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UTT/1819/04/FUL - LEADEN RODING

Erection of 8 No. terraced dwellings with associated parking. Demolition of existing dwelling and former garage. Alteration of existing access.
Hedges Garage. GR/TL 594-132. Mr T Bushell.
Case Officer: Mr R Aston 01799 510464
Expiry Date: 23/12/2004

NOTATION: ULP: Within Settlement Boundary.

DESCRIPTION OF SITE: The site extends to approximately 0.2 hectares (200m²) and is located on the western side of Chelmsford Road, which is the southern approach to Leaden Roding. To the east and west is the Metropolitan Greenbelt but the site is within the Settlement Boundary. The former garage and industrial buildings that once occupied the site have now been demolished. To the immediate north of the site, there is a Grade II listed building known as Browns Cottage, whilst to the south lies the recent development of 12 known as St Michaels Mews.

DESCRIPTION OF PROPOSAL: The proposal details the demolition of the existing dwelling and remaining building and the erection of 8 3 bedroom terrace dwellings in two blocks separated by an undercroft access which leads to a rear parking court with a total of 18 spaces (inc 2 disabled), associated access and landscaping.

RELEVANT HISTORY: Single storey building for light industrial purposes, approved. Demolition of dwelling and commercial garages and erection of 4 detached dwellings and associated garaging.

CONSULTATIONS: Environment Agency: No development shall be commenced until a desktop study has been carried out due to the previous use of the site. N.B: This has been carried out and submitted by the applicant with the current planning application.

ECC Archaeology: The site lies in a potentially significant area of medieval deposits, as on previous applications, a full archaeological condition is required.

ECC Highways: No objections subject to all works sited clear from the highway and all gates should be recessed a minimum of 4.5m from the carriageway edge, in the interests of highway safety.

Thames Water: No objections to the application.

PARISH COUNCIL COMMENTS: No objections, but hope that the projected selling prices will be within the range of affordable housing. Also suggest that the developer should be encouraged to afford a planning gain of £10,000, which they would like to go towards village improvements.

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired.

PLANNING CONSIDERATIONS: The main issues are

- 1) **whether the proposal is an appropriate use within the settlement boundary and contains sufficient provision of smaller units in accordance with ULP S6, H9, H10**
- 2) **whether the design of the proposal and the site layout is acceptable with regards to its impact on the character and appearance of the street scene, the residential amenity of adjoining occupiers, highway safety, parking provision**

and the character and setting of the adjacent listed building, ULP S6, GEN1, GEN2, GEN9 and ENV2.

1) The proposed development would comprise two blocks of 4x3-bedroom dwellings with a central access separating the two blocks and leading to a rear parking court at the rear with provision for the parking of 18 vehicles. Planning permission was granted in 2001 for the demolition of the buildings and the erection of four detached dwellings with associated garaging. This alternative scheme would closely follow the existing built form and scale of the adjacent development of St Michaels Mews and therefore would be in character with this part of the settlement. Furthermore, the proposal would create eight three bedroom dwellings which is considered to be appropriate in line with meeting the objectives of the Local Plan with regard to the creation of affordable homes and being adjacent to the row of 2 bedroom dwellings would help to create mixed and balanced communities which is critical in assisting those households who are able to meet their needs in the open market and would like to live in a new home. Therefore in principle the proposal is acceptable, subject to detailed considerations as set out below.

2) The design and layout of the proposal in two rectangular blocks, each one occupying a floor area of approximately 160sqm (excluding front porches) with ridge lines running north to south at a height of 10.6m, is an attempt to replicate the existing form and layout of the neighbouring development. The proposed height of the new dwellings at 10.6m is slightly higher than the nine-metre ridge height of St Michaels Mews; although gable end spans are narrower by three metres as a result this creates an acceptable variation in the character and appearance of the street scene. In addition, the proposal details some subtle changes in the elevations of the dwellings so as to differentiate them from the St Michaels Mews development and create a more varied street scene and external appearance. These changes are in the form of gable end front extensions of approximately 12sqm, with the ridge height up to the main eaves height of the dwellings. These front extensions serve as the entrances to a pair of the dwellings and create a visual break along what otherwise could be a rather blank and standardised front elevation, whilst also creating a symmetry to the blocks which improves the character and appearance of the street scene when viewed through the proposed five metre strip of landscaping to the front of the dwellings. In addition such detailing as the chimneys, and the inclusion of the roof lights in the front and rear elevations which serve the third and main bedroom, do not detract from the visual appearance of the units and are considered to be appropriate and allow them at this stage ensures that they are the same type rather than being installed later as has happened adjacent. The design and layout of the development also includes the provision of rear private garden areas of approximately 60sqm with access to the rear parking court. Whilst this is below the target of 100sqm of amenity per private dwelling, this is considered acceptable given the small size of the units and the close proximity to areas of open countryside. The design and layout of the proposal is considered to be in accordance with the character of the settlement and Local Plan policies. With regard to the impact of the development on the residential amenity of future and adjoining occupiers, the siting, size and orientation of the units would not have a detrimental impact on the residential amenity of adjoining occupiers. However to safeguard the amenity of future occupiers, it is necessary to withdraw permitted development rights for extensions which if erected may cause problems of overshadowing, loss of light and erosion of already modest gardens.

Turning to the impact of the development of highway safety and suitability of the proposed car parking provision, the surrounding road network can easily accommodate the extra traffic generated and there have been no objections from ECC Highways. The proposed parking provision of two spaces per dwelling plus two visitors spaces is in accordance with the provisions of the Local Plan and should not result in on street car parking. With regard to the developments impact on the character and setting of the adjacent listed dwelling known as

Browns Cottage, due to the design and layout of the proposal, it is considered that there would be no material adverse impact on the listed building.

COMMENTS ON REPRESENTATIONS: None,

CONCLUSIONS: The proposal is in accordance with the provisions of the Local Plan and represents a more appropriate and satisfactory scheme and an opportunity to provide smaller units than the previously approved four dwelling scheme, which would have undoubtedly resulted in much larger, less affordable units. The design and layout of the proposal is acceptable and would not affect the character or appearance of the settlement and it is considered that there are no sufficient grounds, which warrant refusal of this application.

RECOMMENDATION: APPROVAL WITH CONDITIONS

- 1 C.2.1. Time Limit for commencement of development.
- 2 C.3.1. To be implemented in accordance with approved plans.
- 3 C.5.1. Samples of materials to be submitted and agreed.
- 4 C.4.1. Scheme of landscaping to be submitted and agreed.
- 5 C.4.2. Implementation of landscaping.
- 6 C.6.2. Excluding all rights of permitted development within the curtilage of a dwelling house without further permission.
- 7 Contaminated Land Study.
- 8 C.7.1. Details of external ground and internal floor levels to be submitted and agreed.
9. The area set aside for car parking shall be laid out and surfaced to the satisfaction of the local planning authority before the buildings to which they relate hereby permitted are first occupied and retained permanently thereafter for the accommodation of residents and shall not be used for any other purpose.
REASON: To ensure a satisfactory standard of development in the interests of highway safety.
- 10 C.16.2. Full archaeological excavation and evaluation.
11. Prior to the commencement of the development hereby granted, details of the location and design of the refuse bin and recycling materials storage areas shall be submitted to and approved by the local planning authority. These stores shall be provided prior to the first occupation of the units to which they relate.
REASON: In the interests of amenity and sustainability.

Background papers: see application file.

