

**UTT/ 19/0427/FUL (Barnston)**

*Call in request by former Cllr Barker if to be approved:*

- Reasons:
1. Overdevelopment with considerable increase in size of existing building
  2. Creation of a new stand-alone residence outside development limits
  3. Road safety - proposed access onto the B1008 (long gentle curve, high speeds, opposite junction with Bennetts Lane, restricted visibility)

*Call in request by former Cllr Ranger if to be refused:*

- Reasons
1. The council does not have a 5 year supply of housing land
  2. The location is sustainable and the dwelling would not be isolated
  3. There would not be any visual harm caused to the local area
  4. The proposal could be considered to be a sub-division of an existing dwelling. The outbuilding has been granted permission to be a residential annexe.
  5. There are no objections from Essex Highways over the use of the existing site entrance.

**PROPOSAL:**        **Change of use of residential outbuilding to single dwelling.**

**LOCATION:**        **Haydens House, Onslow Green, Barnston.**

**APPLICANT:**     **Mr C Kirby.**

**AGENT:**         **Mr S Hayhurst.**

**EXPIRY DATE:**   **25 April 2019.**

**CASE OFFICER:**     **Clive Theobald.**

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**1.        NOTATION**

1.1      Outside Development Limits.

**2.        DESCRIPTION OF SITE**

2.1      The site lies at the staggered junction of the minor roads leading to Onslow Green and North End (Bennetts Lane) respectively off the B1008 Chelmsford Road and comprises an irregular shaped parcel of enclosed land comprising 0.18ha which physically adjoins the dwelling known as Haydens House and contains a modernised single storey slate and black weatherboarded former agricultural building now used as an ancillary residential annexe to Haydens House following a grant of a certificate of lawfulness in 2014 and also a single storey weatherboarded and corrugated ancillary storage building which stand opposite each other onto a large interior hardstanding area.

2.2      The site is enclosed to all boundaries by trees and other vegetation, although a gated vehicular entrance exists onto the Chelmsford Road frontage, albeit this access is currently infrequently used. The site is also accessed informally to Haydens as host dwelling by way of pedestrian access via the rear garden of this

adjacent property.

- 2.3 Greenend Farm, comprising a listed farmhouse and barn courtyard containing three barns which have been converted to separate residential use under what is understood to be the prior notification procedure lies diagonally opposite the site just within Chelmsford City administrative area. Other properties lies at the corner of the road leading to Onslow Green opposite Haydens House.

### **3. PROPOSAL**

- 3.1 This full application proposal seeks planning permission to change the use of the ancillary residential annexe to Haydens House to a single two bedroomed dwelling to include rooms in the existing roofspace utilising the existing vehicular access onto the B1008.
- 3.2 The overall footprint, volume and ridge height of the building as residentially converted would remain unchanged, although the existing fenestration of the building through conversion would have modified windows to the front (south-east) elevation with rooflights within the front roof slope. The existing ancillary building to Haydens House would be used jointly as storage and covered parking for the new dwelling, whilst the existing expanse of interior hardstanding area in between would be reduced in size and partly set to grass. A turning and additional on-plot parking area is shown to be provided, whilst the existing line of trees along the site's western boundary would be strengthened. A dedicated separate pedestrian path would be formed to the side of the new dwelling leading onto the Onslow Green road.

### **4. ENVIRONMENTAL IMPACT ASSESSMENT**

- 4.1 The proposal does not fall within the scope of Schedule 2 development for consideration of an EIA due to its small scale size.

