.

PARISH COUNCIL COMMENTS: To be reported.

REPRESENTATIONS: None. Notification period expired 11 December 2007 (Site Notice expires 18 December 2007).

PLANNING CONSIDERATIONS including Design & Access statement:

The main issues are

- 1) Whether the proposed development would be compatible with the character of the settlement, adheres to criteria of policy H3, has an appropriate layout, scale and design, is acceptable in terms of access and parking and meets accessible homes standards (ULP Policies S1, H3, GEN1, GEN2, GEN8, ENV3 & SPD Accessible Homes) and**
- 2) Whether there would be any harm to neighbouring properties by way of overlooking, overshadowing or overbearing effect (ERSP Policy BE1 & ULP Policy GEN2).**

1) The application site is located within the development limits of Stansted and therefore the erection of a building to accommodate residential flats is generally acceptable in principle.

The building would be sited to the rear of the terrace of dwellings to the north and closer to Church Road. This is considered acceptable in street scene terms given that dwellings to the south front Church Road. This siting allows for parking to be provided to the front of the building with one space for each flat. This is considered acceptable for a small one bedroom flat in an urban location. A communal garden area would be available between the rear of the building and Church Road, which is considered to be appropriate.

It appears that the building would be a little higher than the dwelling to the north resulting from its wider span. However, the context of the area is one of mixed forms and styles and such height is not so significant that it is considered inappropriate to the character of the area.

The comments of the Highway Authority in relation to access suitability will be reported but it is born in mind that there is an existing access formerly associated with the parking court on the site that will be utilised.

There are several mature trees to the southern and eastern boundaries of the site. The applicant states that building has been sited so as to give clearance from the tree canopy and existing trees and hedges will be retained and will be protected during the construction period. The comments of the Council's Arborist in relation to the impact on the trees will be reported to Members.

2) With consideration to the siting and scale of the proposed building it is considered that it would be sited so as not to cause significant harm by way of being overbearing on the nearest neighbouring dwellings to the north or overshadowing.

There is some concern that first floor side elevation windows (bathrooms and landing) would face gardens of dwellings to the north and south and therefore it would be appropriate that these windows are obscure glazed by condition. Subject to such condition it is considered that there would be no significant harm in this regard.

CONCLUSIONS: The erection of the proposed building to accommodate flats is considered acceptable subject to further comments to be reported to Members and appropriate conditions.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.4.1. Scheme of landscaping to be submitted and agreed.
4. C.4.2. Implementation of landscaping.
5. C.5.2. Details of materials to be submitted agreed and implemented.
6. C.7.1. Details of external ground and internal floor levels to be submitted agreed and implemented – extension.
7. C.8.30. Provision of bin storage.
8. C.8.29. Details of sustainable construction for new residential or commercial development.
9. C.11.6. Prior provision of residential communal parking.
10. C.19.1. Avoidance of overlooking – 1.
11. C.28.1. Development to be carried out in accordance with accessibility drawing.
12. All electrical and telephone services to the development shall be run underground. All service intakes to the dwelling shall be run internally and not visible on the exterior. All meter cupboards and gas boxes shall be positioned on the dwelling in accordance with details, which shall have been previously submitted to and approved in writing by the local planning authority and thereafter retained in such form. Satellite dishes shall be of dark coloured mesh unless fixed to a light coloured, rendered wall, in which case a white dish should be used. Satellite dishes shall not be fixed to the street elevations of the building or to roofs. All soil and waste plumbing shall be run internally and shall not be visible on the exterior, all rainwater goods shall be black, eaves to all roofs shall be open with expose rafter feet rather than boxed, all windows and doors in masonry walls shall be inset at least 100mm and shall be fitted with sub-cills unless otherwise agreed in writing by the local planning authority.
REASON: In the interests of visual amenity in accordance with Policy GEN2 of the Uttlesford Local Plan adopted 2005 and the Essex Design Guide 2005.
13. All windows shall be balanced casements with equal size panes of glass unless otherwise agreed in writing by the local planning authority.
REASON: In the interests of visual amenity in accordance with Policy GEN2 of the Uttlesford Local Plan adopted 2005.
14. All porches shall not have fascias but shall have exposed rafter feed unless otherwise agreed in writing by the local planning authority.
REASON: In the interests of visual amenity in accordance with Policy GEN2 of the Uttlesford Local Plan adopted 2005.