UTT/1968/04/DFO - BIRCHANGER

New roundabout on Forest Hall Road to serve residential development.
Land at Rochford Nurseries, Forest Hall Road. GR/TL 509-237. Croudace Ltd.
Case Officer: Mr J Pine 01799 510460
Expiry Date: 11/01/2005
13 weeks: 15/02/2005

NOTATION: Within Development Limits / Allocated for residential development in the Local Plan (600 dwellings – Policy SM4/BIR1). Allocation in the Local Plan increased to 720 dwellings at the recommendation of the Local Plan Inquiry inspector, and agreed by Environment Committee and Full Council on 8/6/04 and 22/6/04 respectively. The Local Plan was adopted on 19/1/05.

DESCRIPTION OF SITE: Rochford Nurseries lies on a plateau immediately south of Stansted Mountfitchet. It has been underused for many years, and comprises significant areas of mainly derelict glasshouses. This reserved matters application relates to the western part of the residentially allocated land, which is bordered to the north by houses in Brook View and Stoney Common, to the west by open private land between the Nurseries and the railway, to the south by Foresthall Road and to the east by the Taylor Woodrow (Pelham Homes) land. The application site consists of the western section of the Foresthall Road frontage.

DESCRIPTION OF PROPOSALS: A roundabout would be constructed to provide access to the Croudace land. The roundabout would be provided with pedestrian crossing points on all 3 arms, linked to 2m wide footways. The roundabout would be off-set to the north from Foresthall Road within the Croudace land, requiring a minor realignment of Foresthall Road and the introduction of 30mph speed limits on the approaches to it.

RELEVANT HISTORY: Outline planning permission for 285 dwellings, public open space, associated access and infrastructure granted on the western part of the allocated land (Croudace Limited) in February 2004. At the same time, outline planning permission for 315 dwellings, new vehicular access, public open space, play area and school was granted on the eastern part of the allocated land (Pelham Homes, now Taylor Woodrow). Both permissions included an approved master plan / design brief, and were granted subject to appropriate conditions and a Section 106 Agreement. In relation to the Croudace land, the Agreement included the construction of a roundabout on Foresthall Road to serve as the site entrance. Although the Agreement included an “in principle” roundabout layout drawing, means of access remained on the decision notice as a reserved matter for subsequent approval.

The conditions that were imposed related to:

- Time limits for submission of reserved matters and implementation
- Implementation in accordance with masterplan
- Details of materials
- Landscaping
- Density requirements (min 30/hectare) + phasing
- Ecological survey
- Archaeological work
- Drainage requirements
- Parking and circulation areas
- Provision of street furniture
- Limits on construction noise

- Limits on hours of delivery
- Approval of contractors' vehicles routes
- Dust / mud suppression measures
- Submission of an affordable housing scheme
- Details of play areas and bus shelters

Taylor Woodrow land

The previous set of reserved matters for the layout (UTT/1024/04/DFO) was disapproved at the DC Committee meeting on 31 August, following a Members' site visit. Separate applications for approval of reserved matters relating to landscaping (UTT/1026/04/DFO) access and bridge materials details (UTT/1194/04/DFO), ecology (UTT/1320/04/DFO) and archaeology (UTT/1546/04/DFO) have been submitted and approved. A further set of reserved matters for the layout (UTT/1589/04/DFO) was disapproved on 22 November 2004. An application for approval of reserved matters for phasing and density (UTT/1846/04/DFO) was approved at the DC Committee on 12 January 2005. A further application for reserved matters for drainage details (UTT/1976/04/DFO) is in the schedule of applications for this meeting.

Croudace land

This application is the first set of reserved matters to be submitted for approval. A further application (UTT/1971/04/DFO) for a "T" junction as an option to the roundabout is still under consideration. The approved masterplan shows the site served by a "T" junction, but the wording of the condition that relates to implementation in accordance with the masterplan does allow for agreed written variation (e.g. a roundabout).

CONSULTATIONS: ECC Highways & Transportation: No objections subject to a roundabout design condition.

BAA Safeguarding: No objections subject to guidance being given to the applicant over the use of any cranes.

PARISH COUNCILS' COMMENTS: Birchanger: More agreeable to a "T" junction as the more practical means of discouraging traffic from using Foresthall Road. The roundabout would probably slow traffic, however this is counterbalanced by the fact that the road is subject to a 30mph speed limit and other traffic calming measures could be incorporated, e.g. speed humps.

REPRESENTATIONS: This application has been advertised and 1 representation has been received. Period expired 16 December 2004.

Likely to be several hundred cars belonging to the occupiers of the houses using a country lane with no footpath. Will also be parents driving their children to school. Foresthall Road is used because Stoney Common Road is almost impassable in a car. Strengthening Pesterford Bridge will not widen it. Presumably, children attending Mountfitchet High School who live on the new estate will have to walk or be driven along Foresthall Road.

PLANNING CONSIDERATIONS: **The main issue is whether the new roundabout would be appropriate as an option to a "T" junction and would operate safely (ESRSP Policies T3 & T11 and LP Policy GEN1).**

The provision of a roundabout would not prejudice the indicative layout of the Croudace land shown in the approved master plan, which was based on a "T" junction. The principle of a roundabout has already been accepted in the S106 Agreement. The County Council as the

local Highway Authority raises no objections to the geometric design of the roundabout subject to a condition to ensure that it would conform to its traffic management policy (T11) in the Structure Plan.

COMMENTS ON REPRESENTATIONS: These comments are noted, but they relate to the principle of the development which has already been established. The design of the roundabout would accommodate the needs of pedestrians.

CONCLUSIONS: The provision of a roundabout would be in accordance with the relevant Development Plan policies.

RECOMMENDATION: APPROVAL WITH CONDITION

The roundabout hereby approved shall be designed in accordance with the Essex County Council document ECC16/98 “The Geometric Design of Roundabouts” to an appropriate design speed to be agreed with the Local Planning Authority in consultation with the Highway Authority.

REASON: In the interests of highway safety.

Background papers: see application file.

UTT/1976/04/DFO - BIRCHANGER

Reserved matters submission re: C90E drainage - of UTT/0443/98/OP (erection of 315 dwellings, construction of access, public open space, play area and school site).

Land at Rochford Nurseries. GR/TL 514-242. Taylor Woodrow Developments Ltd.

Case Officer: Mr J Pine 01799 510460

Expiry Date: 12/01/2005

13 weeks: 16/02/2005

NOTATION: Within Development Limits / Allocated for residential development in the ALP (720 dwellings – Policy SM4/BIR1).

DESCRIPTION OF SITE: Rochford Nurseries lies on a plateau immediately south of Stansted Mountfitchet. It has been underused for many years, and comprises significant areas of mainly derelict glasshouses. This site, which forms the eastern part of the residentially allocated land, is bordered to the north by houses in Manor Road, to the west by the Croudace land and to the south and east by Foresthall Road and Church Road respectively. Newman's Plantation, a significant area of preserved woodland, extends northwards away from Foresthall Road, bordering a bridleway.

DESCRIPTION OF PROPOSALS: This reserved matters application contains details of the layout and phasing of the foul and surface water drainage works for the site, as required to be submitted under Condition C.90C of the outline planning permission. The works would be split into 5 phases, taking into account the phased occupation of dwellings that Members approved at the last meeting. There would also be a programme of advanced works, consisting of the drainage runs under the main road and temporary highway soakaways.

RELEVANT HISTORY: Outline planning permission for 315 dwellings, new vehicular access, public open space, play area and school granted on the eastern part of the allocated land (Pelham Homes) in February this year. At the same time, outline planning permission was also granted for 285 dwellings on the western part of the allocated land (Croudace Limited). Both permissions included an approved master plan / design brief, and were granted subject to appropriate conditions and a Section 106 Agreement.

