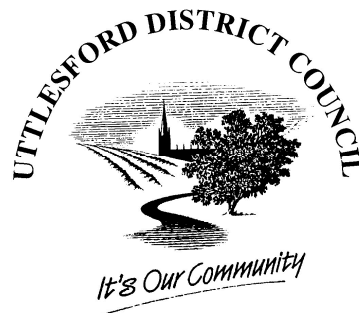


UTTLESFORD DISTRICT COUNCIL

SCHEDULE OF PLANNING APPLICATIONS TO BE CONSIDERED AT THE MEETING OF THE DEVELOPMENT CONTROL COMMITTEE

12 AUGUST 2009 at 2pm



N.B.

1. Any representations received after the compilation of this schedule and prior to the meeting will be either indicated on the Supplementary List of Representations or reported at the meeting. Full copies of all representations on every application listed in this schedule are available for inspection from 8.30 am on the Wednesday before the meeting, or at any other time with prior arrangement, at the Council Offices in Saffron Walden and Great Dunmow (Telephone no: 01799 510467 or 510369).
2. The public will be allowed to speak at these meetings. An explanatory leaflet has been prepared which details this procedure and is available from the Council Offices at Great Dunmow and Saffron Walden (Telephone no: 01799 510369).
3. Decisions made by Members are published on our website www.uttlesford.gov.uk from 10am on the day following a meeting.

Schedule:

PAGE	PARISH	APPLICATION NUMBER
1	ARKESDEN	UTT/0640/09/FUL
2	GREAT DUNMOW	UTT/0750/09/FUL

With regard to the suffix shown on planning application numbers, the following indicates the type of application involved.

<u>Suffix</u>	<u>Type of Application</u>
FUL	Fully Detailed
DFO	Details following outline permission
OP	Outline
LB	Listed Building
CA	Conservation Area
AV	Advertisement
DC	District Council
CC	County Council Consultation
SA	Stansted Airport
CLE	Certificate of Lawful Use or Development existing
CLP	Certificate of Lawful Use or Development proposed
AD	Alternative Development
GD	Government Department Consultation
OHL	Overhead Power Lines
REN	Renewal of permission

The Development Plan comprises the Essex Replacement Structure Plan (ERSP) and the Uttlesford Local Plan (ULP).

Reference to both is made in the reports by use of these abbreviations

UTT/0640/09/FUL - ARKESDEN.....	4
UTT/0750/09/FUL - GREAT DUNMOW	9

UTT/0640/09/FUL - ARKESDEN

(Call in by Cllr Menell)

(Reason: to consider the impact on the countryside and the listed building)

Erection of a replacement dwelling. Alteration to existing vehicular and pedestrian access
Location: Orchard Cottage Wenden Road Arkesden GR/TL 484-351
Applicant: Mr & Mrs R Wells
Agent: Mr B Christian
Case Officer: Mr N Ford 01799 510629
Expiry Date: 22/07/2009
ODPM Classification: Minor

NOTATION: Outside Development Limits.

DESCRIPTION OF SITE: The application site comprises a detached 1 ½ storey dwelling located outside the core of the village by approximately 700m to the north-west of Arkesden and north of the dwellings in Quicksie Hill. The dwelling is on a corner plot and set back from the roadway behind hedging and close-boarded fencing and is served by two vehicular access points from Wenden Road. A detached triple garage with ancillary accommodation above stands on site to the north-west of the dwelling.

The present dwelling on site comprises a reasonably large 1 ½ storey detached house of brick /render construction under a plain-tiled roof. It has been previously extended.

To the side and rear of the site stands a sizeable group of farm buildings associated with the adjoining Hobs Aerie Farm. In addition, Hobs Aerie, lies 60m beyond to the northeast of the site and comprises a two-storey early c.19 white brick house, with a c.17 timber-framed and plastered rear wing. Hobs Aerie is a Grade II listed building.

DESCRIPTION OF PROPOSAL: This is a full planning application that proposes the replacement of the existing dwelling and alterations to the vehicular and pedestrian access.

This would be a square plan building with a foot print (14m x 14m) of about 200 sqm overlapping but set back from the where the front elevation of the present building is by around 3 metres. Its eaves height would be around 5.4 metres and its ridge height around 8.5 metres. The design is inspired by a Regency farmhouse and would be constructed with yellow stock bricks in Flemish bond, painted timber sliding ashes with a natural slate roof.

There would be a basement, a ground floor, first floor and loft area. The dwelling would provide five bedrooms and a study or a sixth bedroom.