### **5. APPLICANT'S CASE**

- 5.1 The application is accompanied by a supporting planning statement (Stephen Hayhurst) which describes the background to the application with reference to the site's recent planning history, the proposed development, and the planning justification for the proposal with reference to the publication of the revised NPPF, public transport accessibility, government advice on the sub-division of existing dwellings within isolated locations and the re-use of redundant or disused buildings. the application site.
- 5.2 The statement concludes as follows:
- Although deemed by the appeal inspector not to be in a sustainable location, the application site is nevertheless well served by two regular bus services which stop within 40m of the site.
  - Because the site is also deemed to be 'not isolated' it must logically be a more desirable location for development than an 'isolated' site.
  - Yet paragraph 79 of NPPF2 enables certain forms of small scale residential development to be supported on 'isolated sites' because no limited harm would result.
  - This includes the subdivision of an existing residential dwelling and re-use of a disused building where it would enhance its immediate setting.
  - The proposed development fits into either of these categories, but would be more desirable than the development of an 'isolated site'.

- Therefore, the exceptions in paragraph 79 should apply with greater force to the application site.
- Although similar to the proposal that was recently considered at appeal, there are significant differences, and there was insufficient time between the publication of NPPF2 and the issuing of the appeal decision for the implications of revised paragraph 79 to be fully considered.

Therefore I would ask you to give this revised application sympathetic consideration.

## **6. RELEVANT SITE HISTORY**

- 6.1 This site has an extensive planning history relating to the use of this former agricultural building as a converted residential annexe to Haydens House and subsequently for the proposed change of use of the outbuilding as so converted to a separate dwelling with its own residential curtilage. The most recent change of use of the annexe building to a separate dwelling, which also involved a side extension to the existing structure and construction of a new detached garage block to serve it involving demolition of the existing storage building was refused by the Council in 2017 under application ref; UTT/17/2275/FUL for the following stated reason:

“The proposed development would result in the introduction of a new dwelling located within a comparatively isolated position beyond development limits which would generate vehicle movements and a demand for local services in an unsustainable location reliant primarily on the motor car as a means of transport which would be contrary to the objectives of promoting sustainable patterns of development set out within the provisions of the NPPF, including reference to paragraph 55. Additionally, the development would represent an intensification of use of the site and would cause harm of significance to the particular rural character of the countryside within which it would be set. As such, the development would also be contrary to ULP Policy S7 of the Uttlesford Local Plan (adopted 2005) which seeks to protect the countryside for its own sake”.

- 6.2 The Planning Inspector in summing up the merits of the subsequent appeal for the application stated at paragraph 21 of his decision letter with regard to the planning balance that;

*“Whilst I have found the appeal scheme would not harm the character and appearance of the area, I have found that the appeal site is not a sustainable location for a residential development. I accept the appeal scheme has benefits which include an aforementioned economic benefit, a contribution to an identified need for more 3 and 4+ bedroom homes, making better use of land already in residential use which is previously developed according to the definition in the Framework and the development of ‘small’ site in the terms of the revised Framework. However, the benefits are not so significant as to justify granting planning permission in light of the harm I have identified above, and, that harm would significantly and demonstrably outweigh the benefits of the scheme when assessed against the policies in the Framework taken as a whole”.*

## **7. POLICIES**

### **Uttlesford Local Plan (2005)**

ULP Policy S7 – The Countryside

ULP Policy H6 – Conversion of rural buildings to residential use

ULP Policy GEN1 – Access

ULP Policy GEN2 – Design

ULP Policy GEN3 – Flood Protection  
ULP Policy GEN7 – Nature Conservation  
ULP Policy GEN8 – Vehicle Parking Standards

### **UDC Emerging Local Plan**

SP1 – The Presumption in Favour of Sustainable Development  
SP3 – The Scale and Distribution of Housing Development  
SP10 – Protection of the Countryside  
H10 – Accessible and Adaptable Homes  
D1 – High Quality Design  
D2 – Car Parking Design  
EN7 – Protecting and Enhancing the Natural Environment  
EN10 – Minimising Flood Risk  
C2 – Re-use of Rural Buildings

### **Supplementary Planning Documents/Guidance**

SPD “Accessible Homes and Playspace”.