The conditions that were imposed related to:

- Time limits for submission of reserved matters and implementation
- Implementation in accordance with masterplan
- Details of materials
- Landscaping
- Density requirements (min 30/hectare) + phasing
- Ecological survey
- Archaeological work
- Drainage requirements
- Parking and circulation areas
- Provision of street furniture
- Limits on construction noise
- Limits on hours of delivery
- Approval of contractors' vehicles routes
- Dust / mud suppression measures
- Submission of an affordable housing scheme
- Details of play areas and bus shelters

The previous set of reserved matters for the layout (UTT/1024/04/DFO) was disapproved at the DC Committee meeting on 31 August 2004, following a Members' site visit. Separate applications for approval of reserved matters relating to landscaping (UTT/1026/04/DFO) access and bridge materials details (UTT/1194/04/DFO), ecology (UTT/1320/04/DFO), archaeology (UTT/1546/04/DFO) and phasing and density (UTT/1846/04/DFO) have been submitted and approved. A further set of reserved matters for the layout (UTT/1589/04/DFO) was disapproved on 22 November 2004.

CONSULTATIONS: Environment Agency: To be reported (due 8 December 2004).
Thames Water: No objections with regard to sewerage infrastructure.

PARISH COUNCILS' COMMENTS: Birchanger: Evidence may be necessary that the temporary measures for drainage during the initial phases have taken into account the relatively low lying nature of the area. During recent years this area has been vulnerable to adverse weather conditions, with large areas of standing water. Question whether there should be a full implementation of the drainage system prior to commencement of phases 1 and 2.

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 16 December 2004.

PLANNING CONSIDERATIONS: **The single issue is whether the details of the foul and surface water drainage for the residential development would be appropriate (ALP Policy GEN3).**

The submitted drawing is consistent with that approved under the landscaping submission with regard to the location and layout of balancing ponds and the newt mitigation area. Earlier disapproval of reserved matters relating to site layout is not a material consideration because household connections to surface water and foul sewage drainage systems are covered by the Building Regulations.

The Council's engineer has considered the comments made by the Parish Council. He considers that on-site management ought to be sufficient in itself to ensure that there are no temporary flooding problems during the construction period.

CONCLUSIONS: The proposed foul and surface water drainage works would be appropriate.

RECOMMENDATION: APPROVAL WITH CONDITION

1. C.3.1. To be implemented in accordance with approved plans.

Background papers: see application file.

UTT/1918/04/FUL – TAKELEY

Amendments to planning permission UTT/2227/03/FUL, conversion of public house to private dwelling- (roof form of cottage 3+4)
The Old Mill Public House, Takeley Street. GR/TL 539-213. Messrs Hammond & Stile.
Case Officer: Mr N Ford 01799 510468
Expiry Date: 06/01/2005

NOTATION: Development Limits ADP S1/ULP S3. Affects the setting of a listed building ADP DC5/ULP ENV2.

DESCRIPTION OF SITE: The application site forms plots for a pair of semi-detached dwellings currently under construction adjacent (east) the Old Mill Public House (Grade II listed) in Takeley Street (B1256).

DESCRIPTION OF PROPOSAL: Planning permission and listed building consent was granted in 2004 for the conversion of the Old Mill to a dwelling to the west and the erection of a detached dwelling and two semi-detached dwellings on this site. The scheme relates to a revised design such that the approved pitch roof would alter to a mansard style roof in order to accommodate more headroom at first-floor level. The position and footprint of the dwellings would remain as approved but the ridge height would be reduced in height by 0.3m from 7.7m to 7.4m.

RELEVANT HISTORY: In September 2004 planning permission (UTT/2227/03/FUL) and listed building consent (UTT/2228/03/LB) was granted for the conversion of the public house into a private dwelling and the construction of three dwellings and garaging and alterations to existing access. The planning permission is subject to a legal agreement to ensure that no new dwellings are occupied until the completion of the conversion of the Old Mill Public House to a private dwelling has been completed to the satisfaction of the Council.

CONSULTATIONS: UDC Specialist Design Advice: No objections See planning considerations.

PARISH COUNCIL COMMENTS: No objection.

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 9 December 2004.

PLANNING CONSIDERATIONS: **The main issue is whether the revised design of these dwellings would be an acceptable design in the street scene and respect the character and setting of the adjacent listed building (ERSP Policy HC3, ADP Policy DC1 and DC5, & ULP Policy GEN2 and ENV2).**

Specialist Design Advice considers that on balance the mansard roof would form a pleasant variety to the general roof types in the locality and suggests approval subject to relevant conditions. The minor reduction in ridge height is not considered fundamental and may contribute to a reduction in appearance of built mass.

A S106 Agreement is attached to the implemented planning permission, which requires the completion of the conversion and renovation of The Old Mill before occupation of the new dwellings in accordance with the previous planning permission and listed building consent. It is necessary to attach a similar agreement to this permission such that the occupation of these revised plots is controlled in a similar manner.

CONCLUSION: The revisions to the scheme do not fundamentally affect its appropriateness and therefore approval is recommended subject to similar conditions to those attached to the last permission, minus those already address i.e. cross section/levels and archaeological watching brief.

RECOMMENDATION: APPROVAL WITH CONDITIONS AND S106 AGREEMENT

1. C.2.1. Time limit for commencement of development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.5.1. Samples of materials to be submitted and agreed.
4. C.6.2. Removal of Permitted Development rights.
5. C.4.2. Implementation of landscaping.
6. All surface finishes of private access roads shall be treated with an approved bound material within the first six metres from the highway boundary.
REASON: In order to prevent loose material from entering the highway.
7. No dwelling shall be occupied until the car parking spaces, garage forecourts and hardstandings to which it relates as shown on layout no. 3347 06 Rev B, dated December 2003 hereby approved have been hard surfaced, laid out and made available for use. Thereafter these areas shall remain available for the parking of domestic vehicles in connection with the normal residential use of the dwellings to which they relate and shall not be built over or similarly developed, notwithstanding Permitted Development Rights of extensions contained in the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification).
REASON: To ensure a satisfactory standard of development and in the interests of highway safety.

HEADS OF S106 AGREEMENT

Conversion of listed former Public House to dwelling prior to first occupation (as per extant permission).

Background papers: see application file.

UTT/1871/04/SA – TAKELEY

Construction of new extension and improvements to bus and coach station to meet requirements of Section 106 Agreement
Land at Stansted Airport south east of main terminal building. GR/TL 558-235. Stansted Airport Ltd.

Case Officer: Mr J Pine 01799 510460

Expiry Date: 26 January 2005

13 Weeks: 2 March 2005

NOTATION: Within Airport Development Boundary and Terminal Support Area in the Adopted Local Plan (Policy AIR1 relates).

In the draft East of England Plan (currently out on consultation), Stansted Airport is identified as a Regional Interchange Centre (RIC). Policy T2 of the Plan requires that a significantly enhanced level of public transport service provision to and from and within the RICs will be sought. Policy T5 requires that access to the region's airports, particularly by rail and bus/coach will be managed and enhanced to support development as it is approved and to enable airports to contribute to national and regional objectives in relation to economic growth, regeneration and sustainable transport. Policy T13 states that public transport provision will be improved and its use encouraged.

The provision of the new bus / coach station also features as an integral part of the applicant's new Surface Access Strategy for Stansted dated March 2004.

