

UTT/13/1456/FUL (STANSTED)

(MINOR APPLICATION - Called In By Councillor Dean to be assessed alongside with UTT/13/1126/FUL)

PROPOSAL: Proposed extension to existing showroom to create tyre exhaust and repair facility and additional showroom with office over

LOCATION: 10 Cambridge Road, Stansted

APPLICANT: Geneva Motors

AGENT: The Bareham Overy Partnership

EXPIRY DATE: 7 August 2013

CASE OFFICER: Maria Tourvas

1. NOTATION

1.1 Within Development Limits, Part protected Retail Frontage/Town Centre Policy SM1, adjacent to Grade II listed buildings

2. DESCRIPTION OF SITE

2.1 The site is predominantly set back off Cambridge Road to the rear of properties no. 8-12 (even). The site is fundamentally a car sales place which consists of a redundant port cabin, there are a single storey car showroom and offices located to the rear of the site, car parking which is associated with the car sales, with an element of cleaning and repairs which occurs on site. There are also car parking spaces which is provided on site for neighbouring occupiers such as for the back clinic, Intercounty and Boots.

2.2 The site covers a total area of approximately 2,590sqm.

2.3 There is a 1.5m high close boarded fence to the rear of the site adjacent to the Crafton Green Car Park. There are high level conifers along the shared eastern boundary. There are also close boarded fences along the northwest, north and northeast, with slightly lower fencing along the northeast boundary, which relate to two-storey houses fronting Clarence Road.

2.5 Fronting Cambridge, is Barclays Bank, Intercounty, Boots etc with offices above.

2.6 To the east of the application site is the Crafton Green Car Park also consists of the local clinic and library. Also to the north is 14 Cambridge Road.

2.7 The site's access is taken from Cambridge Road.

3. PROPOSAL

3.1 The proposed scheme is for "Proposed extension to existing showroom to create tyre exhaust and repair facility and additional showroom with office over."

3.2 The proposed building would have a workshop height of 12m. The eaves to the proposed main workshop building would be 5.5m. The proposed main building would have a footprint of 12.5m (d) and 24.5m (l). The proposed roof would have a relatively

steep pitch of 45 degree angle. The apex of the proposed workshop is proposed to be utilised for the mezzanine storage racking for tyres and exhausts. The main workshop requires a height internal height for the proposed purposes of the vehicle ramps. Adjacent to the proposed workshop and extension to the existing showroom/offices is proposed in the form of a two-storey building with a double pitched roof. This would have the dimensions of 8m (l) x 8m (w) x 10m (h).

- 3.3 The proposed site plan indicates that the proposed building would be set off of the shared northern boundary with 14 Cambridge Road. The siting of the proposed building in relation to the boundary would taper away from west to east. The showroom/offices would be set off the boundary between 1-2m and the main workshop proposed would be a minimum of 1m increasing to 5m off the boundary. The proposed built form is also proposed to be set off the shared boundary with the public car park to the east by 2-2.5m. The proposed buildings would replace and existing dilapidated port cabin and element of existing high wall along the northern boundary which jets out into the site and allocated car parking which occurs along the northern boundary for the neighbouring occupiers (Intercounty, Boots and the clinic etc) which equates to approximately 9 spaces and approximately 6 spaces along the eastern boundary appear to related to agent parking as per 2010 certificate. There is currently other informal unloading parking which occurs on site.
- 3.4 The scheme proposes a total of 32 car sales parking spaces which would be located along the west and south-western boundary, also 22 general staff and customer parking spaces (including 2 disabled spaces). The parking spaces would measure 5.5 x 2.9m.