The two existing vehicular access points would be closed and a new access created mid way between the two leading to a central turning area between the garage and the new dwelling.

APPLICANT'S CASE including Design & Access statement: A summary from the Statement received 27 May 2009 is below.

The report describes the site and surroundings, the proposal, planning policies and an assessment of the scheme. A bat survey has also been submitted that found no evidence of bats within the building. Additionally, no impact for bats roosting in trees is concluded. A landscaping strategy and specification is included.

RELEVANT HISTORY: On 21 December 2007 planning permission was refused for the erection of a replacement dwelling (UTT/1735/07/FUL). The proposed dwelling was considered to be of an excessive scale and bulk such that it would not protect or enhance the character and appearance of the countryside. A subsequent appeal was dismissed on 17 October 2008. (a copy of the decision is attached).

In paragraph six the Inspector found that the dwelling would be of a scale and character in keeping with neighbouring buildings but the increased depth would result in the loss of a large part of the garden area noticeable when viewed from the road. This would have resulted in a reduction of visual separation between the buildings. The reduction of space and consolidation of built form would have resulted in harm to the character and appearance of the surrounding countryside.

On 3 September 1999 planning permission was granted for a first floor rear extension and a detached triple garage (UTT/0770/99/FUL).

On 12 June 1997 planning permission was granted for a two storey side extension (UTT/0417/97/FUL).

On 5 February 1986 planning permission was granted for retention of dwelling without complying with the agricultural occupancy condition ENW/SWR/157/49 (UTT/1319/85).

CONSULTATIONS: Highway Authority: No objection subject to conditions.

Water Authority: Groundwater Source Protection Zone corresponding to Wenden Pumping Station. Construction works should be carried out in accordance with British Standards and Best Management Practice to reduce groundwater pollution risk.

Environment Agency: To be reported.

Natural England: No objection.

Essex Wildlife Trust: To be reported.

Drainage Engineer: If impermeable construction is to be retained then the standard SUDS condition should be applied.

Building Surveying: Access is satisfactory. Energy efficiency and Lifetime home comments to be reported.

Special Verge Advice: The development is adjacent to a protected land where Policy ENV8 applies. Landscape Officer should comment on the special verge issue. There is no record of protected species at this site.

Landscape Officer: Verbally indicated no objection to closing the existing access points and provision of a new access in relation to the protected lane status as there are no historic features to consider. The landscaping proposal for the new dwelling is appropriate and provides for some substantial trees to the frontage.

PARISH COUNCIL COMMENTS: Summarised: The house has been extended over the years from one for a farm worker to a substantial accommodation. The proposal is to replace with a large house albeit on the same footprint. Hobbs Aerie is listed and large scale development may impact on the building. Surface water drainage runs under the development area and there are already flooding problems on Wenden Road.

The Parish Council are concerns with visual impact from the south. Feel that the submitted street scene is misleading. Errors in road names within the supporting statement. Feel that the application would be contrary to Policies S7 and part of H7.

REPRESENTATIONS: None. Notification period expired 23 May 2009.

PLANNING CONSIDERATIONS including Design & Access statement:

The main issues are

- 1) **Whether the replacement dwelling would be in scale and character with neighbouring properties, would protect or enhance the character of the countryside, be acceptable in terms of highway safety, not harm a protected lane and accord with SPD (ULP Policies S7, GEN1, ENV8, H7 & [SPD](#) Replacement Dwellings, Accessible Homes and Playspace and Renewable Energy) and**
- 2) **Whether there would be any harm to neighbouring properties by way of overlooking, overshadowing or overbearing effect (ULP Policy GEN2).**

1) The existing dwelling is located outside of the development limits of Arkesden and is therefore countryside for the purposes of the local plan where new dwellings are generally not permitted. However, the proposal is for a replacement dwelling and this is acceptable in principle subject to it being in scale and character with neighbouring properties and through its location, appearance and associated scheme of landscape enhancement it would protect or enhance the particular character of the countryside in which it is set (ULP Policy H7).

An important material planning consideration is the previous proposal for a replacement dwelling. This was dwelling of similar style but much and was refused due to its scale and resultant effect on the character of the countryside. The refusal was appealed and larger (23m x 13m) the Inspector found that the dwelling would be of a scale and character in keeping with neighbouring buildings but the increased depth would result in the loss of a large part of the garden area noticeable when viewed from the road. This would have resulted in a reduction of visual separation between the buildings. The reduction of space and consolidation of built form would have resulted in harm to the character and appearance of the surrounding countryside. The Inspector was otherwise found no objection to the principle of the replacement dwelling.