### **National Policies**

National Planning Policy Framework

### **Other Material Considerations**

Essex Design Guide  
ECC Highways Parking Standards  
UDC Parking Standards

## **8. PARISH COUNCIL COMMENTS**

- 8.1 The main objection to this proposal as far as the parish council is concerned is about access onto the B1008. This road was originally the A130 from Great Dunmow to Chelmsford which was downgraded to B road status following the duelling of the A120 and the establishment of the preferred route from the A120 to Chelmsford as via the A120 / A131 via Braintree.

After a long period after the construction of the new roads, local residents and Parishes along the old route campaigned for the then A130 to be downgraded in the forlorn hope that traffic might be reduced.

The route, although nominally a B road, still features as an Essex Strategic Trunk Route. In addition, this single carriageway road is still heavily used, not only that, but the level of traffic is increasing.

The application seeks to use an existing access onto the Chelmsford Road (B1008) at what is perhaps one of the most dangerous points along its length. It is opposite Bennets Lane and very close to the Onslow Green turning. Traffic at this point is travelling at the national speed limit or as several surveys have shown above it. There are bends in both directions 290m to the north west and 440m to the south east. There is a temptation for some drivers to take advantage of the relatively straight portion of the road to overtake. As a result, there have been several accidents at these junctions.

The Parish Council considers that this access, although extant, should not be used. Indeed the previous occupant of the property did not normally use this access and it remained unused for a considerable period of time.

## **9. CONSULTATIONS**

### **Essex County Council Highways**

- 9.1 The impact of the proposal is acceptable from a highway and transportation perspective subject to highway conditions.

### **Chelmsford City Council**

- 9.2 No objections.

## **10. REPRESENTATIONS**

- 10.1 Neighbour notification period expired 21 March 2019. 14 representations received (5 in support, 9 against). Advertisement expired – N/a. Site Notice expired 8 April 2019.

### Support:

- The building structure and vehicular access onto the B1008 already exist, with the access having existed for many years;
- The building as residentially converted would not be particularly visible from the B1008;
- Three barns at Green End Farm situated diagonally opposite the site have been residentially converted in recent years;
- Have never witnessed an accident at the Onslow Green junction;
- The No.42a bus service represents a good country bus service.

### Object:

- The current application is not materially different from the previously refused application and subsequently dismissed appeal under ref; UTT/17/2275/FUL.
- Proposal represents undesirable infill development within an otherwise loose collection of some twenty long-standing properties within generous grounds;.
- The applicant claims the latest application represents subdivision of an existing dwelling, but this is not so. This is a separate building in the grounds of a dwelling. Subdivision of the curtilage is materially different from subdivision of a dwelling. Several properties in Onslow Green each include several outbuildings spread over sites of multiple acres, yet clearly it would not be reasonable to claim that converting those outbuildings into new dwellings would represent the sub-division of the main dwelling. Clearly 'subdivision of a dwelling' has to mean that it is already physically connected.
- The applicant suggests that the appeals Inspector should have taken more notice of changes to national planning policy issued shortly before the appeal, yet the task of the appeal was to review the Council's decision in the context of policies in place at the time, so this is irrelevant.
- This stretch of road between Ford End and Barnston is seemingly the only "straight" stretch of road along the whole length of the B1008 and drivers often proceed without caution and overtake in dangerous situations. The curve in the road plus excessive speed makes exiting the side road on to the