4. APPLICANT'S CASE

- 4.1 The application site has an area of 2,590sqm and it is located with the development limits of Stansted. There is the vacant site to the north, public car park to the east and the Green's Building and Barclays Bank to the west. There is currently one point of access and egress from the site which is taken from Cambridge Road (both vehicular and pedestrian movement) between the Green's Building and Barclays Bank. No amendments are proposed to this access.
- 4.2 The proposed is to extend the use of the motor trade sales site to provide further motor trade services in the form of tyre, exhaust, MOT and repair facility to increase the services offered to Geneva Motor's existing customer base. To achieve this a new built form is required of sufficient size and height to install 3no. Hydraulic platform lifts and storage of tyres and exhausts. A modest additional showroom is proposed and an office above that to cater for the additional administration for the extended use.
- 4.3 The application site is within development and within a local centre. The 3 strand of the NPPF is referred to namely economic, social and environmental roles, also presumption in favour of sustainable development. It is stated that the application would accord with Local Plan Policy S1 in that the proposed development is compatible with the area and that the new extension would enhance the appearance of the rear of the site. The site is not within a conservation area, the scheme would protect from water pollution, and it does not affect the retail frontage.
- 4.4 The supporting statement highlights that the amount of traffic that would be generated from the proposed development would be a small percentage of that existing on Cambridge Road and can easily be accommodated by the surrounding transport network. The site is suitably located within the third largest settlement in the district. It lies within 5 minutes walking distance of the main Cambridge Road with its bus services, and 15 minutes of the railway station. It is also close to London Stansted Airport. The

proposed building would meet the needs of people with disabilities. The scheme accords with all aspects of local plan Policy GEN1 apart from the development encouraging the movement by means other than a car by virtue of the nature of the development and use of the building.

- 4.5 The proposed development would accord with local plan Policy GEN2 in terms of being compatible in scale, form, layout, appearance and materials of the surrounding buildings. There would be no material loss to the privacy or daylight to neighbouring properties. There would be natural surveillance plus the building would prevent anyone one without the need for going to that part of the site. The development is not within.
- 4.6 Lighting can be conditioned. There are no neighbouring properties to be affected by the development. There is no requirement for a contribution based on the nature of the development. There is sufficient space to accommodate over 80 cars on site due to the close parking of the sales cars.
- 4.7 The use of the car sales was established in November 1989. The extension of the use falls within the lawful existing use granted in 2010. Especially in respect of repair and vehicle sales. The proposed scheme would be small providing a workshop of 290sqm with mezzanine above for storage and small showroom facility of 57sqm with office above for administration. This would release the centre of the site for car sales parking. The hydraulic lifts and the height of the proposed workshop are necessary to be able to replace exhausts. There are no plans for landscaping as there is none at present. Its materials would be sympathetic by using facing brick, weatherboarding and roof tile profile metal roofing. All materials and colour to be subject to planning conditions.

5. RELEVANT SITE HISTORY

- 5.1 There is a history of planning application on the subject site. These are listed below;

UTT/1590/88 - Outline application for 2 & 3 storey office development – Granted 26.04.1989

UTT/1659/89 - Relocation of timber building for temporary use as motor vehicle sales office and showroom – Granted 17.11.1989

UTT/0701/90 - Retention of two portacabins 10' x 30' for office and storage use – Granted 25.06.1990

UTT/0823/91/AV - Erection of internally illuminated Hyundai Franchise Cenotaph Sign – Granted 02.09.1991

UTT/0486/92 - Renewal of outline application for two and three storey office development (previously approved under UTT/1590/88) – Granted 26.06.1992

UTT/0637/95/FUL - Renewal of outline planning permission for two and three storey office development (previously approved under UTT/1590/88) – Granted 07.07.1995

UTT/0698/98/REN - Renewal of outline planning permission for two and three storey office development (previously approved under ref UTT/1590/88) – Granted 14.09.1998

UTT/0837/01/REN - Renewal of outline permission for two and three storey office development (previously approved under ref UTT/1590/88) – Granted 24.07.2001

UTT/0547/02/FUL - Erection of car preparation building and car wash. – Granted 23.05.2002

UTT/1047/04/REN - Renewal of outline planning permission for two and three storey office development (previously approved under reference UTT/1590/88 and renewed under reference UTT/0698/98/REN and UTT/0837/01/REN – Granted 03.08.2004

UTT/882/10/CLE - Certificate of lawfulness for existing use as motor trade purposes, vehicle display and storage, sales and disposal , repair, valeting and preparation, motor contracts and leasing, signage, travel related parking and villa rental agents and fleet disposal agents - Lawful 15 July 2010