This proposal seeks to draw on the findings of the appeals Inspector. The dwelling is now shown sited around 5 metres further away from the farm buildings at around 35 metres and occupies most of the footprint of the existing dwelling. The dwelling is now sited around 5 metres further back from the highway to its front elevation. This

combined with the more simple form of a square plan building, together with its more compact form, overcomes the objection that the Inspector had with regard to consolidation of built form and leaves a more appropriate spacing and setting for the building.

The ridge height would be around 8.5 metres and the eaves around 5.5 metres. However, it is intended that the building be set lower into the ground to reduce this height further by 600mm. The height would be more than that of the existing dwelling which is around 7 metres high to its ridge however the Inspector found no harm with regard to the height of the building. It is also important to note that the building would be set back from the road allowing for some substantial tree planting which would aid visual amenity. The dwelling would be of a good standard of design benefitting from the use of natural materials.

Parking provision would be appropriate as the existing garage would be retained which provides parking for three cars and there would also be an adequate off road turning and parking area.

Here was no harm identified to the setting of the listed building 'Hobs Aerie' to the north when considering the previous planning application or by the appeal Inspector. This proposal would be set further away from the listed building than that scheme and so similarly no harm is identified.

2) By reason of the location of the building being isolated from neighbouring properties it is considered that there would be no impact on their amenity by way of overlooking, overbearing or overshadowing effect. This view is consistent with the previously refused application.

CONCLUSIONS: The proposed replacement dwelling in the form now proposed overcomes the objection of the Inspector when dismissing the previous appeal and would be of a scale and design that would be appropriate to its countryside location and preserve visual amenity. As the proposal has dealt with the Inspector's objection the application is recommended for approval.

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.
4. C.7.1. Slab levels.
5. C.4.2. Implementation of landscaping submitted with the application.
6. C.4.6. Protection of trees during construction.
7. C.6.2. Removal of permitted development rights.
8. C.8.15. Construction hours and storage.
9. C.8.35. Code level 3 sustainable homes.
10. No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before the details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in Annex F of PPS25 (or any subsequent version), and the result of the assessment provided to the

local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity , the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

REASON: To ensure satisfactory drainage facilities are provided.

- 11. The vehicle access shall be constructed at right angles to the existing carriageway. The width of the driveway at its junction within the highway boundary shall not be less than 2.5 metres.

REASON: To ensure that vehicles can enter and leave the highway in a safe and controlled manner.

- 12. No unbound materials shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

REASON: To avoid the displacement of loose material onto the highway in the interests of highway safety.

- 13. The access shall be laid to a gradient not exceeding 4% for the first 6 metres from the highway boundary and not exceeding 8% thereafter.

REASON: To ensure that vehicles can enter and leave the highway in a safe and controlled manner.

- 14. Prior to the commencement of the development details shall be submitted to and approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained at all times.

REASON: To prevent hazards caused by flowing water or ice onto the highway.

- 15. Any gates provided at the vehicular access shall only open inwards and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.

REASON: To enable vehicles using the access to stand clear of the carriageway/footway whilst gates are being opened and closed.

- 16. Upon first use of the new access the existing access shall be permanently closed and the verge reinstated in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority.

REASON: In the interests of highway safety and the character of the protected lane.

- 17. 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, 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.

Background papers: see application file.

UTT/0750/09/FUL - GREAT DUNMOW

Change of use of Dunmow Sales Rooms to 12 residential units including amenity area, garaging and parking. Construction of a new vehicular and pedestrian access (alternative scheme to planning reference UTT/0286/09/FUL)

Location: Dunmow Salesrooms Chequers Lane. GR/TL 626-218

Applicant: Trustees of J M Welch Will Trust

Agent: Strutt & Parker

Case Officer: Mr N Ford 01799 510629

Expiry Date: 13/08/2009

Classification: MAJOR

NOTATION: Within Development Limits.

DESCRIPTION OF SITE: The site is about 0.17 hectares and comprises three buildings of metal utilitarian appearance on the southern and western boundaries formerly used as auction Salesrooms. The site is otherwise hard surfaced with a brick wall enclosing the site. There are two points of access onto Chequers Lane.

The site is located on the western corner of Chequers Lane, Great Dunmow. This road serves the public car park adjacent Angel Lane (also a pedestrian footpath to the High Street) opposite and terminates at a cul-de-sac of a modern housing estate of Standrums which also forms the southern boundary of the application site as the gardens of 21, 22 and 23 Standrums.

DESCRIPTION OF PROPOSAL: This is a full planning application that proposes the demolition of the Dunmow Salesrooms and the erection of 12 residential units comprising houses and flats. This comprises 7 no. three bedroom dwellings, 3 no. two bedroom dwellings and 2 no. two bedroom flats. Access would be provided onto Chequers Lane and a total of 21 parking spaces would be provided. This would result in parking provision at just over 1.5 spaces per residential unit. Buildings heights would vary between about 8-9.5 metres (2 ½ storeys).

The major part of the development would form an arc facing Chequers Lane. Access to the rear is taken through plot 11. To the rear are rear gardens of a mixture of sizes. There is a parking court for 19 vehicles, 4 of which are integrally located underneath plot 12. This is a two bedroom coach house style building at the southern boundary adjacent to Standrums.

A building for refuse provision is provided within the site and also a building for cycle storage.

The application is a revision and resubmission following the refusal of a similar proposal at the meeting on 20 May 2009. The revisions relate to improving the usability of the proposed car park. This has involved realigning the access drive which leads to the car park, some of the spaces themselves and adding an additional space (21 in total).

APPLICANT'S CASE: See Design and Access Statement received 18 June 2009.

RELEVANT HISTORY: The Development Control Committee recently refused a scheme for 12 residential units on the site (UTT/0286/09/FUL). The Officer recommendation was for approval but it was refused for a single reason:
"The proposal is unacceptable because the proposed turning and internal access facilities are too cramped to the extent that residents will be discouraged from using them to their full extent and as a result will be displaced onto the public highway. The proposal will therefore fail to make appropriate provision of car parking and turning space contrary to the requirements of policy GEN8"

CONSULTATIONS: Highway Authority: No objection subject to conditions.

Water Authority: To be reported. (Due 15/7)

Natural England: No objection.

Essex Wildlife Trust: To be reported. (Due 15/7)

Drainage Engineer: To be reported. (Due 8/7)

Landscape Officer: To be reported. (Due 8/7)

ECC Archaeology: Recommends a programme of archaeological work by condition.

ECC Education: To be reported.

Energy Efficiency Officer: Apply conditions C.8.29 and C.8.32.

TOWN COUNCIL COMMENTS: To be reported. (Due 24/7)

REPRESENTATIONS: One. Notification period expired 15 July 2009. Advert expired 23 July 2009. Site Notice expired 27 July 2009.

1. 21 Standrums – Parking in Standrums is an issue. Will result in more people parking in Standrums and access problems. Difficulty getting in and out of spaces for the development. Plot 12 will overshadow. Concern for safety of pedestrians and proximity to the mobile base station.

COMMENTS ON REPRESENTATIONS: Issues of parking, access and amenity are considered below. The Highway Authority has no objection to the scheme.

PLANNING CONSIDERATIONS: The report concerning the recent similar application identified that the main issues were

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

By refusing the last application for a single reason – inadequate parking and turning facilities – the planning authority established that it was acceptable on all other grounds.

For completeness the issues that were considered acceptable with the last application were the principle; the auction rooms are not a traditional employment use that planning policy would be seeking to protect; the density of development of 71 dwellings per hectare (dph). For comparison Champions Court constructed in recent years opposite the site is between 8 and 10 metres high. Banks Court to the west of unit 11 appears similar in scale; the design of the buildings takes its reference from the local vernacular; elevations are provided with much visual interest; the overall number of spaces considered to be acceptable would be appropriate; the garden sizes were considered to be acceptable.

Compliance with Lifetime Homes Standards and the provision of adequate bin storage is achieved.

A representation has been made concerning the potential for harm on the amenity of neighbouring properties.

There are no windows identified to the first floor side elevation of plot 11 facing Banks Court or plot 12 facing 21 Standrums and in this regard overlooking is prevented subject to a condition to ensure that no windows are inserted into this elevation. Further, no windows are identified to the first floor south elevation of plot 1 facing 23 Standrums and this can also be prevented by condition. With regard to the existing site levels and neighbouring properties it is considered that there would be no significant harm to neighbouring properties.

The sole issue to be determined with this revised proposal is whether the parking and turning facilities and the extra information on the matter submitted with the application overcomes the reason for refusal (printed in full in the 'Relevant History' Section above).