DESCRIPTION OF SITE: The existing bus / coach station is part of the landside terminal forecourt area in the centre of the short stay car park. The application site comprises the existing canopied reception / waiting / walkway area and the open paved area behind, adjacent to the grassed bank which leads up to the established hedge adjoining the terminal forecourt access road. The height of the canopy is approximately 3.6m, but it is only 6m in depth. Either side of the open paved area are further canopied walkways leading through to the terminal building itself and the undercroft railway station. The application site contains two single storey flat-roofed metal-clad buildings on part of the open paved area; these are an electricity substation and a passenger building which includes a waiting room / toilet. In front of the canopied reception / waiting / walkway area, but not forming part of the application site, are the arrival and departure bays for buses and coaches and the layover area.

DESCRIPTION OF PROPOSAL: The existing 3.6m high canopy would be demolished and would be replaced by a new 5.6m high canopy that would give overarching cover to the waiting area, including the existing open paved area. There would be sufficient clearance under the canopy to shelter the front entrances to single and double-decker buses and coaches that are parked in the arrival and departure bays. In total, the area under the new canopy would be 108 x 27.6m. The existing canopied walkways through to the terminal and railway station would be retained. The top of the canopy would be just below the top of the hedge on the grassed bank.

The canopy would be constructed from a Teflon covered foil (similar to the Eden Project) functioning as air cushions within an aluminium framework that would carry rainwater directly into the airport drainage system. The canopy material would be translucent to allow as much natural lighting as possible and would be self-cleansing when it rains. The cushions would be inflated with low-pressure air to resist wind loads.

The electricity substation building would be retained out of necessity, but would be reclad in grey rainscreen panels. The passenger building would also be retained in its current position as it is connected to water, power and drainage services, but would be completely rebuilt to provide ticket/check in desks, back up offices, staff restroom and toilets. Alongside, a new passenger building of similar design measuring 36.2 x 10.6m would be constructed to provide waiting facilities (138 seats) and a catering area. Both passenger buildings would be clad in a combination of glazing and grey rainscreen panels. Further seating would be provided outside the passenger building under the canopy.

The submitted drawings include a future phasing plan, which shows the new canopy extended to the southwest to enlarge the bus/coach station when required at a later date. This extension does not form part of this current planning application, but would be subject to a further application. This extension would be partly on land that currently forms part of short stay surface car park C, but which would become available when the approved layered car parks are constructed in place of surface car parks A-C. The plan also shows a single canopy bay extension to the northeast, which again would be subject to separate approval.

No changes to the layout of the arrival and departure bays and the layover area would be made as part of this current application, but the future phasing plan does show that remodelling would take place as part of any bus / coach station extension proposal.

APPLICANT'S CASE: Foster and Partners have submitted a document entitled "Proposed Bus and Coach station". Some of the points made in the document are:

- The proposals would be consistent with the applicant's transportation policy to develop and enhance bus and coach services.
- Stansted Airport is identified as a Regional Interchange Centre in the draft Regional Spatial Strategy (East of England Plan).
- The project team included a senior manager from National Express Coaches who represented the bus / coach industry and set out their particular needs.
- The proposals would be complimentary and harmonious to the terminal, and would not obstruct views from the terminal to the countryside and vice versa.
- As arriving passengers go straight through to check-in, the main facilities would be designed around the needs of departing passengers, 80% of whom have a dwell time of 15-30 minutes. The layout of the buildings and the circulation space has been derived from discussions with transport operators.
- The proposals would be compliant with the Disability Discrimination Act (DDA). All surfaces would be level; there would be wheelchair accessible male and female toilets, induction loops for the hard of hearing and automatic opening doors into the buildings.
- Real time information would be installed, although the exact system has yet to be determined. The system would be compatible with that operated by Essex County Council and the National Express system due to go operational this year.
- The proposal would not preclude the Plaza Scheme, which will be considered again with the development of the layered car parks.

A follow-up letter from the applicant dealing with a number of issues raised in this report is expected to be submitted, and will be included in full in the supplementary list of representations.

RELEVANT HISTORY: The existing bus / coach station was approved as reserved matters in 1988 as part of airport expansion to about 15mppa. In 2002, reserved matters approval was granted for 2 layered car parks to replace short stay surface car parks A-C (which are located to the southwest of the bus / coach station). Included with that reserved matters

submission was an architectural statement for the terminal forecourt area showing an upgraded / extended public transport interchange and the provision in the fullness of time of an open-air pedestrian deck over the bus / coach station, accessible from the terminal building ("the Plaza Scheme").

Outline planning permission for airport expansion to 25mppa was granted in 2003, including further layered car parks to replace short stay surface car parks D-F to the northeast of the bus / coach station. The reserved matters application for these layered car parks has yet to be submitted. Under one of the obligations contained within the Section 106 Agreement, the applicant is obliged:

"To submit an application for planning permission for the bus and coach station by 31 October 2004 and to use all reasonable endeavours to procure the grant of planning permission and all other necessary consents as soon as is reasonably practicable thereafter".

Further clauses of the Agreement require construction to commence by 1 June 2005 and to be completed by 31 May 2007. The Agreement also requires that a real time information system compatible with Essex County Council's system be provided in the new bus/coach station from the date of public opening.

An extensive amount of pre-application discussion has taken place. In November of 2003, the Bus / Coach Working Group of the Stansted Area Transport Forum undertook a 2-day study tour of passenger transport interchange facilities in the north of England to look at examples of best (and worse) practice. Subsequently, the project has been a standing item on the Working Group meeting agendas. In September of last year, a Drop-In exhibition of the proposals was held at the District Council's Saffron Walden offices and in October there was a presentation to the Uttlesford Transport Forum.

CONSULTATIONS: ECC Highways & Transportation: No objections subject to the following:

- 1) Minimum canopy clearance height of 4.57m above the bus and coach bays to allow for use by all types of Public Service Vehicles (PSVs) currently permitted under the relevant legislation.
- 2) The proposed future remodelling of the forecourt manoeuvring area should be carried out to the satisfaction of the local planning authority in consultation with the highway authority.
- 3) The remodelling required under 2) should accommodate all types of vehicles that are currently legislated for so that the facility is suitably future-proofed against fleet upgrades.
- 4) Appropriate provision should be made to ensure compliance with the relevant sections of the Disability Discrimination Act. This should include provision of dedicated bays for wheelchair access to vehicles together with help points as seen elsewhere in the airport. It would be preferable if these bays were under the canopy structure.
- 5) It should be ensured that the management regime allows for the provision of through services on a single stand (as presently exists) to reduce the amount of unnecessary manoeuvring.

In addition, the highway authority would prefer to see a single structure rather than the two proposed. Reversal of the toilet block and ticketing facilities, together with a single building would allow a constant staff presence to monitor activity in the waiting room and therefore improve passenger safety and security.

Police Architect: No objections, but ask the Council's support in recommending that the new building obtain "Secured by Design" certification to address security issues regarding CCTV, lighting and access. *(This recommendation has been passed on to the applicant).*

BAA Safeguarding: The proposal requires fuller investigation on the subject of bird strike hazard. *(A response has been requested in time for the meeting).*

National Express Group: To be reported if received.

First Bus Group: Disappointed that the opportunity has not been taken to adopt best practice with regard to passenger and vehicle movements as seen on the study tour. The passenger facilities are again open to the elements instead of being replaced by an enclosed area with doors, which would then control passenger access onto vehicles. Unclear whether the canopy clearance will be sufficient for double-deckers. If not, double-deckers will have to use the open stands.

