

UTT/19/0761/FUL (SAFFRON WALDEN)

(Referred to Committee by Cllr Light Reason: no difference from the previous application refused, insufficient parking, not advertised, impact negatively on the fabric of the main building, garden crucial to ACV)

PROPOSAL: **Single storey rear extension to create new access and accessible WC. Internal alterations to layout of public house. Relocation of external fire escape from side elevation to rear elevation. Landscaping works including raised decking area with pergola and new gates.**

LOCATION: **Railway Arms, Station Road, Saffron Walden, CB11 3HQ**

APPLICANT: **Charles Wells**

AGENT: **Melling Ridgeway and Partners Limited**

EXPIRY DATE: **31 May 2019 EoT 26.07.2019**

CASE OFFICER: **Maria Shoesmith**

1. NOTATION

1.1 Asset of Community Value, Locally Listed, Within Development limits

2. DESCRIPTION OF SITE

2.1 The application site is located on the corner of Station Road and Station Street. It is a rundown closed Public House which is locally listed and an Asset of Community Value.

The description of the local listing states;

"Built c.1865, The Railway Arms is a two-storey pubic house associated with the Saffron Walden Railway. It forms part of a wider complex of buildings which include stables, a hayloft, cart shed and workshops that were associated with the function of the public house historically, and form a rare surviving example of the type locally. Located in a prominent position on the corner of Station Road and Station Street, the main structure is constructed of gault brick in Flemish bond, with a slate roof and brick stacks. The south-west corner is chamfered and features quality brick detailing with rusticated quoins, a projecting string course and plinth and overhanging eaves. Similar detailing can be found on the adjacent station building, now converted to residential use. Windows are timber, sash units with 4-pane detail under flat brick arches with keystone detail. The outbuildings to rear form a contemporary complex with original features and constructed of a mix of gault brick and timber weatherboarding under slate roofs. The assets are considered worthy of inclusion by reason of their rarity, vernacular style which reflects the character of the locality and its group value as a surviving complex which enjoys a highly prominent position along the street and aesthetic value by reason of materials and detailing. The grouping serves a communal function and is evidential of the presence of the railway in the town. It is one of only a very few structures related to the railway, that survive today, and is understood to be associated with the Gibson family and other individuals of note. Criteria: A, B, C, D, E, F, G, H Value: Individual and Group"

3. PROPOSAL

- 3.1 Single storey rear extension to create new access and accessible WC. Internal alterations to layout of public house. Relocation of external fire escape from side elevation to rear elevation. Landscaping works including raised decking area with pergola and new gates.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 Town and Country Planning (Environmental Assessment):
The proposal is not a Schedule 1 development, nor does it exceed the threshold criteria of Schedule 2, and therefore an Environmental Assessment is not required.

And

Human Rights Act considerations:

There may be implications under Article 1 and Article 8 of the First Protocol regarding the right of respect for a person's private and family life and home, and to the peaceful enjoyment of possessions; however, these issues have been taken into account in the determination of this application.

5. APPLICANT'S CASE

- 5.1 Various documents have been submitted.

DESIGN

- The proposed works will protect the building fabric for the future. No significant features would be affected by their installation and the external aspect of a current site will be improved.
- The design proposed looks to strongly maintain the current identity of the building.
- The new extension will be a parapet wall design to reflect the brick banding of the main building.
- The existing boundary wall will be retained with new metal gates.
- The fire escape stair will be a simple metal structure similar to the existing on the site.
- The courtyard will be provided with new surfaces to incorporate resin bonded gravel and new artificial grass which will be fully accessible and provide an attractive appearance all year round.
- The new timber pergola will be chunky timber sections with low emission LED festoon lighting.
- The raised decking area will be a chunky timber balustrade with stained finish and use artificial decking boards to give a safe and attractive finish all year round.
- Artificial deck board seating booths and planters will give an additional feature with the courtyard area.
- The existing store will be opened up for external covered seating with LED festoon lighting.

Revision of the scheme has seen the following;

1. The fire escape has been retained as existing with just the bottom section turned through 90 degrees to accommodate the access to the garden. This as you point out is required for Building Regulations and is also an existing element of the elevations.

2. We have received a report on deliveries from the logistic department of the brewery, who confirm that the dray delivery is from the roadside using the area immediately outside the gates on the side access designated as deliveries on the attached plan. The dray is a 26 tonne lorry and would not be able to enter the site due to the tight turning and the parking bays on the street also. This has always been the arrangement on this site. The deliveries are moved by hand to the side access and beer drop.
3. The width of the area between the main building and the outbuilding is 10m wide at the widest part and diminishing to 9.5m wide by the existing fire escape stair. Therefore, as you will know, is not wide enough for a standard parking bay and turning space, being 4.8m and 6m respectively. The site would not at present be able to accommodate compliant car parking on site.
4. We have removed the proposed free standing seating bays in the courtyard area to allow an unimpeded view of the outbuilding ranges.

6. RELEVANT SITE HISTORY

- 6.1 UTT/18/2454/FUL - Demolition of existing rear toilet block and erection of new rear toilet block extension. Reconfiguration of existing steel fire escape to new layout and external landscaping works – Withdrawn
- 6.2 UTT/18/2898/AV - Erection of 2 no. externally illuminated fascia signs, 2 no. externally illuminated hanging signs, 2 no. externally illuminated hoarding signs, 3 no. non-illuminated hoarding signs, 2 no. internally illuminated metal lanterns and 8 no. internally illuminated LED floodlights – Approved 5.04.2019

7. POLICIES

Uttlesford Local Plan (2005)

- S1 Development Limits for the Main Urban Areas
- GEN1 Access
- GEN2 Design
- GEN4 Good Neighbourliness
- GEN7 Nature Conservation
- GEN8 Vehicle Parking Standards
- ENV2 Development Affecting Listed Buildings

Supplementary Planning Documents/Guidance

Essex Parking Standards (2009)

National Policies

- National Planning Policy Framework

8. TOWN COUNCIL COMMENTS

- 8.1 The Committee had concerns about structural harm to the building, impact on setting, loss of off road parking, loss of green space. Increase in size of fire escape would be detrimental to the form and building line of the building and to the setting. Loss of benefits to local heritage listing.

8.2 Application has been called into Planning Committee if recommended for approval

9. CONSULTATIONS

9.1 Previous Place Services comments

The application is for the demolition of existing rear toilet block and erection of new rear toilet block extension. Reconfiguration of existing steel fire escape to new layout and external landscaping works

A locally listed building, The Railway Arms is an important asset to the local area and located between, not within, the Saffron Walden 1 and 2 Conservation Areas. Closed since early 2017, the plans seek to renovate the building for continued use as a public house. As well as the main/host building, there are associated stables and outbuildings which form part of the property's local heritage listing.

The property sits in isolation from its neighbours due to its earlier construction date and style, and retains a stylistic and material link to the former station building, located further down the road. The station is constructed in the same gault brick, and also features rusticated quoins and decorative brick bands. Due to its conversion to residential use, the former station's character has already been greatly compromised, making The Railway Arms hold further significance due to its retention of its original form and function. The outbuildings and their arrangement reinforce the connection to the former railway, with the cart shed, stables and haylofts all providing culturally significant references to the necessary elements which kept the railway and inn functioning.

The proposed toilet block is extremely large and out of keeping with the existing floorplan and site. Although it is understood that a fire escape is required for the first floor residential unit, a far more sympathetic method could be sought which is in keeping in character and not intrusive to the building's appearance from the side elevation. As the pub is located on a corner, the two street facing elevations are incredibly significant to the streetscape and the proposed extension would greatly alter this view, obscuring the outbuilding to the rear and creating a closed appearance to what would have been a part-public, lively yard area.

Externally, the building benefits from its symmetrical appearance and the use of decorative brickwork to all corners is a particularly interesting architectural feature which should be maintained. The proposed quoins to the extension are clunky in comparison and would detract significantly from the existing brickwork, overpowering it due to the proposed brickwork's larger scale and blockier appearance. The resultant first floor changes required for the extension (converting a window to a door) will disrupt the symmetry of the building and result in the loss of historic fabric which would harm the building's character. The suggested use of steel for the fire escape is a further potential for harm – specification of the colour and texture would be needed should the council be minded to approve the application. Converting the window to a door on the ground floor of the rear, courtyard facing elevation, would also result in harm to the building's fabric. As the right hand bay has already been altered to include 3 windows, a reconfiguring of the fire escape and movement of the door into this location would be more sympathetic to the building fabric, which has been altered in this section previously. Alteration of original windows would ideally be justified by a supporting heritage statement. Regarding the proposed external landscaping, clarification needs to be provided about the seating booths, and how they will relate to the outbuildings. For example are they to be lean-to's attached to the outbuildings or free standing, permanent or temporary? Clarification regarding the desire to create 'Privacy for the manager'

should also be provided, is this relating to the flat above or are there additional plans to alter the use of the outbuildings?

The installation of the gate on the Station Road entrance, whilst not objectionable in principle, would hopefully be in reference to historical documentation which shows a gate within this position. As the opening onto Station Street also does not feature a gate at present, strong historical precedence would be needed to justify the potential gate and the harm it could cause to the existing boundary wall. It is recommended that the proposed plans are not granted planning permission. They will cause considerable harm to a non-designated heritage asset, in contravention of NPPF paragraph 197. Additionally, no heritage statement has been provided, in contravention of paragraph 189. Should the applicant wish to continue with their redevelopment plans, it is recommended that the applicant seeks pre-application advice.

9.2 **UDC Place Services (31.05.2019)**

The above concerns The Railway Arms, a locally listed building and a non-designated heritage asset. As well as the main/host building, there are associated stables and outbuildings which form part of the property's local heritage listing. The description notes:

Built c.1865, The Railway Arms is a two-storey pubic house associated with the Saffron Walden Railway. It forms part of a wider complex of buildings which include stables, a hayloft, cart shed and workshops that were associated with the function of the public house historically, and form a rare surviving example of the type locally. Located in a prominent position on the corner of Station Road and Station Street, the main structure is constructed of gault brick in Flemish bond, with a slate roof and brick stacks. The south-west corner is chamfered and features quality brick detailing with rusticated quoins, a projecting string course and plinth and overhanging eaves. Similar detailing can be found on the adjacent station building, now converted to residential use. Windows are timber, sash units with 4- pane detail under flat brick arches with keystone detail. The outbuildings to rear form a contemporary complex with original features and constructed of a mix of gault brick and timber weatherboarding under slate roofs. The assets are considered worthy of inclusion by reason of their rarity, vernacular style which reflects the character of the locality and its group value as a surviving complex which enjoys a highly prominent position along the street and aesthetic value by reason of materials and detailing. The grouping serves a communal function and is evidential of the presence of the railway in the town. It is one of only a very few structures related to the railway, that survive today, and is understood to be associated with the Gibson family and other individuals of note.

Whilst the proposed extension is not of substantial scale, the associated alterations including the removal of 2 historic windows (on the rear and side elevations) are considered unsympathetic to the significance of The Railway Arms due to the loss of historic fabric. Further to this, the erection of a pergola obscuring a considerable section of the side elevation would cause further detriment to the manner in which the architectural merits of the building may be appreciated and experienced.

Regarding the proposed external landscaping, the erection of a tall fence obstructing the side elevation of an outbuilding (including the obstruction of doors and windows) is considered inappropriate, hindering the appreciation of historic

features. With regards to the outside covered area and store located in outbuilding to the rear, the proposed changes remain unclear.

The installation of the gate on the Station Road entrance, whilst not objectionable in principle, would hopefully be in reference to historical documentation which shows a gate within this position. As the opening onto Station Street also does not feature a gate at present, strong historical precedence would be needed to justify the potential gate and the harm it could cause to the existing boundary wall. For the above, paragraph 197 of the NPPF is relevant.

9.3 **UDC Conservation Officer Comments on current application (31.05.2019)**

Place Services comments were not too far off the mark.

My comments on the 2019 scheme are as follows:

I note there has been no submission of a Heritage Statement. This should include the proposals for the outbuildings if any which make a strong positive contribution to the overall significance of the site. The site should be dealt with as a whole to avoid piecemeal and harmful development.

The scheme has been reduced to mitigate views through to the associate outbuildings that make a positive contribution are still visible from the public domain. It will allow for a part open space and retain a lively space to the rear. However, no further encroachment will be supported.

The proposed reduced rear extension (toilet block) should omit the decorative quoins and the new extension should replicate the detailing that is on the existing rear extension and be subservient both in mass, detailing etc. As per Place Services comments on the additional railings on the rear elevation should be omitted and another means of providing a fire exit for the upper floor residential units designed. The reason being that this elevation although to the rear and like all elevation is visible from the public domain. The new railings in combination with the other proposed alterations begin to clutter this elevation obscuring and comprising this elevation further.

All the existing fenestration should remain and not altered as this is removal of historic fabric and as already commented contributes significantly the symmetrical appearance of the main dwelling and reflects a legible architectural language that ties in with the station building further up Station Road.

The installation of the gate to the front elevation is supportable so long as it sympathetic to the overall aesthetic and is made of high quality materials and as commented previously a strong historical case made if it is to be supported.

Landscaping – further details will be required as per Place Services original comments. Further detail is required of the pergola and lighting proposed.

9.4 Comments following Revision: (29.07.2019)

This is an improvement. I presume they are not going to put in French doors to the rear? If that is the case I have no objections.

10. **REPRESENTATIONS**

10.1 Neighbouring residential occupiers have also been consulted of the application. As a result the following points have been raised:

- 1) Nothing has changed since last application;
- 2) Beer garden not forming part of application, to be sold off separate?
- 3) Barns / Cart Sheds not on plans;
- 4) Without parking and open space this business is not viable
- 5) Site to be sold off for housing?
- 6) Loss of car park
- 7) Pub Garden is overgrown
- 8) Application continues to show a solid barrier cutting off the pub-garden from the main property. This affects the pub's heritage status and community value by:
 - ignoring and deleting the open space pub garden
 - failing effectively to use the heritage outbuildings
 - adding to the local traffic problems, including consequential pollution
- 9) On street parking
- 10) Building will not be enhanced
- 11) Lost custom by closing
- 12) 8 parking spaces currently no parking for staff and visitors
- 13) Loss of ACV
- 14) reduction in the scale of the new toilet block addresses some of the concerns raised by Essex County Council Historic Building and Conservation advice
- 15) views across the area to the stables/cartshed range which were cited as important by ECC will still be interrupted as the fire escape will have to be relocated to the north to accommodate raised decking and a timber pergola
- 16) No Heritage Statement (para 189, NPPF) provided
- 17) Object to the type of pub it will be
- 18) Ecology
- 19) Errors in planning application
- 20) Any development which does not include a comprehensive plan for the entire plot should be refused.
- 21) new toilet block in this application is welcome & addresses some of the concerns raised
- 22) Impact upon elevations of the building

Revised plans comments

- No material change
- original objections must stand
- garden is divided off
- the revised application continues to deny the existence of the ACV registered beer garden and private garden, which are an integral part of the site
- the future use of these gardens is likely to be compromised by this omission
- the application again misrepresents the parking problem
- there is currently adequate parking within the pub yard;
- no adequate Heritage Statement has been provided in respect of the impact upon this locally listed building, as the National Planning Policy Framework surely requires
- welcome retention of free escape in its location
- planners need to be satisfied regarding deliveries
- parking still an issue

11. APPRAISAL

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

- A Principle of development**
- B Design & Heritage**
- C Amenity**
- D Highways**
- E Other material considerations**

A Principle of development

11.1 The Draft Local Plan is still at an early stage and has some but limited weight. At the present time the adopted Local Plan policies are still in force. However, the National Planning Policy Framework (NPPF) is a material planning consideration and this has a strong presumption in favour of sustainable development.

11.2 Emerging Draft Local Plan Policy SP2 states that development will be distributed primarily to the major towns such as Saffron Walden, then towards the key villages. This is also reflected in adopted Local Plan Policy S1 which states;

“The development limits of the existing main urban areas and proposed urban extensions for Great Dunmow, Saffron Walden and Stansted Mountfitchet are defined on the Proposals Map. The following development will be permitted within these boundaries:

- Major urban extensions, if in accordance with this Plan;*
- Development within the existing built up areas, if compatible with the character of the settlement and, in addition, for sites on the edge of the built up area, its countryside setting.”*

11.3 The proposal is for works to a closed public house in Saffron Walden in order to renovate the building and to bring this back into a viable use and to today's standards. Whilst there have been objections by consultations response regarding the omission of the outbuildings and the garden in the application, the garden and the outbuilding form part of the redline of the planning application, therefore defining these areas as falling within the 'planning unit' as defined by planning legislation. Also, the application purely relates to works to the main public house and no other parts of the site, and therefore it is these works which form part of the planning assessment.

11.4 The principle of works to the building which is within development limits in a sustainable town in order to bring the public house back into use is acceptable in principle and accords with the thrust of the NPPF in terms of promoting sustainable economic development. Therefore the development in principle is acceptable subject to other considerations.

B Design & Heritage

11.5 With regards to the proposed design of the scheme the NPPF and 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.

11.6 Local Plan Policy ENV2 for Listed Buildings states the following;

“Development affecting a listed building should be in keeping with its scale, character and surroundings. Demolition of a listed building, or development proposals that adversely affect the setting, and alterations that impair the special characteristics of a listed building will not be permitted. In cases where planning permission might not normally be granted for the conversion of listed buildings to alternative uses, favourable consideration may be accorded to schemes which incorporate works that represent the most practical way of preserving the building and its architectural and historic characteristics and its setting”

- 11.7 The application building is locally listed therefore does not bear the same level of protection as statutory Listed Buildings. Therefore, reference should be made to the NPPF as there is no other relevant adopted policy.
- 11.8 Paragraph 185 of the NPPF states *“Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:*
- a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*
 - b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*
 - c) the desirability of new development making a positive contribution to local character and distinctiveness; and*
 - d) opportunities to draw on the contribution made by the historic environment to the character of a place.”*
- 11.9 Paragraph 197 states *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*
- 11.10 Planning Practice Guidance highlights that *“Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified by plan-making bodies as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.*
- A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage significance to merit identification as non-designated heritage assets.”*
- 11.11 Due to the reduced level of protection afforded to locally listed buildings a Heritage Statement is not required even though one has been requested.
- 11.12 In terms of what is being proposed a fire escape, accessible toilet facility, and accessible ramps are required to comply with Building Regulations; this also complies with Policies GEN2 and GEN1; and the pergola serves as a smoking shelter in compliance with the Smokefree Regulations 2007. These works are required by other legislation and in order to bring the building back into use.

- 11.13 In terms of the harm that is likely to result from the proposed works. The internal works are acceptable and technically do not require planning permission. The proposed external works have been amended particularly to take account of Conservation Officer's comments which have been made as discussed above in Section 9. As a result the courtyard seating area has been omitted and the fire escape has been reconfigured to minimise the impact upon the locally listed building. Following this no objections has been raised by the Conservation Officer subject to the omission of the French doors proposed onto the decking area.
- 11.14 The Applicant has stated "*We would still like to consider the French doors, within the existing window aperture facing the courtyard. This elevation has already been altered by the existing toilet windows and it is not felt that the proposal is significantly detrimental. The rear elevations are already asymmetrical with only the primary roadside elevations retaining their original symmetry.*"
- 11.15 In consideration of the use of the building and its level of heritage protection, the need to bring the building back into its lawful use in terms of public benefit, this is considered to outweigh the harm that would be caused by the French doors in accordance with paragraph 195 should the building be designated, thereby also in accordance with the principle of Policy ENV2. Should planning permission be granted details regarding soft and hard landscaping, including details of the gates, should be conditioned as resin bonding is not considered to be acceptable in protecting and preserving the setting of the building.

C Amenity

- 11.16 In terms of impact upon local amenity, little is considered to change as the use of the building is lawful, but comings and goings, noise and disturbance would be more noticeable since the break in use. The premises would be licenced therefore the amenity issue around on-street parking would be managed through opening hours together with the current on-street parking restrictions in the area. The proposed development therefore accords with Policy GEN2 and GEN4 which seeks to protect the amenity of neighbouring occupiers.

D Highways

- 11.17 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 expects to have access.*
 - e) The development encourages movement by means other than driving a car."*
- 11.18 Local Plan Policy GEN1 seeks sustainable modes of transport which is reflected within National Planning Policy Framework.
- 11.19 Due to the lawful nature of the use no highway network implication is considered to arise, in accordance with Local Plan Policy GEN1.

- 11.20 However, in terms of off street parking, no parking is proposed to be provided on site despite being asking to provide spaces. The Essex Parking Standards (2009) seeks a maximum of 19 spaces plus disabled parking bays. The Applicant confirmed that *“The width of the area between the main building and the outbuilding is 10m wide at the widest part and diminishing to 9.5m wide by the existing fire escape stair. Therefore, as you will know, is not wide enough for a standard parking bay and turning space, being 4.8m and 6m respectively. The site would not at present be able to accommodate compliant car parking on site.”*
- 11.21 It is considered that some parking should be provided on site at the very least 3 disabled parking bays to accordance with the minimum requirement within the Essex Parking Standards. In terms of the location many Public Houses have limited parking onsite and it is considered that based on the sustainable location of the site and the parking restrictions on the local roads would discourage on-street parking and the use of vehicles. This approach is supported within the Essex Parking Standards which states *“A lower 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. In all cases adequate provision shall be made for the parking and turning of service vehicles serving the site, off the highway.”*
- 11.22 Due to the size of the delivery vehicles and the constrained size of the site it is agreed that delivery by hand from the road.
- 11.23 In consideration of the above the application is considered to be acceptable subject to a condition requiring the provision of disabled parking bays should planning permission be granted, in accordance with Local Plan Policies GEN1 and GEN8.

E Other material considerations

- 11.24 Due to the nature of the works no impact is considered upon ecology in accordance with Policy GEN7.

12. CONCLUSION

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

- A** The principle of the development and bring the building back into its lawful use accords with Policy S1 and the NPPF.
- B** In consideration of the use of the building and its level of heritage protection, the need to bring the building back into its lawful use in terms of public benefit, this is considered to outweigh the harm that would be caused in accordance with paragraph 195 should the building be statutory designated, thereby also in accordance with the principle of Policy ENV2. Should planning permission be granted details regarding soft and hard landscaping, including details of the gates, should be conditioned as resin bonding is not considered to be acceptable in protecting and preserving the setting of the building.
- C** The proposed development would cause minimal harm to local residential amenity therefore accords with Policy GEN2 and GEN4 which seeks to protect the amenity of neighbouring occupiers.

- D** In consideration of the above the application is considered to be acceptable subject to a condition requiring the provision of disabled parking bays should planning permission be granted, in accordance with Local Plan Policies GEN1 and GEN8.

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.

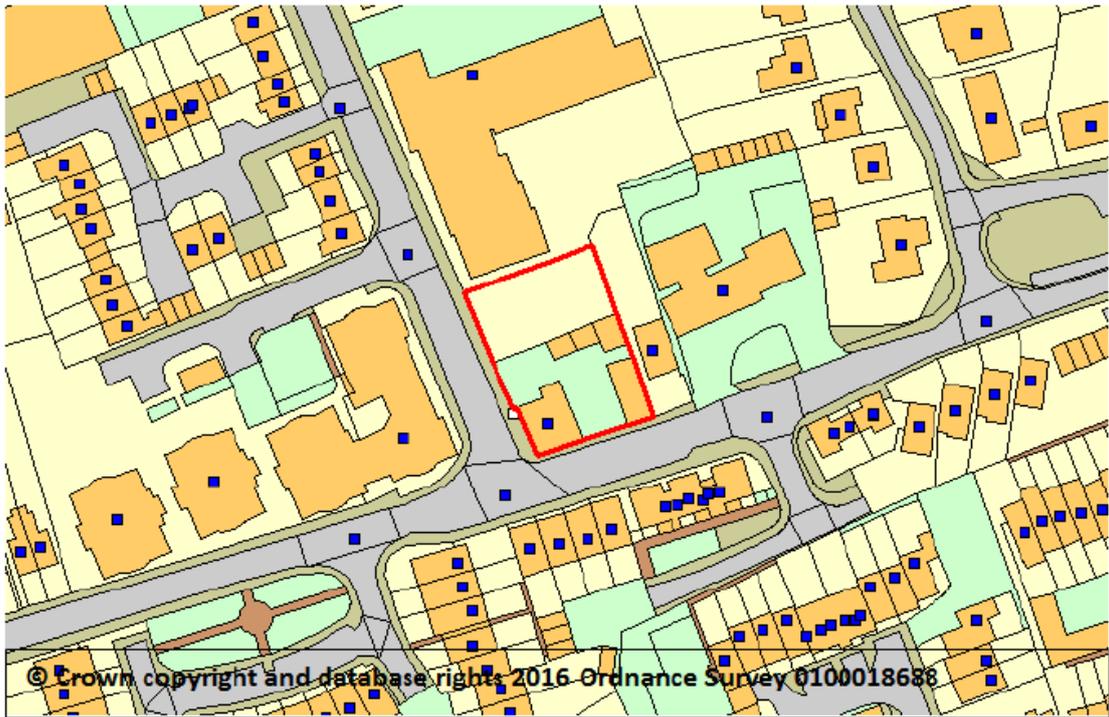
2. Prior to the commencement of the development hereby full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:-
 - i. proposed finished levels or contours;
 - ii. means of enclosure including the wrought Iron gates;
 - iii. car parking layouts shall include a minimum of 3 disabled parking bays;
 - iv. other vehicle and pedestrian access and circulation areas;
 - v. hard surfacing materials;

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme.

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 Policies GEN2, and GEN8 of the Uttlesford Local Plan (adopted 2005).

3. Prior to the commencement of the development hereby permitted, details of the materials to be used in the construction of the extension shall be submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out strictly in accordance with the approved materials, unless otherwise agreed in writing.

REASON: In the interests of good design and to secure an appropriate form of development, in accordance with Uttlesford Local Plan Policies GEN2 and (adopted 2005) and the NPPF.



Organisation: Uttlesford District Council

Department: Planning

Date: 01 October 2019