The route of the access to the car park has been realigned, the location of some of the spaces has been altered and a further space added. The applicant has provided two drawings which together indicate that each space (1-19) can be independently accessed and departed from in a workable manner. With this further information it is considered that the development would provide adequate parking and turning facilities and therefore overcomes the previous reason for refusal.

The committee is asked to note that the Highway Authority has no objection to the scheme and has indicated that the parking, access and turning facilities are adequate.

CONCLUSIONS: The scheme would make efficient use of land and be of an appropriate scale and design to respect the appearance of the area. Subject to conditions there would be no harm to the amenity of neighbouring properties. The proposal overcomes the sole reason for the refusal of the otherwise similar previous application.

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.7.1. Slab levels.
4. C.8.27A Surface water disposal arrangements.
5. C.16.2. Full archaeological excavation and excavation and evaluation.
6. C.4.1. Submission of Landscaping Scheme.
7. C.4.2. Implementation of landscaping scheme.
8. C.5.1. Samples of materials.
9. C.8.15. Restriction of hours of operations. (construction)
10. C.8.29. Condition for compliance with code level 3 (five or more dwellings).
11. C.8.32. Compliance with the 10% rule (developments of five or more dwellings or greater than 1000 sqm floor area)
12. C.6.2. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
13. The vehicle access shall be constructed at right angles to the existing carriageway and by the way of drop kerb crossings. The width of the driveways at their junction with the highway boundary shall not be less than 2.4 metres for the access to serve plot 1 and not less than 4.1 metres for the access to serve the remaining plots.
REASON: To ensure that vehicles can enter and leave the highway in a safe and controlled manner.
14. The accesses shall be laid to a gradient not exceeding 4% for the first 6 metres from the highway boundary and not exceeding 8% thereafter.
REASON: To ensure that vehicles can enter and leave the highway in a safe and controlled manner.
15. No unbound material shall be used in the surface finish of the driveways with 6 metres of the highway boundary of the site.
REASON: To avoid displacement of loose material onto the highway in the interests of highway safety.
16. The development hereby permitted shall not commence until details of the means to prevent the discharge of surface water from the development onto the highway have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be carried out in its entirety before the access is first used and shall be retained at all times.
REASON: To prevent hazards caused by flowing water or ice onto the highway.
17. Any gates provided at the vehicular accesses shall only open inwards and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.
REASON: To enable vehicles using the access to stand clear of the carriageway/footway whilst gates are being opened and closed.
18. Prior to occupation of the development hereby permitted the existing crossovers shall be removed and the footpath resurfaced and kerb reinstated for use in accordance with details previously approved in writing by the Local Planning Authority.
REASON: In the interests of highway safety.
19. The development hereby permitted shall not be occupied until the car parking area indicated on the approved plans, including any parking spaces for the mobility impaired has been hard surfaced, sealed and marked out in parking bays. The car parking area shall be retained in this formed at all times. The car park shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.
REASON: To ensure appropriate parking is provided.
20. The powered two wheeler/bicycle parking facilities as shown on the approved plan are to be provided prior to first occupation of the development and retained at all times.
REASON: To ensure appropriate powered two wheeler and bicycle parking is provided.
21. Vehicular hard standings shall have minimum dimensions of 2.4 metres x 4.8 metres.
REASON: To ensure appropriate parking provision.
22. 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 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.

23. 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.

24. No windows, rooflights, or other form of opening shall be inserted into the first floor side elevation or roof slope of plot 1 without the prior written consent of the local planning authority.

REASON: In order to avoid overlooking in the interests of residential amenity.

25. No windows, rooflights, or other form of opening shall be inserted into the first floor side elevation or roof slope of plot 11 without the prior written consent of the local planning authority.

REASON: In order to avoid overlooking in the interests of residential amenity.

26. No windows, rooflights, or other form of opening shall be inserted into the first floor rear or side elevations or roof slope of plot 12 without the prior written consent of the local planning authority.

REASON: In order to avoid overlooking in the interests of residential amenity.

27. C.19.2. Avoidance of overlooking – balcony or roof terrace.

28. Plot 5 shall be built to wheelchair accessible standards in accordance with drawing no. X unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to ensure the provision of a wheelchair accessible dwelling in accordance with the Supplementary Planning Document 'Accessible Homes and Playspace'.

29. The development hereby permitted shall not commence until a scheme of boundary treatment has been submitted to and approved in writing by the Local Planning Authority. Such details shall include provision for the retention of the wall to the southern boundary with Standrums. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing.

REASON: In the interests of amenity.

Background papers: see application file.