- 5.2 There is a history of planning application for the adjacent site, 14 Cambridge Road. However the most relevant is a current application for “Mixed use development comprising 14 No. dwellings, ground floor retail unit with independent first floor office and 2.5 storey commercial building including associated garages, car parking and landscaping” (UTT/13/1126/FUL)”.
- 5.3 An application has also since been received dated 29 July 2013 for the Stansted Library for the proposed “Demolition of existing library and erection of multi-purpose community building with associated staff parking, landscaping, cycle parking, signage/seating and refuse and recycling facilities. Provision of temporary library facilities for the duration of the building works” (UTT/13/2027/FUL). These are both currently under consideration.
- 5.4 UTT/13/1126/FUL and UTT/13/2027/FUL currently under consideration.

6. POLICIES

6.1 National Policies

National Planning Policy Framework

6.2 Uttlesford District Local Plan 2005

S1 – Development Limits for the Main Urban Areas
SM1 – Local Centres
E1 - Distribution of Employment Land
E2 – Safeguarding Employment Land
RS1 - Access to Retailing and Services
RS2– Town and Local Centres
GEN1 – Access
GEN2 – Design
GEN3 – Flood Protection
GEN4 – Good Neighbourliness
GEN6 - Infrastructure Provision to Support Development
GEN7 - Nature Conservation
GEN8 – Vehicle Parking Standards
ENV2 - Development Affecting Listed Buildings
ENV12 – Protection of Water Resources
ENV14 – Contaminated Land
ENV15- Renewable Energy

6.3 Uttlesford District DRAFT Local Plan

Stansted Mountfitchet Policy 1 - 10 Cambridge Road;

“The land at 10 Cambridge Road is allocated for a minimum of 14 residential dwellings.

The following criteria must be met:

- The development provides for a mixed and balanced community;
- It provides for a footpath link between Cambridge Road and the Crafton Green car park;
- The development is designated to mitigate adverse effects upon existing residential and community interests and may be required, by legal agreement, to provide or contribute towards wider and longer term planning benefits reasonably associated with the alleviation of any such impact....”

Position Statement (March 2013) – Policy has been deleted and replaced with a Development Opportunity Site.

6.4 Stansted Mountfitchet Community Plan (2011)

The document identified that Stansted has enlarged over the years and states that any further attempts to significantly enlarge Stansted would be resisted. The Plan also states that it would attempt to retain existing commercial areas in order to sustain a balanced community.

6.5 Urban Design Assessment of Development Opportunity Sites (Place Services - Essex County Council) (January 2012, presented to the LDF Working Group 8 February 2013)

- 6.5.1 Work has been undertaken by ECC Urban Design in terms of appraising the application in conjunction with the wider adjacent sites (rear of Cambridge Road, Chapel Hill and Crafton Green). These have been seen as an area of development opportunity. The document has concluded the following:
- 6.5.2 “Through the process of viability testing, context analysis and urban design appraisal, the future development potential of the site has been explored and development principles established.
- 6.5.3 This document sets out the principles for the future development of the site, ensuring that any development fits into the surrounding context, while providing the town with a suitable mix of uses which meets the needs and the requirements for the future growth of Stansted Mountfitchet.
- 6.5.4 Following summary set outs the key development principles future proposals will need to address:
- A comprehensive development of the site would be the only way to ensure a mix of development uses which would benefit and enhance the future of Stansted Mountfitchet.
 - Future development proposals need to be suitably phased, taking a regard for land ownership, development mix and viability
 - Connecting Cambridge Road with Crafton Green possibly as a one way or part one way route
 - Sustaining the current levels of public car parking while exploring more convenient locations for accessing Cambridge Road and the businesses, retail and community facilities on site
 - Creating a convenient, safe and direct pedestrian route to the retail units on Cambridge Road
 - Suitable residential development which reflects the immediate context of the site to be located adjacent to the surrounding areas with adequate parking

- Establish additional retail/commercial units to the rear of the existing units fronting Cambridge Road
- Improvements to servicing/delivery arrangements to existing food retailers on Cambridge Road to alleviate congestion

6.6 **Assessment of Development Opportunity Sites (Study undertaken by Carter Jonas on behalf of UDC November 2012, presented to LDF Working Group 22 November 2012)**

- 6.6.1 This study looked at the same site as the study above, Urban Design Assessment of Development Opportunity Sites, and focuses upon the financial viability of the site. However, more focus was provided to the possible re-development of 14 Cambridge Road.

7. **PARISH/TOWN COUNCIL COMMENTS**

- 7.1 Members are aware the applicant has not supplied enough information and that Essex County Council have recommended refusal. UDC should seek more information before determining this application. The Parish Council are minded to support this. We hope that as requested by Councillor Dean that this application will be called in by the Committee.

8. **CONSULTATIONS**

ECC Highways Authority

- 8.1 An objection had originally been made with regards to insufficient information being submitted to demonstrate the impact upon the highway network. Additional information was requested in terms of customer parking and turning within the site and an indication of additional vehicle movements that is expected to be generated by the proposed development. (19 June 2013).
- 8.2 Following the submission of additional information and a revised plan (drawing no. 2632-7) the Highways Authority have withdrawn their objection subject to conditions (dated 10 July 2013)

9. **REPRESENTATIONS**

- 9.1 The neighbouring properties have been consulted of the application. The scheme has been advertised on site and within the local press. (Expiry date 11 July 2013). Following the consultation process no individual representations have been received. A letter from the Stansted Economic Development Working Group raised the following points;

The working group supports to this application and seeks its approval. The application potentially meets and does not impede the aims of the planning authority and of the parish council for a comprehensive redevelopment of the application site as one part only of a three-part Development Opportunity Site by providing additional employment and services on this site (Uttlesford District Council Local Plan Position Statement March 2013.)

10. **APPRAISAL**

- 10.1 The issues to consider in the determination of the application are:

- (A) Whether the Principle of development is acceptable (Local Plan Policy S1, E2 and

- GEN1);
- (B) Density, Scale, layout, design, amenity and sustainable construction issues (Local Plan Policies GEN2, GEN4, ENV12, ENV15 & SPD: Energy Efficiency and Renewable Energy);
- (C) Highways, Accessibility and Parking (Local Plan Policies GEN1, ENV13 and GEN8);
- (D) Contaminated land issues, Flood risk issues, Impact on biodiversity (Local Plan Policy ENV14, GEN3 and GEN7);
- (E) Other material considerations – the relationship of the proposed application in relation to the proposed application at 14 Cambridge Road

A Whether the Principle of development is acceptable

- 10.2 The NPPF highlights a presumption in favour of sustainable development, of which the proposed development would utilise a brownfield site within development limits. The NPPF also states in paragraph 23 relating to ensuring vitality of town centres amongst other things “recognise that residential development can play an important role in ensuring vitality of centres and set out policies to encourage residential development on appropriate sites...where town centres are on the decline, local planning authorities should plan positively for their future to encourage economic activity.” It should be noted that the economic circumstances between the subject application site and that of the northern adjacent neighbouring site (14 Cambridge Road) which also covered by reports undertaken by Place Services and Carter Jonas are completely difference. This application sees the proposed expansion of an existing business as opposed to the re-development of a site.
- 10.3 The draft Local Plan contains Stansted Mountfitchet Policy 1 - 10 Cambridge Road which has been allocated to provide a minimum of 14 residential dwellings, to provide a mixed and balance community, footpath link between Cambridge Road and the Crafton Car Park.
- 10.4 The draft Local Plan has under gone its' second round of consultation. Further studies have been undertaken, such as the Carter Jonas and Place Services reports, and the document will be shortly submitted to the Planning Inspectorate for examination. This document holds some weight and it is a material consideration.
- 10.5 A Position Statement had been released March 2013 which deleted Policy 1 for 10 Cambridge Road and Policy 2 for 14-28 Cambridge Road and replaced them with a Development Opportunity Site. This followed the work from Carter Jonas and Place Services, as discussed in Sections 6 above.
- 10.6 The application that is before us for determination is for the proposed extension to an existing commercial business. Whilst the application site is not a safeguarded site the principle of expansion of an existing business within the Development Limit of Stansted on developed land is acceptable, subject to compliance with other polices of the Local Plan. The site is located within a sustainable location which is easily accessible by other forms of transport other than private vehicle. However, by virtue of the nature of the site and the proposed use there is a heavy reliance on use of private vehicles.
- 10.7 The proposed development can generate further employment, however, this aspect is not clear within the application and has not been specified.
- 10.8 The proposed vehicle movement has not been specified however it is stated that this would be an ancillary service (light industrial, Class B1) that will support the existing use rather than the service being provided off site, which in turn could reduce vehicle movements to and from the site, in accordance with Local Plan Policy GEN1.

- 10.9 The illustrative master plan that forms part of the Place Services report and one which had been provided as part of the neighbouring application at 14 Cambridge Road demonstrates that the proposed development would not restrict the future development of the adjacent sites. However, whilst the neighbouring application UTT/13/1126/FUL has indicated the provision of a pedestrian access it would not be appropriate to have an access through this site by virtue of the business nature that is being carried out through this site in terms of security and safety.
- 10.10 The site is a brownfield site by definition located within the development limits, with limited main road frontage. The site is identified for residential purposes in the Draft Local Plan (June 2012) and a site of development opportunity within the updated Position Statement (March 2013). Nonetheless the proposal is for the continuation of and the expansion of an existing employment use. The development in principle therefore accords with Local Plan Policies S1, E2, SM1, and GEN1, also the NPPF, Stansted Mountfitchet Community Plan, and the Draft Local Plan in line with the Position Statement and associated Assessments from Place Services and Carter Jonas.

B Density, Scale, layout, design, amenity and sustainable construction issues (Local Plan Policies GEN2, GEN4, ENV12, ENV15 & SPD: Energy Efficiency and Renewable Energy);

- 10.11 With regards to the proposed design of the scheme the NPPF, also Local Plan Policy GEN2 seeks for quality design, ensuring that development is compatible in scale, form, layout, appearance and materials. The policies aim to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole seeking high quality design.
- 10.12 With regards as to whether the scheme would be compatible with the character of the settlement area and countryside, the scheme would see development within Development Limits; the proposed development would make more efficient use of a current employment site within a town centre location.
- 10.13 The size, scale, design and siting of the proposed buildings whilst they are large in nature they are set back from the main road frontage and set into the site. Whilst the height of the proposed workshop at 12m is relatively high, the proposed height is relative to the proposed internal function of the building in terms of hydraulic lifts and storage. Whilst there are no existing immediate dwellings the relationship with the proposed dwellings to the north (at 14 Cambridge Road) is considered acceptable based upon the eaves height, the pitch of the roof of the workshop, the tapering away from the shared boundary and also the proposed depth of the dwelling gardens. Minimal overshadow is considered would result from the proposed development. In terms of overlooking no windows or other forms of opening are proposed on the northern elevation. This can be controlled by way of condition should planning permission be granted, which will also protect the neighbouring site for future redevelopment. This is considered to be in accordance with Local Plan Policies GEN 2 and GEN4. Therefore due to the siting, distances and relationship with surrounding properties the proposed heights are considered to be generally acceptable subject to a condition relating to levels should planning permission be granted.
- 10.14 Local Plan Policies GEN1 and ENV15 relating to renewable energy and the Council's Supplementary Planning Document "Energy Efficiency and Renewable Energy" in line with NPPF seeks for sustainable development both in terms of reducing carbon footprint, promoting the use of renewable energy and locating

development within accessible locations that can be served by other means of transport. No form of an energy efficiency statement has been submitted as part of the application based upon the size and scale of the proposed development. Therefore it would be unreasonable to seek BREEAM 'very good' rating from this scheme.

- 10.15 ULP Policy GEN1 requires all developments to ensure that they are accessible to all in order to ensure social inclusion. It has been confirmed that the development would accord with Part M of the Building Regulations in terms of accessibility. This accords with Local Plan Policy GEN1, and GEN2 and the golden thread of sustainability engrained within the NPPF.

C Highways, Accessibility and Parking (Local Plan Policies GEN1, ENV13 and GEN8);

- 10.16 Local plan policy GEN1 states "*development will only be permitted if it meets all of the following criteria;*
- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.*
 - b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
 - c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
 - d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
 - e) The development encourages movement by means other than driving a car."*
- 10.17 Local Plan Policy GEN1 seeks sustainable modes of transport which is reflected within National Planning Policy Framework. The application site is located within/adjacent to the town centre. Immediately on Cambridge Road exiting the site there is a bus stop which would provide good accessibility. The level of the site's accessibility has also been discussed above. The site accords with Local Plan Policy GEN2 and GEN1 in this respect.
- 10.18 A Transport Statement has not been submitted in support of the application. However it is stated that this would be an ancillary service to support the existing business. Should planning permission be granted a condition can be imposed to mitigate and prevent unnecessary vehicle movements which could compromise the site and highway and pedestrian safety.
- 10.19 In terms of car parking standards the Essex Parking Standards (2009) seeks for Class B1 office use 1 space per 30sqm is required. Motor vehicle service centres require 1 space per full time staff and 1 space per 35 square metres. Showrooms require 1 space per 45sqm. This is considered to equate to an additional 22 car parking spaces being required for customers and staff. This has been demarcated on the revised parking plan submitted. There is also the provision of 5 car sales places within the two buildings (proposed and existing showrooms) and an additional 32 spaces for car sales externally. It is considered that there would be ample parking on site which would facilitate the proposed development. However, it is likely that the proposed development would result in the displacement of neighbouring staff parking on site. As the site is located within a highly accessible, sustainable area which has access to the neighbouring public car park this is not considered to be an issue. The Essex Parking Standards states that "a lower parking provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking

facilities". It should be emphasised that the same approach has been taken with other sites. In considering the above and the site's sustainability, the provision of parking on site and the site's proximity to the neighbouring car park the proposed development is considered acceptable subject to conditions. However, it should also be noted that due to the proposed development and its' need for parking the airport related parking use element which was considered lawful under UTT/0882/10/CLE is unlikely to be able to continue in conjunction with the proposed development, by virtue of the change of circumstances on site.

10.20 The proposed car parking spaces would have dimensions of 2.9m x 5.5m. This accords with the Essex Parking Standards (adopted 2009).

10.21 The Highways Authority raised no objection subject to conditions.

D Contaminated land issues, Flood risk issues, Impact on biodiversity (Local Plan Policy ENV14, GEN3 and GEN7);

10.22 Due to the proposed nature of the development and the size and scale of the development in its location within Food Risk Zone 1 These are not considered to be issues, in accordance with Local Plan Policies ENV14, GEN3 and GEN2, and the NPPF.

10.23 The proposed development is not considered to detrimentally impact upon protected wildlife and the resultant scheme could improve the opportunities for encouraging wildlife, as outlined within the previous report. This accords with Local Plan Policy GEN7, and the NPPF's regarding sustainability of developments.

11. CONCLUSION

The following is a summary of the main reasons for the recommendation:

A The site is existing employment use located within development limits. The application would see the expansion of an existing use which is capable of providing additional employment.

The site is identified for residential purposes in the Draft Local Plan (June 2012) and a site of development opportunity within the updated Position Statement (March 2013). Nonetheless, the proposal is for the continuation of and the expansion of an existing employment use. The development in principle therefore accords with Local Plan Policies S1, E2, SM1, and GEN1, also the NPPF, Stansted Mountfitchet Community Plan, and the Draft Local Plan in line with the Position Statement and associated Assessments from Place Services and Carter Jonas.

It is re-iterated that the proposed application does not prevent the adjacent sites from coming forward and being developed.

B The size, scale, design and siting of the proposed development is acceptable. The application for no. 14 Cambridge Road will be assessed separately in terms of its merits under planning application UTT/13/1126/FUL however its relationship along the shared boundary with the proposed development is considered acceptable unlikely to cause loss of light, or infringe causing overlooking based upon an existing high wall of 2.5/3m, the nature of the proposed roof and the proposed eaves height. In terms of noise nuisance this can be mitigated through insulation, and condition relating to hours of operation. There is no reason why the two uses cannot co-exist together in harmony. This is in accordance with Local plan Policies GEN2 and GEN4.

- C The proposed scheme as an ancillary use and its use can be conditioned to prevent unnecessarily future site subdivision which could cause unnecessary vehicle movement, in accordance with Local Plan Policy GEN2 and GEN1.

The site is located within a highly accessible, sustainable area which has access to the neighbouring public car park. The Essex Parking Standards states that “a lower parking provision of vehicle parking may be appropriate in urban areas (including town centre locations) where there is good access to alternative forms of transport and existing car parking facilities“. The adjacent public car park has capacity to assist in providing parking. The difference in operation in terms of parking demands between the residential and commercial element the scheme is considered acceptable and in accordance with Policy.

No objection has been raised by the Highways Authority subject to conditions.

- D No issues have been raised with regards to contamination, flood risk, or ecology, in accordance with Local plan Policies GEN3, ENV14 and GEN7.

RECOMMENDATION – CONDITIONAL APPROVAL

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this decision.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Prior to the erection of the development hereby approved (not including footings and foundations and demolition) samples of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

REASON: In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).

3. No development shall take place until proposed levels including cross-sections of the site and adjoining land, including details of existing levels around the building(s) hereby permitted and any changes in level proposed, together with the proposed floor levels within the building(s), have been submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details.

REASON: To protect the amenities of neighbours and in order to minimise the visual impact of the development in the street scene, in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

4. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

REASON: The site is located in Source Protection Zone 1 of our groundwater protection policy, in accordance with Policies ENV12 and ENV14 of the Uttlesford Local Plan (adopted 2005).

5. Notwithstanding the provisions of the Town and Country Planning (General Use Class) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), the hereby permitted Office and workshop unit shall remain in use Class B1 purposes only and shall not change use class without the prior written permission of the local planning authority.

REASON: To prevent the loss of employment and in order to safeguard the employment use in accordance with Policies GEN2, GEN4, E1, E2 and SM1 of the Uttlesford Local Plan (adopted 2005).

N.B: It should be noted that consent would be required to change the use of the show room as it falls within a class of its own.

6. The proposed development hereby permitted shall remain ancillary to the main use as car sales and at no time shall be separated or become the dominate use with the prior written consent of the Local Planning Authority.

REASON: To protect the amenity of the surrounding locality and highway safety in accordance with Policies GEN2, GEN1, GEN4 and GEN8 of the Uttlesford Local Plan (adopted 2005) and Essex Parking Standards (2009).

7. No openings shall be inserted along the northern elevation of the development hereby permitted without the prior written permission of the Local Planning Authority.

REASON: To safeguard and protect the amenity of any future development of the adjacent neighbouring site (14 Cambridge Road), in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

8. Before the commencement of the development hereby permitted details of noise/sound insulation shall be submitted to and approved in writing by the Local Planning Authority and therefore implemented in accordance with the approved details.

REASON: To safeguard and protect the amenity of any future development of the adjacent neighbouring site (14 Cambridge Road), in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

9. Before the commencement of the development hereby permitted details of a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority and therefore implemented in accordance with the approved details.

REASON: To safeguard and protect the amenity of any future development of the adjacent neighbouring site (14 Cambridge Road) and the surrounding locality, in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).

10. The proposed extension to the existing showroom shall not be occupied until such time as the vehicle 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 vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.

REASON: To ensure that on street parking of vehicles in the adjoining streets does

not occur in the interests of highway safety and that appropriate parking is provided, in accordance with Policy GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005) and Essex Parking Standards (2009).

11. Before commencement of the hereby permitted development details relating to the hours of use of the workshop shall be submitted to and approved in writing by the Local Planning Authority and thereafter shall be implemented in accordance with the approved details.

REASON: To protect the safeguard and protect the amenity of any future development of the adjacent neighbouring site (14 Cambridge Road) and the surrounding locality, in accordance with Policies GEN2 and GEN4 of the Uttlesford Local Plan (adopted 2005).