- main road at Onslow Green hazardous.
- Traffic flows through this complex junction is heavy at certain times of the day with the commuter and school run traffic using the back roads as a rat-run between Felsted and High Easter and onto Harlow and the M11. The
  - B1008 is also well known for its heavy truck traffic as many use it as a short cut between the A12 and the M11 (despite the signage pointing to the new A120).
  - The vehicular access on to the B1008 has only ever been very lightly used. Applying for permission to separate the barn from Haydens as an independent building means this access would be in constant use and would seriously diminish road safety in this locality within close vicinity of a staggered junction. The fact that the vehicular access in question probably dates back to the days of "horse and cart" does not mean it is safe in today's traffic conditions.
  - Sight-lines at the end of this stretch of road are obscured by a significant bend to the right, although this is not obvious from a map, and a fall in the contours. The access to Haydens from the B1008 is but 100 odd metres from this bend.
  - Delivery vans with their online or retail parcels etc. will when delivering (the drivers of which are always under pressure of time) be stopping and pulling away using the slip road that runs along the front of both proposed pedestrian and vehicle entrances.
  - Access to and from the B1008 should be from Onslow Green as the main house does and not face directly onto the B1008 as proposed. We would also ask that the pedestrian access is not pursued.
  - The applicant claims that the location is sustainable because it is served by two bus services within 40m. That is factually incorrect and misleading. Only the 42A bus service stops at the bus stop in question and that service at less than one bus per hour on average is not compatible with a sustainable development. The other service referred to, the X30, does not stop at that location as it is an express service. The nearest X30 bus stop is in Barnston.
  - The applicant claims that Barnston is only 5 minutes away, but that timing is only possible by vehicle. To walk to Barnston is impractical as it is over a mile along a busy 60mph road with no pavement or verge.

## 11. APPRAISAL

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

- A Principle of development (NPPF, ULP Policies S7, H1, H6 and GEN3)
- B Access (ULP Policy GEN1)
- C Design (ULP Policy GEN2)
- D Parking Standards (ULP Policy GEN8)
- E Impact upon residential amenity (ULP Policy GEN2)
- F Impact upon protected and priority species (ULP Policy GEN7)

### **A Principle of development (NPPF, ULP Policies S7, H1, H6 and GEN3)**

- 11.1 The site lies outside development limits as defined by the Proposals Map for the adopted Local Plan and is located within the countryside for definition purposes. ULP Policy S7 therefore applies to the proposal which states that the countryside will be protected for its own sake and that planning permission will only be given for development that needs to take place there or is appropriate to a rural area, including housing. The policy adds that development will only be permitted if its

appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there. Policy S7 has been found to be broadly consistent with the NPPF in terms of its aims and objectives through an independent review to test the soundness of the Local Plan against the provisions of the NPPF, albeit that the NPPF takes a more proactive stance towards appropriate new development within the countryside, including housing, whereby Policy S7 takes a more protective stance and which has been found during recent planning appeal decisions to carry modest weight in decision making as a “saved” Council local plan policy.

- 11.2 UDC Policy H6 of the adopted plan, however, allows for the re-use of rural buildings for separate residential use subject to compliance with specified criteria relating to the building conversion. However, Policy H6 is inconsistent with the NPPF in terms of its specific requirements as a housing policy given that the Council does not have a 5 year housing supply whereby in accordance with paragraph 213 of the NPPF only limited weight can be afforded to this policy. However, that said, the existing outbuilding appears to be structurally sound through modernisation over recent years that would be capable of residential conversion.
- 11.3 Paragraph 11 of the NPPF as revised sets out a presumption in favour of sustainable development. The core principles of the NPPF identify the three overarching objectives of sustainable development; namely the economic objective, social objective and environmental objective. The NPPF specifically states that these objectives are independent of each other and “need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)”.
- 11.4 Paragraph 11 of the NPPF also states that for decision taking on planning applications that this means approving development proposals that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date granting permission unless: i. the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole (the tilted planning balance).
- 11.5 The appeal inspector for refused application UTT/17/2275/FUL for the change of use of the existing annexe outbuilding at this site to form a new dwelling determined that there were two main issues: first, whether the proposed development would represent sustainable development in respect of its location; and second, the effect of the development on the character and appearance of the area. On the second issue the inspector found that the submitted scheme would not harm the character and appearance of the area. However, on the first issue he concluded that it would not be a sustainable development in terms of location.
- 11.6 In paragraph 6 of his decision letter the inspector stated that *‘Paragraph 55 of the Framework identified by the Council in their reason for refusal has since been replaced by content in the revised Framework. The revised Framework contains broadly comparable content which states that in rural areas housing should be located where it will enhance or maintain the vitality of rural communities and that the development of isolated homes in the countryside should be avoided’.*

- 11.7 To help achieve sustainable development paragraph 78 of the NPPF encourages the provision of housing 'where it will enhance or maintain the vitality of rural communities'. Paragraph 79 on the other hand opposes the development of 'isolated homes in the countryside'. But this is subject to five exceptions. Four of these exceptions are re-writings of the criteria of paragraph 55 of the original NPPF (NPPF1). But sub-paragraph (d) is completely new. This exception applies where 'the development would involve the subdivision of an existing residential dwelling'.
- 11.8 It could be argued that paragraph 79 is irrelevant to this case because the inspector concluded in paragraph 8 of his appeal letter for application UTT/17/2275/FUL that the site is not isolated. Having regard to the judgement in Braintree DC v SoS & Granville Developments [2017] EWHC 2743 (Admin) whereby the appeal inspector's judgement for that now commonly cited case that the site was not isolated given the ordinary objective meaning of this word, the same judgement can equally be applied for the current application site where the site is neither isolated nor remote, but within a small cluster of dwellings along the B1008. Nevertheless, paragraph 79 is a material consideration.
- 11.9 Paragraph 78 of the NPPF seeks to promote sustainable development in rural areas by encouraging development within existing settlements. By contrast, paragraph 79 generally opposes homes in isolated or remote locations, but not altogether. It lists the five exceptions as referred to above, so that even though isolated development is something that should generally be avoided, it can be acceptable if it meets the requirements of one of the exceptions. This is presumably to allow some minor development in isolated rural areas, the implications of which in sustainable development terms are likely to be minimal.
- 11.10 It is a moot point as to whether the wording of paragraph 79(d) is meant to imply the *physical* sub-division of an existing residential dwelling (where in the past the Council has granted planning permission for the physical sub-division of one dwelling into two in the countryside whereby the existing attendant single garden would also be physically divided into two and where the resulting rural harm would not be significant) or if the meaning is intended to extend to circumstances involving an ancillary outbuilding within the curtilage of an existing dwelling which has close association with the host dwelling as is the case with the current application site where it is contended by the applicant that the residential curtilage of the main dwelling at Haydens House comprises a single unit of occupation or 'planning unit', the lawful use of which is as a single residential dwelling following the issue of a Certificate of Lawfulness for an Existing Use or Development by the Council for the use of the large outbuilding to be used as a "residential annex ancillary to the main dwelling (UTT/14/0067/OP). It logically follows from this that the change of use of the large outbuilding to a separate self-contained dwelling would constitute the 'subdivision of an existing dwelling' if this latter stance is taken.
- 11.11 Notwithstanding this, the creation of the additional residential unit as proposed would not give rise to any significant rural amenity harm as previously stated given the enclosed nature of the site to the wider countryside beyond, particularly given the fact that the current revised application now is for conversion only and does not involve an extension to it as was the case for refused application UTT/17/2275/FUL and thus would have less visual impact on the immediate locality accordingly than previously. This would chime with the third exception of paragraph 79 of the NPPF which supports the development of isolated homes in the countryside where 'the development would re-use redundant or disused buildings and enhance its immediate setting'. As has already been said, however, the site is not isolated, notwithstanding that the site currently has an active use, whilst the site represents

previously developed land.

- 11.12 The site is located immediately adjacent to the Onslow Green request bus stops for the No.42 and 42A Galleywood to Stansted Airport bus service which operate an hourly bus service Mondays to Saturdays and a restricted two hour bus service on Sundays. In addition, Route X30 which is an express “pier to air” service from Southend to Stansted Airport operates along the B1008 whereupon the Council understands that it is possible to flag down this service from the same bus stops as is the case it is further understood at Ford End further along the B1008 outside the district, notwithstanding the comments from a third party who is opposed to the application that it does not. As such, it is considered that the site is well served by public transport in comparative terms to many other rural areas of the district.

#### **B Access (ULP Policy GEN1)**

- 11.13 The new dwelling would be served by the existing vehicular access onto the B1008 Chelmsford Road as with previously determined application UTT/17/2275/FUL for a dwelling at this site. Whilst there has been some discussion within the previously determined applications concerning the legitimacy of this access and how this should be seen in the context of the existing residential annexe, it was the case nonetheless that ECC Highways did not object on highway grounds to application UTT/17/2275/FUL who have similarly not objected to the current planning application for conversion of the annexe to a separate dwelling
- 11.14 Whilst the comments from objecting third parties relating to the adequacy of the existing vehicular access from the site onto the B1008, its intensification through the proposal and also the general nature of traffic using this fast moving stretch of the B1008 through the staggered crossroads have been noted (where these comments are essentially repeated from previously determined applications UTT/17/1309/FUL and UTT/17/2275/FUL for this site), it would be difficult for the Council to sustain an objection to the proposal on highway safety grounds without the support of ECC Highways who have fully appraised the highway aspects of this revised proposal. No objections are therefore raised under ULP Policy GEN1.

#### **C Design (ULP Policy GEN2)**

- 11.15 The new dwelling through building conversion would appear the same as the existing residential annexe in terms of its built form, scale and appearance but for changes to the building's fenestration, whilst no alterations are proposed to the existing store and garage block. The dwelling would have a generous private garden amenity space of approximately 650sqm, the majority of which would not be overlooked and which would be considerably in excess of the 50sqm minimum private amenity space required for a 2 bedroomed dwelling as proposed by the application. No design objections are therefore raised under ULP Policy GEN2.

#### **D Parking Standards (ULP Policy GEN8)**

- 11.16 Parking for the new dwelling is shown in the form of both existing covered parking and new hardstanding parking. A minimum of 2 no. parking spaces would be required for the dwelling as a 2 bedroomed unit under adopted parking standards and this would be able to be achieved at the site in addition to visitor parking. No objections are therefore raised under ULP Policy GEN8.

#### **E Impact upon residential amenity (ULP Policy GEN2).**

- 11.17 The rear elevation of the residential annexe building as converted to a separate dwelling would not contain any windows at first floor level, i.e. there would not be any first floor flank windows or rear facing rooflights. As such, there would not be any loss of privacy by reason of overlooking into the existing rear garden of the donor dwelling, Haydens House. No other residential amenity issues would arise and no objections are raised under ULP Policy GEN2.

## **F Impact upon protected and priority species (ULP Policy GEN7)**

- 11.18 The site comprises mainly hardstanding areas with vegetated boundaries, although a pond stands onto the site's northern boundary behind the annexe outbuilding. A protected species survey (Essex Mammal Surveys) accompanies the application which has assessed the habitat value for protected species at the site and whether protected species are present.
- 11.19 The report of survey findings states that there is no curtilage vegetation affected by the proposed scheme that might be colonised by bats and that no evidence of their presence was found at the site. The report adds that regular human disturbance and also the modern secure nature of the building to be converted which contains large windows means that the building itself is not suitable for bat colonisation and similarly that no bats were found within it meaning that no further surveys for this species are required. This situation also applies to barn owls. The report additionally states that the large expanse of hardstanding area within the site and adjacent managed lawn means that there are no features that might be attractive to basking by reptiles and that there is no suitable habitat nearby from which the site could be so colonised by this species. The report of findings concludes by saying that the pond which stands to the rear of the building did not contain any Great Crested Newts at the date of survey which, it is understood, regularly dries out and that additionally it is unlikely that the site presents as a terrestrial dispersal habitat for this species given that the majority of the site area surrounding the pond is subject to some form of mowing/management and where all features such as vegetation around the pond are proposed to be retained.
- 11.20 Given the findings and conclusions of the report, it is considered that the proposal would not have a harmful effect on any protected or priority species at the site and no objections are raised under ULP Policy GEN7. The report recommends that night scented plants that attract insects for foraging bats as listed in the report be encouraged to be planted and this biodiversity enhancement recommendation can be incorporated into any landscaping condition or as a specific condition.

## **12. CONCLUSION**

- 12.1 It is considered that the proposal to change the use of this sizeable residential annexe to Haydens House to a separate dwelling at this small rural settlement location but which is not isolated by definition whereby the site is within immediate walking distance of bus stops along the B1008 would comply with the revised National Planning Policy Framework and relevant adopted local plan policies in the tilted planning balance and is acceptable for the reasons as set out in this report. The relevant policies contained within the Council's emerging local plan carry limited weight at this time given that the local plan has yet to be formally approved by the Secretary of State.

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

- A** The principle of the proposed development is considered acceptable.

- B** Indicated access arrangements are acceptable where no highway objections have been raised to the proposal by ECC highways subject to highway conditions.
- C** The design of the building conversion is acceptable.
- D** The proposal would meet adopted parking standards.
- E** The proposal would not have a harmful impact on residential amenity.
- F** The proposal would not have a harmful impact on protected or priority species.

## **RECOMMENDATION – APPROVAL WITH CONDITIONS**

### **Conditions**

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 commencement of development full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority. Subsequently, these works shall be carried out as approved. The landscaping details to be submitted shall include:-

- a) proposed finished levels
- b) means of enclosure
- c) car parking layout
- d) vehicle and pedestrian access and circulation areas
- e) hard surfacing, other hard landscape features and materials
- f) existing trees, hedges or other soft features to be retained,
- g) planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- h) details of planting or features to be provided to enhance the value of the development for biodiversity and wildlife
- i) details of siting and timing of all construction activities to avoid harm to all nature conservation features
- j) location of service runs
- k) management and maintenance details

REASON: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with ULP Policies GEN2, ENV3 and GEN7 of the Uttlesford Local Plan (adopted 2005).

Justification for pre-commencement condition: To ensure that the impacts of the development on the amenities of the locality can be properly ameliorated by way of an acceptable landscaping scheme as the application does not give full details.

3. All hard and soft landscape works shall be carried out in accordance with the approved details. All planting, seeding or turfing and soil preparation comprised in the above details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings, the completion of the development, or in agreed phases whichever is the sooner, and any plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next

planting season with others of similar size and species, unless the local planning authority gives written consent to any variation. All landscape works shall be carried out in accordance with the guidance contained in British Standards, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure proper implementation of the agreed landscape details in the interest of the amenity value of the development in accordance with ULP Policies GEN2, ENV3 and GEN7 of the Uttlesford Local Plan (adopted 2005).

4. The proposed development shall not be occupied until such time as the vehicle parking and turning area as indicated on the approved plans has been provided. The vehicle parking and associated turning area shall be retained in this form at all times.

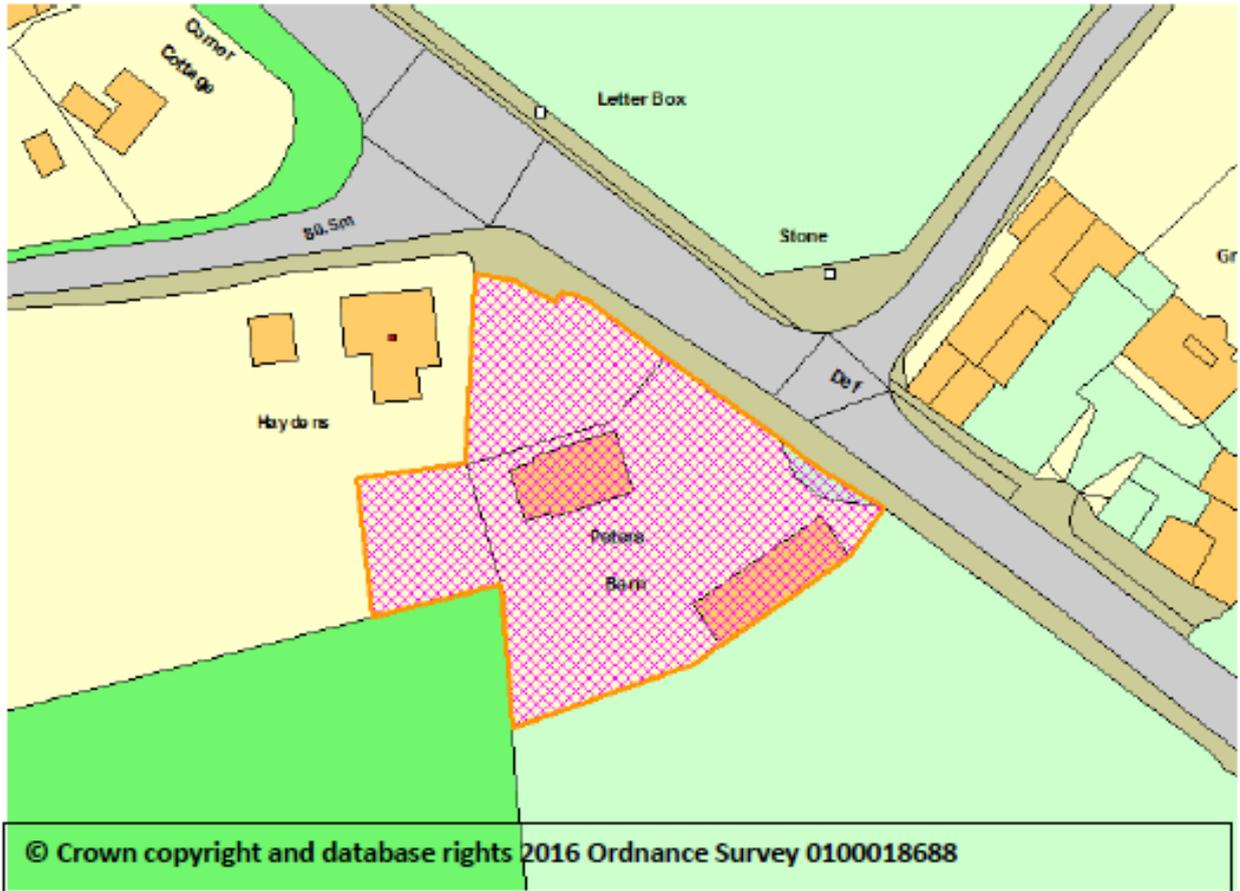
REASON: To ensure that vehicles can enter and leave the highway in a forward gear and to ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety in accordance with ULP Policies GEN1 and GEN8 of the Uttlesford Local Plan (adopted 2005).

5. Prior to occupation of the dwelling, the existing vehicular access onto the B1008 shall be properly hardened and formed at right angles to the highway with provision of an appropriate dropped kerb.

REASON: To ensure that vehicles can enter and leave the highway in a controlled manner and to ensure that opposing vehicles can pass clear of the limits of the highway in the interests of highway safety in accordance with ULP Policy GEN1 of the Uttlesford Local Plan (adopted 2005).

6. Any additional landscaping for the development hereby approved shall also include night scented plants that attract insects for foraging bats as a biodiversity enhancement feature for the site as recommended and listed at Appendix 1 of the Protected Species Survey prepared by Essex Mammal Surveys accompanying the application.

REASON: To encourage foraging by bats at the site in accordance with ULP Policy GEN7 of the Uttlesford Local Plan (adopted 2005).



Organisation: Uttlesford District Council

Department: Planning

Date: 05 July 2019