Background papers: see application file.

UTT/1586/07/FUL - STEBBING

Erection of detached dwelling

Location: Green Man Bran End. GR/TL 654-252

Applicant: Mr E Parsley

Agent: Edward Parsley Associates Ltd.

Case Officer: Mr C Theobald 01799 510464

Expiry Date: 08/11/2007

Classification: OTHER

NOTATION: ULP: Outside Development Limits / Adjacent to Grade II Listed Building.

DESCRIPTION OF SITE: The application site is situated approximately a mile to the north-west of Stebbing village at Bran End immediately adjacent to the junction with the B1057 (Broadway). The site itself presently forms part of the curtilage of the Grade II listed 'Green Man', a former coaching inn, but which has long since been a residential dwelling. The front of the site comprises an open gravelled parking area behind a low brick wall, whilst the separated rear of the site comprises an area set to lawn. A substantial single storey building stands on the south-eastern boundary of the site, which has been used in the recent past as an annexe and garaging to The Green Man, although which presently stands empty.

DESCRIPTION OF PROPOSAL: The application is for the erection of a two storey, three bedroomed dwellinghouse as an infill proposal on the site frontage within a new residential curtilage and incorporates the existing annexe building as additional living accommodation to the new dwelling. The end two garage bays at the front of the annexe would be demolished to provide for a rear amenity area to the dwellinghouse, although one garage bay would be retained, together with the provision of two new parking spaces. The site would have a frontage of 12m and a depth of 30m. The new dwellinghouse would have a footprint of approximately 76.5m², a stated height to ridge of 8.4 metres and would be rendered and clay tiled. The front of the site is level, although has a gentle fall to the rear.

APPLICANT'S CASE (including Design & Access Statement): (Summary): Historically, part of the application site was built on. The site qualifies as an infill site as agreed by the Council in previous discussions. A separate access drive will be created beyond the application site to the rear to provide for parking for The Green Man in lieu of the parking which will be lost at the front of the site. The design reflects the architectural detail and materials of the adjacent properties and will have no adverse impact on the adjoining listed building. 100m² garden amenity area will be achieved.

RELEVANT HISTORY: Outline planning permission refused in 2002 and dismissed on appeal in 2003 for the erection of a 4-bedroomed detached dwelling with double garage (UTT/0804/02OP). Appeal dismissed on the grounds that the proposed development did not constitute infill development and would otherwise be incongruous and have a harmful effect on the rural character of the area. Detailed planning permission refused in 2005 for conversion of annex to separate residential unit (UTT/0185/05/FUL & UTT/0257/05/LB).

CONSULTATIONS: Engineering and Drainage: Proposal acceptable subject to soakaways condition. Building Surveying: WC on ground floor and stair widths do not meet Lifetime Homes Standards.

PARISH COUNCIL COMMENTS: The annex behind the proposed development has conditions attached that state that it can only be used ancillary to The Green Man for family purposes. Part of this building is to be demolished to make room for car parking and the

status of the annex should be highlighted in any conditions attached to this application if it is granted. Car parking outside the application site is difficult due to the site being close to a busy junction with the B1084. There only appears to be provision for two cars, which does not allow for any visitors etc.

REPRESENTATIONS: This application has been advertised and two representations have been received. Period expired 5 October 2007 (Site Notice expired 25 September 2007).

Object: Outside development limits. Proposed dwelling would give a cramped and crowded appearance. Detrimental effect on listed building. Existing off-street parking for The Green Man would be removed and any additional on-street parking would further increase difficulties of negotiating the partly blinded "T" junction. Potential for noise and disturbance. Proposed layout is poor, which will generate unnecessary vehicle movements.

Existing roadside parking is limited, although present frontage wall allows for parking of two cars in road. Concerned that proposed development could compromise existing arrangements.

PLANNING CONSIDERATIONS: The main issues are:

- 1) **New development beyond Development Limits (Policy ULP S7).**
- 2) **Design principles (GEN2).**
- 3) **Development affecting Listed Buildings (ENV2) and**
- 4) **Vehicle parking standards (GEN8).**

1) Policy S7 of the Adopted Local Plan states that there will be a presumption against new forms of development outside Development Limits unless there is a need for development to take place there, or is appropriate to a rural area. Such exceptions to Policy S7 include appropriate infilling in circumstances where there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits, but close to settlements providing development would be in character with the surroundings and have limited impact on the countryside in the context of existing development. The application site abuts the outer edge of the Development Limits for Bran End on its north-east boundary, with those properties directly opposite located within Development Limits.

The immediate locality is characterised by a relatively close knit form of historic development grouped tightly around the nearby junction extending south-eastwards along the road frontage before the pattern of development becomes more sporadic towards Stebbing. Built form exists on both sides of the application site's frontage and, as a consequence of this, the application proposal can reasonably be described as infilling within a small gap and can therefore be considered as a justified departure from Policy S7 in terms of considering development in principle. It should be noted in this respect that the application site is different to the site identified for one new dwelling elsewhere within the rear grounds of The Green Man which was refused outline planning permission in 2002 and subsequently dismissed on appeal when the Inspector considered that the site did not constitute infilling (see Relevant History).

2) Policy GEN2 requires development to be of a design that meets the nine point design criteria and has regard to adopted Supplementary Design Guidance. The application proposes a two storey dwellinghouse of balanced proportions, incorporating a half hipped roof, chimney and two storey rear gabled projection. The new dwelling would sit equidistant between Inns Nook to the immediate east and the Grade II listed Green Man to the immediate west and the streetscene elevation submitted with the application shows that both the ridge and eaves heights of the new dwelling would be the same as 'Inns Nook', but slightly higher than The 'Green Man' to reflect the slight road fall to the junction. The rear

garden provided for the dwelling of just under 100m² by the removal of the two end garage bays of the annexe building is considered acceptable at this location. With regard to the impact on neighbouring properties, sufficient space has been provided between the proposed dwellinghouse and existing dwellings so not to result in a cramped appearance or overshadowing. Only a ground floor window is proposed on the north-west flank elevation facing The Green Man and none is proposed on the south-east flank elevation facing Inns Nook. Overlooking would therefore not occur. In view of the aforementioned, it is considered that the proposal would conform to GEN2 and would, enhance the streetscene and character of the immediate locality.

3) It is considered that the proposed dwellinghouse by virtue of its design and layout would not be injurious to the setting of The Green Man, incorporating as it does a clay tiled roof and rendered walls as well as window details on the frontage elevation (sliding sashes) commensurate with the listed building. The proposal therefore conforms to Policy ENV2.

4) The application proposal would require the removal of a large gravelled parking area presently used for domestic parking for The Green Man, although this would be compensated by the provision of additional parking provision elsewhere on that property to the rear of the application site within the applicant's control. This could be controlled by way of a Grampian condition (a condition preventing development until specified works are carried out). With regard to the application site, the applicant has provided 2 parking spaces in front of the annexe building and immediate to the rear entrance to the proposed dwelling in addition to the retention of a garage bay of the annexe, making a net total of three. This number would meet present (maximum) car parking standards for a dwelling of up to three bedrooms and would overcome the need for on-street parking, which is not desirable at this location. In the circumstances, the proposal conforms to Policy GEN8.

Other Considerations:

The proposal intends to utilise the existing vehicular access point adjacent to The Green Man and would not therefore facilitate the need for a new access. It would be necessary to impose a condition on any grant of planning permission to require the use of the annex outbuilding to remain ancillary and subservient to the new dwellinghouse to avoid future intensification of the site, a concern raised by the Parish Council.

COMMENTS ON REPRESENTATIONS: Whilst the comments on design are noted, it is considered that the proposal would not create either a cramped or crowded appearance or would be detrimental to the appearance and setting of the adjacent listed building. The level of parking provided should obviate the need for on-street parking and should not cause any conflict in vehicle movements. Any present on-street parking arrangements by others will not be effected by the proposal.

CONCLUSIONS: It is considered in all of the circumstances that the application should be approved.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development.
2. C.3.3. To be implemented in accordance with original and revised plans.
3. C.4.5. Retention of hedges.
4. C.5.1. Samples of materials to be submitted, agreed and implemented.
5. C.5.11. Smooth rendered walls.
6. C.6.2. Excluding all rights of permitted development within the cartilage of a dwellinghouse without further permission.
7. C.6.7. Excluding conversion of garages.

8. C.6.10. Residential annexe ancillary to rest of site.
9. C.8.27B Soakaways.
10. C.8.29. Details of sustainable construction required.
11. C.10.16. Gates over highway.
12. C.10.18. Unbound material/surface dressing.
13. C.11.7. Prior implementation of residential parking.
14. C.12.1. Boundary scheme details required.
15. The proposed low brick frontage wall as shown on drawing 6693-5A, shall be erected in accordance with the approved scheme before any dwelling is first occupied.
REASON: In the interest of visual amenity.
16. C.13.9. Hours of construction.
17. C.28.1. Implementation of scheme of accessibility measures.
18. The development hereby approved shall not commence until the gravel access road and parking area as shown within the blue land on drawing no. 6693-5A have been provided to enable residents of The Green Man and visitors to that property to park clear of the highway.
REASON: In the interests of highway safety and to avoid on-street parking.

Background papers: see application file.

UTT/1821/07/FUL - THAXTED
(Council Employee)

Erection of garage and workshop

Location: Recorders House 17 Town Street. GR/TL 611-308

Applicant: Mr J Starr & Ms K Whiteley

Agent: Mr J Boutwood FSA RIBA

Case Officer: Mrs A Howells 01799 510468

Expiry Date: 24/12/2007

Classification: OTHER

NOTATION: Adjacent to Grade II*; Conservation Area; within development Limits; Thaxted Local Centre.

DESCRIPTION OF SITE: A three storey rendered Grade II* listed building with frontage directly onto Thaxted High Street. The rear of the property is accessed from a right of way (Fuscia Row) from the B1051 along the rear of properties to the north and south of the right of way.

DESCRIPTION OF PROPOSAL: The site is to the rear of the High Street Thaxted, amongst a group of single storey buildings, mostly related to a commercial vehicle business in the locality. The proposal relates to the erection of an outbuilding which would incorporate a single garage, a w.c and home studio/workshop at ground floor level. The building would have a frontage of 9.9m and a depth of 5.3m. It would have an eaves height of 2.2m and a ridge height of 5.1m. It is proposed to construct the building using a weather-boarding finish and hand made clay plain tiled roof.

APPLICANT'S CASE including Design & Access statement: The garage is to be sited at the far end of the garden and parking area to the rear of the Recorders House. The proposed garage will have no affect on the setting of the listed building.

RELEVANT HISTORY: Conversion of cellar to bar approved 1965; Use as Guest House and café approved 1959; Change of use of restaurant to dwelling house conditionally approved 2001 & change of use from residential to restaurant conditionally approved 2002; change of use to full residential – refused 2005; Change of Use to Full Residential – conditionally approved 2006; Change of use of part of existing property from residential to Class A1 Retail – conditionally approved 2007; Install a removable glass lobby and an internal lockable door. Remodel existing cloakrooms and internal alterations. Erect a round, wall mounted hanging sign on the front elevation – conditionally approved 2007; Erection of a round wall mounted hanging shop sign illuminated by existing halogen spot lights – conditionally approved 2007.

CONSULTATIONS: English Heritage: This application should be determined in accordance with national and local policy guidance, and on the basis of the local planning authorities specialist conservation advice.

Specialist Archaeological Advice: There is a high potential of finding medieval and post medieval archaeological deposits relating to the historic development of the town. Request condition for full archaeological investigation.

Conservation Officer: To be reported.

PARISH COUNCIL COMMENTS: To be reported

REPRESENTATIONS: This application has been advertised and 0 representations have been received. Period expired 11th December 2007.

COMMENTS ON REPRESENTATIONS: A suitably worded condition can be added to ensure that prior to commencement of work the applicant has secured the implementation of a programme of archaeological work and recording to be agreed by the local planning authority.

PLANNING CONSIDERATIONS including Design & Access statement:
The main issues are whether the proposed building would have a detrimental impact on the character of the conservation area and whether any amenity issues are raised (ULP Policies S3, H8, GEN2 & ENV1).

1) The proposed building would serve as a garage and home studio to the main dwelling. The scale of the proposals is considered to be appropriate in respect of the size of the property, the surrounding buildings and the size of the application site. It is considered that the location of the building, in relative close proximity to the group of buildings, results in a tight-knit development and reduces the potential impact on the character of the area. The design of the building is considered compatible with the character of the area which has a mix of outbuildings of weather-boarded construction. Due to the position of the proposed garage/outbuilding no overlooking or overshadowing issues are raised by the proposals.

2) The site is located within a conservation area and it is considered that the design and materials both preserve and enhance the character and appearance of the essential features of the conservation area.

CONCLUSIONS: The proposals are considered to be acceptable.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.16.2. Full archaeological excavation and evaluation.
4. C.5.1. Samples of materials to be submitted agreed and implemented.
5. C.5.5. Clay plain tiles.
6. C.5.9. Painted wood.

Background papers: see application file.

UTT/1356/07/FUL - THAXTED

Erection of a replacement barn for Class B1 light industrial use following destruction of previous listed barn due to fire

Location: Blue Gates Bardfield End Green. GR/TL 628-307.

Applicant: Mr T Walker

Agent: Mr Dave Farrow

Case Officer: *Mr C Theobald 01799 510464*

Expiry Date: 16/11/2007

Classification: OTHER

NOTATION: ULP: Outside Development Limits / Affecting the setting of a Listed Building.

DESCRIPTION OF SITE: The application site is located within the hamlet of Bardfield End Green and is bordered to the north by residential properties and to the south, east and west by fields. The site itself has an area of 1.75 ha (stated) and comprises a Grade II listed farmhouse and collection of former farm buildings within a central courtyard, together with outerlying paddocks. The site is flat and is bordered on all sides by established trees and hedges. A concrete oversite and footings exist on the western side of the courtyard upon which formerly stood a Grade II listed barn with C20 side addition. Both buildings were destroyed by fire in February 2007. The former barn had stated dimensions of 19 metres by 6 metres and a height to ridge of just under 8 metres (3.3 metres to eaves).

DESCRIPTION OF PROPOSAL: The application seeks to replace the destroyed buildings with a "like for like" midstreyled barn and side addition of the same size, height dimensions and footprint and to use the new buildings for B1 light industrial purposes as a continuation of the previous permitted use. The replacement barn and addition will be constructed in green oak and have stained black feather-edged boarded walls on a low brick plinth under a half-hipped thatched roof (barn) and tiled roof (addition). The barn will have narrow module windows to the courtyard (east) and west elevations as well as to the midstrey, together with a sixteen light window feature on the west elevation.

APPLICANT'S CASE (including Design & Access Statement): States that government advice permits not only the reuse of existing buildings in rural areas for business purposes, but also the replacement of commercial buildings. Where it has been deemed acceptable through the planning process that the location is suitable for economic activity and provides employment, it is beneficial to replace a building where it may result in a more acceptable building for business use. The location and size of the former building was considered acceptable and the proposal replaces like for like whilst at the same time making working conditions more appropriate to the use previously permitted. The proposed development will retain the scale of the former listed barn as well as the retention of the courtyard grouping in which the barn served as an important building. Whilst the roof of the barn was originally thatched, it was subsequently tiled in the 1990's and the intention is to revert back to traditional materials.

RELEVANT HISTORY: Planning permission granted in 1990 to convert redundant listed barn and store to light industrial use and to replace existing pantiles with thatch (UTT/0934/90 & 0935/90/LB refer).

CONSULTATIONS: Design Advice: The new outbuilding would not detract from the setting of the listed farmhouse and also would represent an appropriate replacement of the lost structure. As such, it is suggested that the proposal be approved subject to appropriate conditions.

PARISH COUNCIL COMMENTS: No objections.

REPRESENTATIONS: This application has been advertised and no representations have been received. Notification period expired 12 October 2007 (site notice expired 2 November 2007).

PLANNING CONSIDERATIONS: The main policy issues to be considered in relation to this proposal are as follows:

- 1) Countryside Protection (UDC Policy S7);**
- 2) Design/Listed building (GEN2, ENV2) and**
- 3) Other material considerations.**

The site is located within a rural area outside village development limits. Policy S7 of the Council's Adopted Local Plan seeks to protect the countryside for its own sake and states that planning permission will only be given for development that needs to take place there or which is appropriate to a rural area. Furthermore, the policy states 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.

Whilst no details have been submitted by the applicant as to the structural condition of the former buildings before they caught fire in February 2007, the Council nonetheless has no information to suggest that they were structurally unsound. In normal circumstances, a replacement barn of this kind in the countryside would not receive favourable planning permission in view of the policy constraints of Policy S7. However, the applicant has stated that both the listed barn and the subservient store building were being lawfully used for B1 light industrial purposes up until the fire pursuant to the grant of planning permission in 1990. It should be noted in this respect that the 1990 permission ceased with the destruction of the buildings and it is therefore necessary for the applicant to apply for the rebuilding and continuation of the use. Given that the buildings were destroyed very recently and that the applicant has stated that he intends to continue to use the replacement buildings for B1 light industrial purposes as before with no changes in circumstances, it is considered by officers that an exception to rural policy can be made in this case with regard to the proposal given the circumstances surrounding this case.

The statutory listings register of buildings of special architectural and historic interest describes the former listed barn as a late C17 or early C18 barn, timber framed and weatherboarded, with half hipped red single roman tiled roof, 3 bats long, with catslide midstrey. The proposal intends to replicate the original barn and, as such, the roof cladding of the replacement barn will be straw rather than tile to reflect the original cladding, although the midstrey of the replacement will have a gabled roof rather than the half-hipped roof of the former midstrey. PPS7 states that all development in rural areas should be well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness. PPG15 reinforces this advice in respect of listed buildings. Council design advice recommends permission for the proposal as the replacement barn will be on the same footprint and of the same size and height as the original barn, retain some of the previous vernacular design elements and will be of a design consistent with the original barn and the intended [continued] use. Furthermore, the new buildings will preserve the courtyard grouping, which includes the existing Grade II listed farmhouse (Bluegates), a position which was lost with the destruction of the original listed barn. No objections are therefore raised to the proposal under Policies GEN2 or ENV2.

There are no other material considerations relevant to this application.

CONCLUSIONS: In summary, there are no objections to the proposal and the application should therefore be approved.

RECOMMENDATION: APPROVAL CONDITIONS

1. C.2.1. Time limit for commencement of a development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.5.9. Painted wood.
4. The roof cladding of the replacement barn shall be thatched as indicated on the approved plans and the roof cladding of the workshop as store shall be second-hand, hand made plain clay tile.
REASON: To protect the setting of the adjacent listed building.
5. C.8.10. Restriction on location and noisy activities (building).
6. C.8.3. No outdoor working.
7. C.9.1. No outdoor storage.
8. C.9.3. No change from light industrial to storage.
9. C.6.8. Excluding Permitted Development extensions or alterations to industrial premises.
10. The use hereby permitted shall be limited to class B1 (C) of the Town and Country Planning (Use classes) order 2006, or as may subsequently be amended/
REASON: In the interest of retention of the rural character of the area.

Background papers: see application file.

UTT/1110/07/FUL - LITTLE DUNMOW

Erection of 42 No. flats, 4 No. Houses, 2 No. retail units, doctors surgery, public house, and related parking

Location: Oakwood Park. GR/TL 665-208

Applicant: Colonnade Residential Ltd

Agent: Boyer Planning

Case Officer: Mr M Ovenden 01799 510476

Expiry Date: 24/09/2007

Classification: MAJOR

FULL REPORT TO FOLLOW UNDER SEPARATE COVER

UTT/1829/07/FUL - GREAT DUNMOW

Change of use from school to 3 No. dwellings and erection of 27 No. dwellings with associated car parking and garages. Demolition of remaining school buildings and construction of new pedestrian access. Alteration to existing vehicular and pedestrian access

Location: Former Great Dunmow Primary School Rosemary Lane. GR/TL 625-223
Applicant: Bellwinch Homes Ltd
Agent: Ian Bailey Architects
Case Officer: *Mr M Ovenden 01799 510476*
Expiry Date: 14/01/2008
Classification: MAJOR

FULL REPORT TO FOLLOW UNDER SEPARATE COVER