Concerned about the layout of the layover bays on the future phasing plan. Either a large number of reversing manoeuvres would be involved to have vehicles facing the right way, or vehicles would have to leave the bus/coach station and traverse both roundabouts and re-enter. Concerned about the health and safety of passengers and drivers accessing either the side or rear storage bays of coaches in the revised parking bays. Appear to be no added safeguards in reversing off the stands. The majority of accidents in bus stations occur when one vehicle reverses into another – how is this to be designed out?

Considerable further work is required to ensure this is a safe facility for both operators and their customers.

Stansted Transit: To be reported if received.

Arriva: To be reported if received.

Excel Coaches: To be reported if received.

Terravision: To be reported if received.

PARISH COUNCILS' COMMENTS: Birchanger: Ask that a landscaping condition be imposed.

Stansted Mountfitchet: No comment.

REPRESENTATIONS: This application has been advertised and 2 representations have been received. Period expired 30/12/04.

Uttlesford Licensed Operators & Drivers Association: Suggest that space is allocated in the new facility for waiting and pick-up points for licensed taxis and private hire vehicles. This would relieve the current pressure on collecting passengers in Zone D, which is regularly congested at the help points. It would also give favourable treatment to UDC licensed operators and drivers.

Uttlesford Hackney Carriage Drivers Association (UHCDA): No provision whatsoever is being proposed for new and improved hackney carriage taxi links. Appropriate services would help deliver Policy T5 of the Regional Transport Strategy (draft East of England Plan). A properly managed and appropriately equipped fleet of vehicles with a clearly marked rank located in or adjacent to the bus/coach station would ensure a more user-friendly interchange. The RTS mentions the need for seamless journeys to enable informed choices of public transport options and for ease of mode change.

Surprised at no proposals for hackney carriage taxi provision in or around the new bus/coach station when there are over 215 express coach departures per day. There appears to be an assumption that all coach/bus passengers arriving are destined to fly from the airport, but do not actually believe this will be the case. The RTS sees Stansted as part of an urban / regional interchange to the local area.

The existing private hire operation is located on the top foyer fronting the terminal building. This facility is a considerable distance from the new bus/coach station and is surely contrary to the requirements of the DDA. Passengers should be granted as much choice as possible when choosing their preferred mode of transport. Are not aware that Stansted relies upon one major coach operator to manage and run bus/coach services to and from the airport.

The UHCDA proposes that passengers be able to access a reliable, wheelchair accessible, metered taxi facility adjacent to the bus/coach station in addition to the existing private hire operation.

Confident that a strong demand would exist for licences to ply for hire in an appropriate vehicle at the bus/coach station.

PLANNING CONSIDERATIONS: The main issues are:

- 1) whether the design of the new bus/coach station would be appropriate (ALP Policy GEN2) and compatible with the earlier architectural statement for the terminal forecourt area,**
- 2) whether the proposals would result in improved accessibility and conditions for all bus and coach passengers (ERSP Policies T3 & 4, ALP Policy GEN1 and Draft East of England Plan Policies T2, 5 and 13),**
- 3) whether the proposals would create highway dangers (ERSP Policy T3 and ALP Policy GEN1), and**
- 4) the weight to be attached to any other material considerations.**

1) The design of the new bus/coach station has been commissioned from the same architectural practice that designed the terminal building itself. The same architectural concept would be followed in that the over-arching canopy area would be constructed via a framework of structural trees linking together to provide a continuous covered area. The canopy would be at terminal forecourt road hedge level, allowing the retention of views from the terminal across to the countryside to the southeast (and vice versa). It is the retention of these views, and the consequent relationship of the terminal building to the countryside, that resulted in the Plaza Scheme concept in the architectural statement for the terminal forecourt area. The canopy would be demountable to accommodate the Plaza Scheme in due course. The proposal should not result in significant light spillage, as from a distance it would be viewed with the terminal building as a backdrop. A condition can be imposed to control the positioning and design of canopy lights.

One issue that has been raised is whether there would be sufficient clearance under the canopy to accommodate double-decker buses (such as those run on the First 33 service or commonly when there are rail replacement bus services), which are taller than double-decker coaches. This is important, because Members have previously resisted proposals that would encroach above the hedge line (the original layered car park proposal had a canopy roof). If there were insufficient clearance, either the canopy would need to be lifted or double-decker buses would have to be served from remote uncovered stands. Essex County Council has subsequently confirmed that 4.57m is the maximum legal height for any bus or coach, and that manufacturers cannot build taller vehicles. The canopy clearance shown on the submitted drawings would, therefore, be sufficient.

One principle contained in the architectural statement is the extension of the bus/coach station to the southwest to provide more capacity and to centralise it more within the terminal frontage. This principle is retained in the current proposals via the future phasing plan.

2) Survey work undertaken by the applicant shows that arriving bus and coach passengers go straight through to the terminal building to check in. The new bus / coach station has therefore been designed to cater for the needs of departing passengers, the majority of whom have a dwell time of 15-30 minutes if they are travelling to London, or up to an hour elsewhere. The layout caters for the flow of passengers away from the arrivals tunnel from the terminal by providing covered ticketing facilities, public toilets and, in a separate building, a covered café and waiting area. The provision of these facilities is welcomed and would be a vast improvement on current conditions. The drawing showing

the anticipated passenger flows through the new bus / coach station appears to show a clear distinction between bays that would be used for arriving and departing buses and coaches. At the last meeting of the Bus / Coach Working Group of the Stansted Area Transport Forum, it was ascertained that there would not be such a clear distinction in practice and through-services would continue to be able to use one stand to reduce unnecessary manoeuvring. The County Council's comment about rearranging the building layouts in the interests of passenger security is being considered by the applicant, although Essex Police has not raised this as a concern.

Concerns have been expressed that the whole of the canopied area would not be enclosed, still leaving some exposure to the elements, especially the wind. This is true, but nonetheless these current proposals still represent a step change in provision at the airport. Total enclosure is a future option, which could include automatic doors to each stand. Lack of full enclosure is not, in the view of officers, a robust reason for refusal of planning permission.

3) This current application relates only to building operations to provide the new bus / coach station and not to the future remodelling of the bus / coach bays and layover area. The comments of First are appreciated, and are the sorts of issue that the Bus / Coach Working Group can deal with and resolve. Condition 3 is recommended as a safeguarding measure in this respect. At the moment, the specification and configuration of new DDA-compliant buses and coaches is not known, so it is not possible to say how the remodelling of the bays could accommodate these. Condition 5 is recommended to ensure the safety of passengers in wheelchairs and their helpers when alighting and boarding operators' existing vehicles.

4) Members have received an email from the UHCDA containing a copy of an article in Private Hire and Taxi Monthly about the lifting of the ban on black cabs picking up passengers at BAA's Edinburgh Airport, and a dedicated taxi rank for black cabs being constructed. Members will be aware of the strong feelings amongst local taxi drivers that a similar facility should be constructed at Stansted with a right to ply for hire, and these feelings are expressed in the UHCDA's representation on this application. This matter was raised at the last meeting of the Bus / Coach Working Group, and the applicant has been invited to attend the Council's next taxi drivers' liaison group meeting on 22 February to discuss general provision for taxis at the Airport.

The construction of a similar facility at Stansted adjacent to the bus / coach station (including rights to ply for hire) would be within the spirit of the draft East of England Plan and ERSP Policy T3. It would be especially convenient for non-air passengers who use the Airport as a local or regional interchange and would promote travel choice. However, such a facility is not within the scope of the current application, and neither did the Working Group consider that it would be safe for taxis to share the same manoeuvring area with buses and coaches. An option might be to look at provision within short stay car park Zone D, initially as a short-medium term measure (also to reduce the congestion referred to) and then in the longer term via a more permanent facility that could perhaps be accommodated when layered car parks are constructed on Zones D – F. These suggestions have been put to the applicant and a response is awaited.

CONCLUSIONS: It is considered that these proposals would represent a considerable improvement to existing public transport facilities at the Airport, in line with the Development Plan and the draft East of England Plan. The proposals are also integral to the applicant's new Surface Access Strategy and would be consistent with the longer-term vision for the terminal forecourt area contained in the earlier architectural statement. The other material considerations relating to general provision for taxis do not weigh against the granting of

planning permission, but merit separate approaches to the applicant as are currently being made.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.3.3. To be implemented in accordance with original and revised plans.
2. No development shall commence until details of all canopy lighting has been submitted to and approved in writing by the local planning authority. Thereafter, the development shall be implemented in accordance with the approved details unless the local planning authority gives a written variation.
REASON: To control light spillage into the surrounding area.
3. The remodelling of the coach bays and coach layover area shown as a future development phase on drawing 1312/PA 004 shall be undertaken in accordance with details that shall previously have been submitted to and approved in writing by the local planning authority in consultation with the highway authority. The submitted remodelling details shall show how all types of bus and coach vehicles permitted under legislation in force at that time would be accommodated.
REASON: In the interests of highway safety and to ensure that possible fleet upgrades are taken into account during the remodelling process.
4. The remodelling referred to in Condition 3 shall not be undertaken until a landscaping scheme for the coach layover area showing on drawing 1312/PA 004 has been submitted to and approved in writing by the local planning authority. The landscaping scheme as approved shall be implemented in full during the first planting season following the first use of the remodelled coach layover area. Any trees or shrubs, which within a period of 5 years from the date of planting due, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.
REASON: In the interests of the visual appearance of this prominent site in front of the terminal building.
5. No development shall commence until a plan has been submitted to and approved in writing by the local planning authority in consultation with the highway authority showing the provision of a dedicated bay or bays and help points for wheelchair access onto and off buses and coaches. Thereafter, the development shall be implemented in accordance with the approved plan unless the local planning authority gives a written variation.
REASON: In the interests of the safety of passengers using wheelchairs and their helpers.

Background papers: see application file.

UTT/1872/04/DC – THAXTED
(District Council application)

Re-modelling of existing sheltered accommodation to provide 20 no. flats
Vicarage Mead. GR/TL 610-311. Uttlesford District Council.

Case Officer: Mr R Aston 01799 510464

Expiry Date: 13 January 2005

13 weeks: 17 February 2005

NOTATION: ULP: Within Settlement Boundary/Adjacent Conservation Area

DESCRIPTION OF SITE: The site extends to 0.34 hectares and is located to the east of Newbiggen Street, to the immediate north east of the Thaxted Conservation Area. The site consists of an early 1970's two storey care home for the elderly, which provides 23 bed spaces and warden accommodation. To the immediate south east of the main building, a day centre is located and bordering the site to the east, there are seven single storey bungalow dwellings set in a staggered terrace. Access to the site is directly off Margaret Street.

DESCRIPTION OF PROPOSAL: The proposal details the remodelling of the existing accommodation to provide 20 self-contained units suitable for 1-2 persons complete with common room, recreation room, laundry areas, warden's office and lift. The units would be split into 12 x 1 bed flats with kitchen and shower room, 6 x 2 person 1 bed units with kitchen and shower room and 2 x 2 person 1 bed disabled person flats with kitchen and shower room. The proposal would result in the loss of 3 existing bedrooms.

RELEVANT HISTORY: None of relevance.

CONSULTATIONS: English Nature – Proposal will not affect an SSSI. The proposed development land could include suitable habitat for protected species.

Environment Agency – Standard letter received with regards to Residential Development.

PARISH COUNCIL COMMENTS: No objections to the proposal

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired.

PLANNING CONSIDERATIONS: **The main issues are whether the proposed remodelling of the existing accommodation is acceptable in principle and with regards to its design, impact on residential amenity and the character and setting of the adjacent Conservation Area (ERSP Policies HC2 UDP Policies S3, GEN2) and**

The existing Vicarage Mead accommodation provides 23 bedrooms of 1 person sheltered accommodation with en-suite washroom facilities. The accommodation was erected in the 1970's, is two storey in height and comprises a central rectangular building occupying a floor area of approximately 587sqm, with a front wing extension single storey flat roofed building comprising the warden's accommodation and office. The building is constructed from red brick, with a concrete tile roof and white painted wooden feature weatherboarding and is of very limited architectural or historical merit. The proposal details the re-modelling of the existing accommodation to not only improve the functional layout of the building and enhance the residential amenity of current and future occupiers but also to improve the

visual appearance of the building. The main changes to the external appearance of the building are the addition of projecting gable end bay, square bay window extensions to the front and rear and the replacement of the existing white weatherboarding with redwood cladding on the bay extensions and on the flank walls of the main building. A pitched clay-pan tile roof is proposed over the existing single storey flat roof warden's accommodation and this would become a common room, kitchen, hairdressing room and toilet extension, overlooking the proposed landscaped front garden. This would then be connected to the main building by a pitched roof glazed link which would lead into a foyer which would benefit from a large glazed skylight in the roof plane directly above. The roof of the main building would be re-cladded in clay pan tiles and a further glazed link would be incorporated within the main block to act as a visual break and improve the flow of natural daylight through that area of the building. A patio/terrace is proposed to the east of the common room in addition to a scheme of hard and soft landscaping which would help to improve the setting of the building. It is considered however that to further improve the residential amenity of current and future occupiers and create a more positive and user friendly environment, a more substantial landscaping scheme should be developed and this can be required by condition. The existing building is of no architectural merit and the current accommodation is in need of regeneration. The proposed scheme would improve both the form and function of the building and would result in much more comfortable sheltered accommodation which would only serve to improve the residential amenity of existing and future occupiers. Furthermore, the scheme represents a much-improved visual appearance, which would serve to enhance the setting of the adjoining Conservation Area.

CONCLUSIONS: The proposed re-development of the existing sheltered accommodation would not only improve the residential amenity of existing and future occupiers, it would enhance the setting of the adjoining Conservation Area and create a more appropriate visual appearance. The re-modelling of the existing accommodation would not have a detrimental impact on the character of the settlement or the amenity of adjoining occupiers and is in accordance with Structure and Local Plan policy.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development.
2. C.3.1. To be implemented in accordance with approved plans.
3. C.4.1. Scheme of landscaping to be submitted and agreed.
4. C.4.2. Implementation of landscaping.
5. C.5.1. Samples of materials to be submitted agreed and implemented.

Background papers: see application file.

UTT/1929/04/FUL - QUENDON & RICKLING

Erection of 14 dwellings with car parking. Alteration of existing access
Red Star Garage, Cambridge Road. GR/TL 512-300. H & F Investments Ltd.
Case Officer: Mrs K Hollitt 01799 510495
Expiry Date: 06 January 2005

NOTATION: Within Development Limits (Settlement Boundary)/Adjacent Conservation Area.

DESCRIPTION OF SITE: This site is located on the western side of the B1383, at the southern entrance to Quendon. It was formerly a petrol filling station, tyre and exhaust fitters, a garage workshop and a large concrete hardstanding. These uses have ceased trading since the grant of outline planning permission in July 2003 and the buildings on the site have been demolished. The site has a road frontage of approximately 35m and opens up to approximately 55m in width further into the site. The site has a depth of 70m. Adjacent to the southern boundary is a public footpath and this is separated from the site by mature hedging. To the west and north is residential development, with close boarded fencing to the boundaries. To the north is the car park which serves Quendon Village Hall. The boundary to the Conservation Area runs around the site.

DESCRIPTION OF PROPOSAL: The proposal relates to a full application for a .3ha site at a density of 46 dwellings per hectare. It is proposed to erect 14 dwellings with a mix as follows: 3 no two bedroom properties, 8 no three bedroom and 3 no four bedroom properties. To the road frontage would be a terrace of 4 properties, 2 no two bedroom and 2 no three bedroom, and a three bedroom detached dwelling. Plots 1 and 4 would be constructed of red brick, with plots 2 and 3 being red brick to ground floor with render to first floor. Plot 5 would be of red brick and flint construction, with brick quoins. Each of these properties would have two parking spaces. To the rear of plot 5, running parallel with the rear gardens to properties in Rickling Green Road, would be a further 5 properties, two pairs of semi-detached dwellings and a detached dwelling, with the two pairs of semi-detached dwellings being linked with first floor accommodation. Plot 6 would be a three bedroom detached property, Plot 7 would be two bedroom semi-detached and plots 8 to 10 would be three bedroom semi-detached dwellings. These properties would be constructed with a render finish and a brick plinth. The link sections would be clad with weather-boarding. Each property would have two parking spaces. Running parallel with the public footpath along the southern edge of the site would be a further 4 dwellings. This row would consist of two detached dwellings and a pair of semi-detached dwellings, all linked by first floor accommodation over car-ports. Plot 11 would be a three bedroom property, and the remainder would be 4 bedroom. Plot 11 would have sufficient parking for 4 vehicles, plot 12 would have 2 parking spaces and plots 13 and 14 would have sufficient parking for 3 vehicles. In addition, to the rear of plots 3 and 4 there would be an additional 3 parking spaces to serve visitors. These properties would also be of render construction over a brick plinth, with weather-boarding to the first floor accommodation over the car ports.

APPLICANT'S CASE: Various alterations and amendments have been incorporated into this revised scheme. A rainwater recycling scheme will be installed which will reuse the grey water for use in washing machines, dishwashers and wc flushing etc. Hardcore has been retained on site for reuse within the new scheme, this will save on landfill and transportation. Timber used on this development will be from sustainable sources. Boilers will be highly efficient condensing type boilers and houses will be very well insulated with Energy Saving "Low E" glazing resulting in low running costs.

RELEVANT HISTORY: Outline planning permission was granted for residential development on this site, all matters reserved. A condition was imposed on the outline consent requiring the reserved matters to relate to a minimum of 9 dwellings, with at least 75% being 2 or 3 bedroom properties. The application site area has reduced, in that the front boundary of the site has been set back to take account of the extent of the highway boundary. As a result, this is a full rather than reserved matters application.

CONSULTATIONS: ECC Highways: No objections subject to conditions.

English Nature: No objections subject to conditions. Site is adjacent to Quendon Wood SSSI and land could be suitable habitat for protected species.

Environment Agency: No objections subject to conditions.

ECC Schools Service: Provision of additional secondary school places will be required. A developer contribution of £35,088 is required in line with adopted Supplementary Planning Guidance.

PARISH COUNCIL COMMENTS: Sewage: This has been an issue for many years. Addition of 14 houses will overload the existing system. This situation should be addressed by developer in conjunction with Anglia Water Authority. Parking Facilities: Seem to provide 18 spaces which with double parking could increase to 25 spaces plus 3 visitor spaces. Feel this inadequate and unrealistic for today's lifestyle. The inevitable overspill must not be accommodated in the adjacent Village Hall car park. To this end the developer should be required to provide a lockable gate to the said car park. The above situation is caused by proposed density and could be resolved by reducing the number of houses to 12. Street lighting: No proposals are shown on plans regarding street lights. Suggest any street lighting should not be high level and obtrusive to surrounding properties.

REPRESENTATIONS: This application has been advertised and 5 representations have been received. Period expired 9 December 2004.

Object. Car parking – density doesn't leave sufficient space for parking. Three visitor spaces for 14 houses is not sufficient. Drainage – Ancient sewage and drainage system struggling to cope with existing houses and after heavy rain we have effluent floating out of manholes. Low cost housing – acute shortage of affordable housing. Is there provision for shared ownership scheme? Boundary – During demolition the fencing alongside the footpath from Quendon to Rickling has been breached, what will be put in its place? We objected to outline planning of 9 and object very vigorously now figure has risen to nearly double.

Alarmed at closeness of two storey houses to my property in both rows. The distance is only 5m from my boundary which itself is only 12 feet from my bungalow. My right to light and privacy will be gone. With such high density drains will be overloaded. Soakaways should be routed away from my property as it is on lower level and would be flooded in heavy rain.

Object. Sewage will have to connect up with antiquated pipes in Cambridge Road. Not enough parking for number of houses proposed. Excess cars cannot park on the road. B1383 is already very busy road. With extra cars entering and leaving this development it will increase difficulty and will become an accident black spot.

Quendon and Rickling Village Hall Committee shares concerns of many local residents and objects to proposal to increase number of houses from 9 to 14. Sewage system will be totally inadequate to cope with outfall from 14 extra homes. Proposed parking provision is unrealistic. Village Hall car park is for patrons only and we shall therefore require it to be made secure as part of the developers' costs. Four roadside houses seem to obstruct the sight line of drivers leaving Village Hall car park.

Plot 10 shows 2 windows on west elevation that will overlook my property. Invasion on my privacy. We had problems with foul sewer 18 months ago and discovered garage underground sewage was connected to a pipe which runs through our garden and Holly

House. This is not acceptable and totally inadequate for 14 new houses. Feel increase in number of properties is overdevelopment of land and should be reduced.

PLANNING CONSIDERATIONS: The main issues are whether:

- 1) the proposals meet with the criteria for residential development in this location (ADP Policy S1, DLP Policies S3, H3 and H10),**
- 2) the design of the proposed dwellings is suitable in this location adjacent to a conservation area (ERSP Policy HC2, ADP Policies DC2, DC14, DLP Policies GEN2, ENV1),**
- 3) the highway access and parking arrangements are acceptable (ERSP Policies T3, T8, T12, ADP Policy T1, DLP Policies GEN1 and GEN9) and**
- 4) other material considerations raised by consultations and representations.**

1) The proposals relate to the erection of 14 dwellings on a site where outline planning permission has been granted for a minimum of 9 dwellings, at least 75% of which shall be 2 or 3 bedroom properties. The provision of smaller properties is required in order to satisfy the requirements of DLP Policy H10 which requires smaller properties to be provided to enable more affordable residential units to be developed in village locations. The submitted proposals show 3 no 4 bedroom properties, 8 no 3 bedroom properties and 3 no 2 bedroom properties, thus satisfying the requirements of condition and Policy H10. The development of 14 dwellings on this site would provide a residential development at a density of 46 dwellings per hectare, which satisfies the requirements of PPG3 whilst being in keeping with the development patterns of the settlement. The site is classified as a brownfield site and is not a key employment site and its redevelopment helps contribute towards the government's target of 60% of residential development being carried out on brownfield sites. Whilst the site does not have immediate accessibility to jobs and shops, it is located within an existing village and would help to maintain the viability of the village, particularly with the provision of smaller residential units.

Therefore, it is considered that the proposals satisfy the requirements of DLP Policy H3.

2) The site is located adjacent to a Conservation Area and therefore a high standard of design and materials will be required in the construction of the development. These issues can be carefully controlled by conditions requiring the submission of samples prior to development commencing. The dwellings have been designed with a mix of character, including red brick and render and red brick and flint construction, to match the character of some of the properties in the adjacent Conservation Area. It is considered that the development would respect the character and setting of the adjacent Conservation Area. The properties to the frontage of the site have been set back from the highway and it is proposed to plant a hedge to the front of the properties, thereby adding to the character of the adjacent conservation area and reducing the impact on the street scene. It is considered that these proposals satisfy the requirements of ERSP Policy HC2, ADP Policy DC2 and DLP Policy ENV1.

With regard to amenity issues, two main points have been raised by objectors. One relates to two windows in the west elevation of Plot 10 and potential overlooking issues this may cause. The windows to Plot 10 serve a landing and a bathroom (for information these windows are shown on the floor plans, but not the elevations – revised plans have been requested). The proposed side elevation to Plot 10 is located approximately 5m from the boundary, and there is a distance of 20m between the side elevation of Plot 10 and the rear elevation of the adjacent property. In order to protect the privacy of the adjacent property these windows can be conditioned to be obscure glazed.

A further issue has been raised in respect of Plot 11 and the distance of the two storey elements from the boundary and the closeness to the property to the rear of the site. A condition imposed on the outline consent stated:

“The details required by condition C.1.1. above shall show single storey dwellings on the western boundary, with a minimum 15m distance between the rear elevation and the rear boundary.”

The indicative drawings submitted with the outline application showed dwellings parallel with the rear boundary. This detailed application has removed the dwellings from the rear of the site leaving an open vista from the front to the rear of the site. It is proposed to construct the car ports to serve Plot 11 adjacent to the rear boundary, which is located 5m from the rear elevation of the property to the west of the site. The car ports would be single storey and have a ridge height of 4m, with a hipped roof so as to reduce the potential impact on the dwelling to the west. Approximately 11m from the rear elevation of the dwelling to the west the development on Plot 11 increases in height to a ridge height of 7m. Whilst this element of the proposals does not strictly conform with the requirements of the condition on the outline application, so the style of development has also changed. This plot does not directly back onto the property to the rear, but has an angled relationship with it. The criteria set out in the condition reflected the requirements of the Essex Design Guide. However, the Essex Design Guide states that where new houses are at right angles to the existing, there are no windows in the flank end and no problems of overshadowing the new houses may encroach up to 1m from the boundary. These proposals show a new dwelling in a position which is just under right angles to the existing. It is accepted that should the development be located approximately 1m from the boundary then there would be significant overshadowing and loss of light. However, the taller element of the proposed development would be located approximately 6.5m from the boundary and 11m from the rear elevation of the adjoining property. In view of the revised relationship between the existing property and the new development, it is not considered that the above condition applies. On balance, it is considered that these elements of the proposal satisfy the requirements of the Essex Design Guide. Therefore, it is considered that the design of the development is appropriate.

3) The scheme has been extensively negotiated with the Essex County Council Highways and Transportation department who raise no objections to the proposed development, subject to a condition requiring the footpath to London Road being continued into the site to join the path running to the front of Plots 1-4. This would require a shorter section of hedge being planted to the roadside location, but should not adversely affect the character of the development or the setting of the adjacent Conservation Area. The proposed development satisfies the minimum parking standards for the proposed dwellings (33 spaces to serve the dwellings and 3 visitor parking spaces). Therefore, it is considered that the proposals satisfy the requirements of the relevant policies.

4) Sewage: The Water Authority and Environment Agency have raised no objections to the proposed development in respect of sewage matters. In respect of the outline application the Water Authority required the submission of foul and surface water drainage to be approved prior to development commencing and this was imposed as a condition on the outline consent. Such a condition could be re imposed on this full permissions.

Car parking: Whilst it is appreciated that concerns have been raised in respect of the car parking provision within the site, the proposals show sufficient parking provision to meet the minimum requirements. In view of current government guidance, it is not considered appropriate to request parking provision above and beyond that being proposed.

Footpath Boundary: Concerns have been raised regarding the breach of this boundary during demolition works. The replanting of this boundary can be required by condition.

Wildlife: English Nature has raised the possibility of the site providing suitable habitat for wildlife, particularly in view of the close relationship with the Quendon Wood SSSI. In order to protect any potential wildlife, conditions will be imposed highlighting the developers legal requirements in this respect.

MEMBER'S CONCERNS: This application was subject to a report at the Committee meeting on 13 December 2004. Members raised two main concerns (a) articulation of one of the elevations was required and (b) mature planting was required. The elevation concerned has incorrectly been identified as the front elevation to plots 11-14. The agent has now confirmed that this elevation should in fact read "Rear elevation". Therefore, no further action has been taken with this regard, as the front elevation would include sufficient articulation. With regard to mature planting, the agent has verbally confirmed that an extensive landscaping scheme will be undertaken, as required by condition on the outline consent. A further condition relating to the submission of a landscaping scheme may be imposed on this consent.

Concerns regarding in adequate parking are unfounded, as the development would include parking in accordance with the Council's Standards.

COMMENTS ON REPRESENTATIONS: These issues have been covered above.

It is unreasonable and unnecessary for the developer to fund a barrier to the adjacent car park, as the development would be self-sufficient in terms of parking.

CONCLUSIONS: In principle, the proposals satisfy the relevant policy criteria. Conditions can be imposed to safeguard the major elements of concern.

RECOMMENDATION: APPROVAL WITH CONDITIONS & SECTION 106 AGREEMENT:

TERMS OF SECTION AGREEMENT: The provision of £35,088 towards provision of school places.

1. C.2.1. Time limit for commencement of development.
2. C.3.2. To be implemented in accordance with revised plans.
3. C.4.1. Scheme of landscaping to be submitted and agreed.
4. C.4.2. Implementation of landscaping.
5. C.5.1. Samples of materials to be submitted and agreed.
6. C.5.7. Window details.
7. C.6.3. Excluding Permitted Development extensions and erection of freestanding buildings without further permission.
8. No development shall take place until details and specifications of the grey-water recycling system have been submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out in accordance with the approved details.
REASON: No details have been submitted with the application for consideration and the installation of a grey-water recycling system is imperative to contribute towards sustainable development.
9. C.8.27. Drainage Details.
10. No development approved by this planning permission shall be commenced until:
 - a) A desktop study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. And using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced. This should be submitted to and approved in writing by the local planning authority prior to further investigation being carried out.

b) A site investigation has been designed for the site using the information obtained from the desktop study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the local planning authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable: - A risk assessment to be undertaken relating to groundwater and surface waters associated on and off the site that may be affected, and - Refinement of the Conceptual Model, and - The development of a Method Statement detailing the remediation requirements.

c) The site investigation shall be undertaken in accordance with details approved by the local planning authority and a risk assessment has been undertaken.

d) A Method Statement detailing the remediation requirements, including measures to minimise the impact on ground and surface waters, using the information obtained from the Site Investigation shall be submitted to the local planning authority. This shall be approved in writing by the local planning authority prior to that remediation work being carried out on site.

e) The development of the site shall be carried out in accordance with the approved remediation Method Statement.

REASON: To ensure that the proposed site investigations and remediation will not cause pollution of Controlled Waters and that development complies with approved details in the interests of protection of Controlled Waters.

11. The existing footway in London Road B1383 on the southern side shall be continued around the bellmouth junction to link up with the proposed new footway running in front of plots 1-4 inclusive, to include the provision of tactile pavers to enable pedestrian to cross to the new footway on the north boundary footway. No development shall take place until details of the works to be undertaken have been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until the approved works to the footway have been constructed in their entirety.

REASON: In the interests of highway safety.

12. C.11.6. