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UTT/1428/08/FUL - QUENDON & RICKLING

(District Council is landowner)

Erection of 3 No. affordable bungalows

Location: Land to the rear of 25 Coney Acre. GR/TL 508-300

Applicant: Flagship Housing Group

Agent: The Design Partnership (Ely) L

Case Officer: Ms K Hollitt 01799 510495

Expiry Date: 24/10/2008

Classification: MINOR

NOTATION: Within Development Limits.

DESCRIPTION OF SITE: The application site is located to the rear of 25-31 Coney Acre, Rickling. It forms a car parking area and formerly there were garages on the site. The area has boundary hedging to two boundaries, the rear boundaries of the properties fronting the highway form the third boundary. The fourth boundary is open and the access track forms part of this. The site is accessed via a narrow tarmac driveway with a sharp 90° turn at the entrance to the site. Adjacent to the access track is an area of green providing an area of open space in the street frontage. The site has a width of around 24m and a depth of around 25.8m.

DESCRIPTION OF PROPOSAL: The proposal relates to the erection of 3 bungalows for a Registered Social Landlord (RSL). Three parking spaces and a visitor parking space are proposed to serve the new properties. In addition it is proposed to provide 5 additional parking spaces on the green adjacent to the access track. The proposed bungalows would be in the form of a terrace having a width of 20.6m and a span of 9.6m with a porch adding a further 0.8m to the front elevations. The ridge height of the bungalows would be 5.3m. It is proposed to construct the dwellings using buff bricks, black concrete interlocking double Roman tiles (pantiles) and white pvcu casement windows. Each property would have a garden area of approximately 40 sqm.

APPLICANT'S CASE including Design & Access statement: See full statement on file. Proposal will provide 3 new affordable homes for Rickling Green to help satisfy the increasing demand for low cost housing for local people and meet the District Council's housing requirements. Access is served by a shared road off Brick Kiln Lane which is to remain in the ownership of Uttlesford District Council. Access to the rear gardens of 25-31 Coney Acre will need to be retained. The mix of development and type of house types has been determined by housing need to meet the requirements identified by the Council and the site limitations. Proposed density is approximately 34 dwellings per hectare.

RELEVANT HISTORY: None.

CONSULTATIONS: Highways: Under the service level Agreement this is a development that would be left for determination by your authority. Highway Authority would not raise any objections. However, vehicle access at junction with the highway boundary should not be less than 4.8m and retained at that width for 15m within the site to ensure that vehicles can enter and leave the highway in a safe and controlled manner.

Water Authority: Site within a Source Protection Zone. Construction works and operation of proposed development site should be in accordance with the relevant British Standards and Best Management Practices.

Natural England: No comment.

Essex Wildlife Trust: None received.

Drainage Engineer: Soakaway condition required.

Building Surveying: Turning facility required for fire appliances or domestic sprinkler systems will be required.

Accessible Homes: Appears to comply with criteria.

Sustainability: Sufficient details provided.

PARISH COUNCIL COMMENTS: Concerned that application does not allow for enough parking spaces for each household. View of the councillors that 2 parking spaces should be created for each of the new bungalows and some additional parking spaces, say 8 or 9, be made available for the residents who currently use this area to park their cars. Failure to include this additional parking area will inevitably result in cars being parked on the road creating a potentially dangerous situation.

REPRESENTATIONS: 3 letters of representation have been received. Period expired 23 September 2008.

Concerned that the holly bush by the road is to be cut down. This bush is the roost of numerous birds. We must keep all habitats that we can. Concerned about amount of parking for current tenants and owners especially for visitors. My daughter often stays a night or weekend if I need help. Feel that to bring more elderly people into this village which already has no social life and is to lose the post office is to make us all more depressed. Trust that great care will be taken in the construction not to disturb the elderly residents. We were told that no planning would be allowed for this parking area when our garages were destroyed and those of us who erected our own received no compensation. Regret the loss of the grass area to the front of our bungalows.

If bungalows are built we shall see virtually nothing. How will visitors get to our back door? There are cars in the car park that people own – where are they going? Seems wrong to build on a car park at all.

Great concern as to the parking for residents and visitors. Understand a new parking area is proposed but only 5 spaces for 6 properties and no parking for visitors, carers etc. Will the new parking areas be provided before the building work starts?

COMMENTS ON REPRESENTATIONS: See below.

PLANNING CONSIDERATIONS including Design & Access statement:

The main issues are whether

- 1) the proposed development is appropriate in this backland location (ULP Policies H4, GEN2 & SPD: Accessible Homes and Playspace and SPD: Energy Efficiency and Renewable Energy);
- 2) the parking provision is adequate to serve the proposed development (ULP Policy GEN8);
- 3) the access is sufficient to serve the development (ULP Policy GEN1) and
- 4) Other material planning considerations.

1) The application site is located in a backland position within the development limits for Quendon and Rickling. The principle of development is considered acceptable in this location subject to meeting the criteria of Policy H4 and ensuring that no adverse loss of amenity issues arise from the proposals (Policy GEN2). Policy H4 (Backland Development) states that permission will be granted if four identified criteria are met.

a) Significant under-use of land: The site forms a car parking area serving several properties in Coney Acre. From the representations submitted it would appear that the site is used and serves the existing residential properties.

b) No material overlooking or overshadowing: The proposed development would be three bungalows, in keeping with the general character of the other properties in this locality. Due to the single storey nature of these properties no adverse overlooking or overshadowing would result from the proposals.

c) No overbearing impact: Due to the single storey nature of the proposals there will be no overbearing impact from the proposed development.

d) Access not cause disturbance: The access is already in place and runs along the side boundary of 25 Coney Acre. The vehicular movements associated with 3 residential properties should not be greater than the numbers of vehicles previously using the site. However, it is also proposed to provide 5 additional parking spaces as a compensatory measure for the displacement of the car park, adjacent to the boundary of 25 Coney Acre. The impact of such parking on its residential amenity through vehicular movements in proximity to the boundary is likely to be minimal.

The loss of the parking facility serving the existing property has to be weighed up against the Corporate Plan policy to provide an additional 100 affordable residential units within the District and the benefits such provision will bring. It is also note worthy that other parking courts have been developed, for example in Saffron Walden and this proposal would be in keeping with those decisions.

The design of the proposed dwellings is acceptable and in keeping with the general character of the area. The proposed materials are not considered entirely appropriate due to the proposed use of black concrete double Roman tiles. It is considered that a more appropriate roofing material should be sourced for example a brown pantile. No adverse loss of amenity issues are raised as a result of the proposals. The proposed dwellings should achieve Code Level 3 and meet the Lifetime Homes Standards, as required in the adopted SPDs.

2) The proposed development incorporates 1 parking space per dwelling and 1 visitor parking space. In addition 5 parking spaces are proposed to serve the existing dwellings. It would appear that up to 8 residential units would be losing their parking provision, although 23 Coney Acre has created a hardstanding in close proximity to their front door. In addition 21 Coney Acre and 17 Coney Acre appear to park on the grass in front of their properties. This being the case the provision of 5 parking spaces should be appropriate to serve the 5 properties without parking provision. The proposed number of parking spaces would comply be acceptable in the context of the (maximum) standards set out in the Local Plan. Information supplied indicates that the existing and proposed properties are for elderly residents and as such their vehicular requirements are likely to be lower than family accommodation. This needs to be weighed up against the fact that Quendon and Rickling have limited local facilities available. It is understood that the post office is due for closure and there are no retail facilities within the village.

The creation of the parking area to serve the existing properties would result in the loss of an area of open space in this otherwise built-up frontage. This would have an urbanising effect on the character of the area, although this could be mitigated by the use of grasscrete for example. This would also have the additional benefit of being more porous and reduce the potential flood risk from the creation of large areas of hardstanding.

3) The access serving the proposed development already exists and has been used to access the parking area by up to eight residential properties. It is proposed to increase the number of properties accessing this area by a further three. The Highways Department has pointed out that due to the nature of the scheme and local roads it would not normally comment on such a proposal. However having been consulted it has indicated a concern that the access is of insufficient width (approx 2.8m) recommended that this be increased to 4.8m. The location of the proposed parking spaces should ensure that there would be sufficient room for vehicles to turn utilising the access track and ensuring that vehicles could enter and leave the highway in a forward gear. The parking spaces serving the proposed dwellings are to be located to the front of the new bungalows and there would be a shared drive which would provide a turning area. This would result in vehicular movements in close

proximity to the windows serving the bedrooms to plots 2 and 3. This would result in a degree of loss of residential amenity for the occupiers of those new units although this is likely to be very occasional and at a low level and well within the range of acceptability for mews courts and other small sites without on curtilage parking. The turning area should ensure that vehicles parking at these units could enter and leave the highway in a forward gear.

4) There are some deficiencies within the scheme, for example the number and location of parking spaces to serve the proposed and existing residential units. The loss of open space to provide the additional parking areas, although this could be mitigated to a degree. Even in a scheme for market housing these matters would not lead to a recommendation of refusal. In this case these aspects need to be weighed up against the benefits the proposal would bring in contributing towards the councils stated aim to provide affordable units. There are few local alternatives for the provision of a affordable housing in village and this one avoids the loss of greenfield site. The principle of development is acceptable in this location and the local authority has the right to remove the current parking provision if they so wish as others have done elsewhere. In addition, permitted development rights as contained in the Town and Country Planning (General Permitted Development) [GDPO] Order 1995, Schedule 2, Class 12 allow local authorities to provide the parking spaces shown on the existing landscaped area in any event. The provision of these parking spaces under permitted development rights would result in the same issues identified above. If constructed under permitted development rights there would be no control over the type of surfacing material used as the need for the use of porous surfacing has not been included in this Class of the GPDO. The creation of these parking spaces as part of this planning permission allows some additional control over the use of materials and to mitigate the impact and this could be seen as an advantage to the scheme.

CONCLUSIONS: The proposals are considered 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.5.1. Samples of materials to be submitted approved and implemented.
4. C.4.1. Landscaping scheme to be submitted approved and implemented.
5. C.4.2. Landscaping scheme to be implemented.
6. C.4.6. Retention and protection of trees and shrubs for the duration of development.
7. C.4.9. Use of native species.
8. C.28.1. Accessibility – Implementation of scheme.
9. C.8.35. Condition for compliance with code level 3 (less than five dwellings).
10. C.8.27B Soakaways.
11. C.6.2. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
12. C.11.7. Prior implementation of residential parking.
13. No development of the dwellings hereby permitted shall commence on site until the car parking spaces to serve the existing dwellings, as shown on drawing no. F-419-P01A have been hard surfaced and laid out and made available for use. Such spaces shall not thereafter be used for any purpose other than the parking of vehicles.
REASON: In the interests of highway safety.
14. The parking spaces shall be laid out using grasscrete (or similar), details of which shall be submitted to and approved in writing by the local planning authority. Subsequently the surfacing of the car parking spaces shall not be changed without the prior approval of the local planning authority.
REASON: In the interests of the visual appearance of the site.

15. 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.

16. The development shall not be commenced until an Affordable Housing Scheme has been submitted to and approved in writing by the local planning authority. For the purposes of this condition, an Affordable Housing Scheme is one which:

- a) ensures the provision of 100% of the permitted housing units as affordable housing intended to be occupied by persons in need as defined in the Affordable Housing Scheme, including housing for rent and shared equity but excluding low cost market housing and
- b) secures the involvement of a Registered Social Landlord (as defined in the Housing Act 1996). The Affordable Housing Scheme shall be carried out in accordance with its terms as approved. The affordable housing shall not be used for any purposes other than the provision of housing accommodation which meets the objectives of the Registered Social Landlord.

REASON: To ensure the development provides sufficient genuinely affordable houses, consistent with the Council's Housing Needs Survey.

Background papers: see application file.

UTT/1546/08/FUL - ARKESDEN

(Called to Committee by Councillor Menell upon request by the Parish Council)

Change of use from builders yard to residential. Erection of a dwelling
Location: Site Adj to Tallis Cottage Hampit Road. GR/TL 480-344
Applicant: Mr J Kiff
Agent: Mr B Christian
Case Officer: Mr T Morton 01799 510654
Expiry Date: 17/11/2008
Classification: MINOR

NOTATION: Site partly inside Development Limit.

DESCRIPTION OF SITE: The site currently consists of a strip of land between the frontage houses used as an access track to a builders yard sited to the rear of Tallis Cottage. The land rises away from the road.

DESCRIPTION OF PROPOSAL: Erection of a 2 bedroom house.

APPLICANT'S CASE including Design & Access statement: The statement is available in full on file. It describes the site and surroundings and the proposal.

RELEVANT HISTORY: UTT/0698/05/OP - redevelopment to provide a dwelling and garage. Refused 20/06/05 and appeal dismissed 24/01/06. This proposal was for a new house on the land at the rear of the site currently used as a builders yard. That part of the land is outside the Development Limit and had been excluded from it by the Inspector at the Local Plan Inquiry.

CONSULTATIONS: Three Valleys Water: This is a groundwater protection zone and construction work should be done in accordance with British Standards; see CIRIA Publication C532 Control of Water pollution from construction.

PARISH COUNCIL COMMENTS: Consultation period expired 28 October 2008
The PC advises it objects because of incorrect dimensions on plans, car parking on highway verge, overshadowing of "Dunkeld".

REPRESENTATIONS: This application has been advertised and 2 representations have been received. Period expired 23 October 2008.

One neighbour complains about the condition of the existing boundary fence, and wants a new fence to be erected.

Two other neighbours have made representations via a consultant; This 7 page letter raises a question about the accuracy of the Ownership Certificate served with the application. The site is narrower than the plans show. The proposed dwelling would be incongruous to the adjoining houses and street scene, and is of untraditional form. Car parking will dominate the appearance of the front of the house. This will be harmful to the character of the Conservation Area. Adjoining houses would lose amenity. An adjoining patio would be overshadowed.

COMMENTS ON REPRESENTATIONS: The condition of the existing fence is not a planning matter, condition C.4.1 Of the recommended approval will control details of boundary treatment.

The legal requirement is to submit a certificate of ownership. The Local Planning Authority does not possess records of property ownership so the declaration made has to be taken at face value. Any decision reached is not invalidated in law if the ownership is found not to be as certificated. A planning decision runs with the land not with an owner.

Design issues and parking issues are discussed in the following sections.

The site is not within the Conservation Area.

There are no planning standards to protect light to garden or patio areas, only to the windows of habitable rooms.

**PLANNING CONSIDERATIONS including Design & Access statement:
The main issues are;**

- 1) Principle of new dwelling. (ULP Policies S3, H3);**
- 2) Design and Amenity (ULP Policy GEN2);**
- 3) Parking (ULP Policy GEN8) and**
- 4) Other material planning considerations.**

1) The front part of the site where the proposed house would stand is inside the Development Limit of Arkesden where the principle of development is acceptable. Policy H3 accepts infilling providing the development would be compatible with the character of the settlement and other criteria including that the site is not a key employment site. The builders yard use appears to be very low scale and does not constitute a key employment site. The policy also lists reasonable access to services by modes other than the car, but the whole village lacks public transport, and it is not considered that this should prevent development inside the defined Development Limit.

2) The house is designed to have dual aspect with no windows facing towards the adjacent houses to either side. The nature of the site means that the house has to be long and thin, but the internal layout does work and will provide a satisfactory standard of accommodation to its occupiers. Although the proposed house will appear as a very much smaller building than typical of this loose row of detached houses, it is not untypical of traditional rural cottages which used to be found in the district, most of which have now been greatly modified by recent extensions. The housing size mix policy H10 does not apply to a single house proposal, but this is the kind of small dwelling that the district lacks and which policy would seek to encourage.

3) Parking provision is restricted by the constrained nature of the plot, and only a single parking space is shown "within" the plot, though the "red line" site plan indicates the verge is also owned by the applicant. It would be possible to park a second car on the verge crossover to the front of the site. Equally there is nothing to prevent any occupier of any house in similar circumstances in this street from parking on their front driveway. This is considered to be an acceptable arrangement.

4) No other issues are considered to arise.

CONCLUSIONS: The proposal is considered 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 the approved plans.
3. C.5.2. Details of materials to be submitted agreed and implemented.
4. C.6.2. Excluding all rights of permitted development within the cartilage of a dwelling house without further permission.
5. C.4.1. Scheme of landscaping to be submitted and agreed.
6. C.4.2. Implementation of landscaping.
7. The dwelling shall not be occupied until the hardstanding shown on approved drawing 3 has been provided. Thereafter it shall remain available for the parking of domestic vehicles in connection with the normal residential use of the dwelling to which it relates and shall not be built over or similarly developed, notwithstanding Permitted Development Rights of extensions contained in the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification).
REASON: In the interests of highway safety and protection of the appearance of the street scene.
8. C.8.35. Condition for compliance with code level 3 (less than five dwellings).
9. C.28.2. Accessibility – further submission.
10. C.8.30. Provision of bin storage.
11. C.1018. Unbound material/surface dressing.
12. C.10.19. Access gradient.
13. Construction works on site shall be in compliance with standards and recommendations set out in the CIRIA publication C532 Control of Water pollution from construction.
REASON: To prevent pollution in a groundwater protection zone.

Background papers: see application file.

1) UTT/1025/08/FUL & 2) UTT/1026/08/LB - WICKEN BONHUNT

(Referred at Officers' discretion)

Alterations and conversion of barn to single dwelling including new roof and car parking access arrangements

Location: Barn 2 Wicken Hall. GR/TL 498-333

Applicant: Mr A Mullucks

Agent: Morris And Partners

Case Officer: Ms K Hollitt 01799 510495

Expiry Date: 11/08/2008

Classification: MINOR

NOTATION: Outside Development Limits/Curtilage Listed Building.

DESCRIPTION OF SITE: The application site is located to the north of the main road running through Wicken Bonhunt, behind the Coach and Horses public house in the middle of the village. The application barn is part of a long range of barns and comprises multi-bay stables and storage buildings. The structure has lost its original roof which has been replaced with a mono-pitched roof. The stables are within a cluster of barns, some of which have already been converted to dwellings. To the south are two barns which form part of this long stretch of buildings which are currently being converted to residential use. Wicken Hall is located to the north of the group of buildings and St Margaret's church is opposite. This group of buildings is accessed via a private road which varies in width along its length. The committee has visited the site twice in the last few years.

DESCRIPTION OF PROPOSAL: The proposal relates to the conversion and extension of the buildings to form a dwelling. This is an alternative scheme to that previously approved. The amendments relate to alterations to the fenestration on the front elevation, including the insertion of a rooflight; alterations to the fenestration to the rear elevation, including the insertion of 3 rooflights; alterations to the size and shape of the former outbuildings and the links and the incorporation of the former store building into the dwelling. These amendments are a result of alterations to the internal layout of the building, including the introduction of two new bedrooms at first floor level where an existing internal floor structure exists. This proposal also seeks to revise the car parking layout for the development by making alterations to the previously approved wall. This would enable both Barn 1 and Barn 2 to have separate entrances and parking areas. It should be noted that significant works have been undertaken in respect of this proposal despite requests for work to stop on site. The approach taken to the "conversion" has been to significantly rebuild the end bay, to construct an external wall around the original wall of the building. This approach was also taken in respect of the "conversion" of Barn 1. Initially inaccurate plans were submitted with the application and it has taken several months to receive a set of plans that accord with measurements taken on site by Building Control.

APPLICANT'S CASE including Design & Access statement: See file for full statement. Existing barn structure has permission for sub-division into two properties. Existing main structure had its original pitched roof removed some time ago and replaced with an almost flat mono-pitched roof frame and inappropriate covering. The principal feature of the alteration and conversion of the building is the provision of a new pitched roof structure which will reinstate the original building profile and design. It will use a traditional peg tile roof. The façade is clad with black horizontal boarding above a brick plinth. The timber frame structure of the building is exposed internally. Part of the building has an existing first floor joisted structure at a level enabling the ground floor lounge to retain an appropriate sense of scale. A new storey within the roof structure will enable the new bedroom

accommodation to fit comfortably within the existing space. An Ancillary wing at the north end of the site houses the kitchen, utility and dining area and building entrance from the courtyard. The other wing has two bedrooms and a bathroom. The courtyard extends outwards to the vehicle and pedestrian access area which is contained within a new garden wall creating the boundary of the property. This runs alongside the access roadway to Wicken Hall. The vehicle and pedestrian entrance is along this wall. It is considered that none of the alterations have any adverse impact upon the appearance or structure of the barns, nor are they considered to be material in terms of character.

RELEVANT HISTORY: Planning permission and listed building consent granted for the conversion and extension of the buildings to form two residential units in 2004. Amendment to the scheme approved in June 2006.

CONSULTATIONS: Design Advice: (to be reported).

Building Surveying: No adverse comments.

Accessibility: Any compliance with Lifetime Homes Standards would be beneficial for the future of this housing stock. If access provided through utility ensure access through to WC and the corridor and door widths are compliant.

Archaeology: No archaeological recommendations.

PARISH COUNCIL COMMENTS: None received. Expired 17 July 2008.

REPRESENTATIONS: These applications have been advertised and 2 representations have been received. Period expired 24 July 2008.

1. Building proposed is much larger than original barn/stables of which it claims to be a conversion. The front wall of the main building follows a completely different line. Overall the total floor area is increased by some 60% when compared to plans approved under UTT/0385/06/FUL. This equates to a substantial reconstruction and is therefore contrary to policy H6. Changes to overall size and position clearly make this a new build as opposed to a conversion. The loss of the spacing between the brick built store and the original stables masks the buildings' origins. Proposed gated entrance to Barn 2 along the narrowest part of the revised driveway serving Wicken Hall and Wicken Hall Cottage represents a safety hazard as vehicles exiting will not be visible above the proposed new wall forming the narrower drive. The garage and store were retained for Wicken Hall under approval UTT/0385/06/FUL. The loss of this amenity has a negative impact on not just the Hall but also on the whole buildings group as it necessitates an alternative car port (application UTT/1011/08/FUL – now withdrawn) further changing the overall character of the listed buildings setting.

2. It looks a perfect design and access for this barn and if approved would enhance and add to the charm of this courtyard. It is an exceptional design and very thoughtful to Barn 1 with its new access.

COMMENTS ON REPRESENTATIONS: The comments relating to the application for the car port are noted, but this application has subsequently been withdrawn.

PLANNING CONSIDERATIONS including Design & Access statement:

The main issues are whether the proposals satisfy the requirements of the criteria in relation to conversions of rural buildings (ULP Policy H6); whether the proposals would have an adverse impact on the character and setting of the listed buildings and rural area (ULP Policies S7, GEN2, ENV2); whether the proposals would have acceptable access and parking arrangements (ULP Policy GEN8).

The principle of residential conversion has previously been established with the granting of the previous planning permission. This proposal seeks to increase the amount of

accommodation within the structure by introducing new bedrooms at first floor level. This building already has an internal first floor structure and this proposal would utilise this floorspace. Barn 1 (an adjacent unit) has first floor accommodation approved, despite the fact that this building did not have a first floor structure. In principle it is considered that the use of the existing structure to provide extra accommodation would be acceptable. In addition, it is proposed to incorporate the end bay of the building into the scheme. This was previously shown to be retained as garaging and storage for Wicken Hall. This element of the building is now shown to be part of an extended living room and a store to serve this residential unit. No objections are raised in respect of this element of the proposals.

The proposed alterations to the layout are acceptable in principle. The previous scheme did not include garaging to serve this property and it is now intended to provide a garage together with a private courtyard with parking and turning areas. The previous scheme had the parking areas for Barn 1 and 2 adjacent to each other and this scheme allows for a separation between the two units and is acceptable in principle.

One of the representations suggests that there is a 60% increase in floorspace between the previously approved scheme and this revised proposal. The floor plans for the two schemes are at different scales and an immediate comparison cannot be readily made. However, when the measurements of the buildings are compared they appear to be similar in scale. The most significant difference relates to the link between the main building and the kitchen/dining room wing. The link on the original scheme had a maximum width of 2m and this has been reduced to around 1.45m on this scheme. This does have an impact on the character of the development, but this is not so significant as to warrant a refusal of the scheme. A further difference on the plans relates to the store building. It should be noted that the original planning permission did not include this building within the application site. The building appears to have changed shape at this point and no explanation has been given in respect of this matter.

The plans indicate that the building is wider than shown on the original approved scheme. This is as a result of the approach taken to this conversion. The developer has opted to build a new skin around the frame of the original building, resulting in the frame being retained as an exposed feature within the building. The same approach was taken in respect of Barn 1. Such an approach is tantamount to the construction of a new building in the open countryside and therefore contrary to Policy H6. Members may wish to consider whether this approach has resulted in a scheme that is materially harmful to the character of the open countryside and whether enforcement action should be taken to reinstate the original building. However in this instance officers are of the view that the works are acceptable.

CONCLUSIONS: The alterations between the previous approval and this scheme are considered to be acceptable.

RECOMMENDATIONS

1) UTT/1025/08/FUL – APPROVAL WITH CONDITIONS

1. C.3.2. To be implemented in accordance with revised plans.
2. C.4.1. Landscaping scheme to be submitted and approved.
3. C.4.2. Landscaping scheme to be implemented.
4. All external joinery to the converted building hereby permitted shall be of painted timber.
REASON: In the interests of the appearance of the development and its historic setting.
5. All external timber and all external windows to the converted building hereby permitted shall be stained or painted. External weather-boarding shall be feather-edged.
REASON: In the interests of the appearance of the development and its historic setting.

6. C.6.2. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
7. C.6.7. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
8. The dwelling hereby permitted shall not be occupied until the car parking spaces, garage forecourts and hardstandings to which it relates as shown on drawing no. WC.185.1K hereby approved have been hard surfaced, laid out and made available for use. Thereafter these areas shall remain available for the parking of domestic vehicles in connection with the normal residential use of the dwellings to which they relate and shall not be built over or similarly developed, notwithstanding Permitted Development Rights of extensions contained in the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order with or without modification).
REASON: To ensure adequate parking is retained to serve the dwellings, in the interests of highway safety.
9. C.15.1. Superseding previous permission.

2) UTT/1026/08/LB – LISTED BUILDING CONSENT WITH CONDITIONS

1. C.3.3. To be implemented in accordance with original and revised plans.
2. All external joinery to the converted building hereby permitted shall be of painted timber.
REASON: In the interests of the appearance of the development and its historic setting.
3. All external timber and all external windows to the converted building hereby permitted shall be stained or painted black. External weather-boarding shall be feather-edged.
REASON: In the interests of the appearance of the development and its historic setting.
4. C.5.5. Handmade clay plain tiles.
5. C.5.7. Window details.
6. C.5.11. Smooth render.
7. C.5.13. Historic brick bonding.
8. C.15.1. Superseding previous permission.

Background papers: see application file.
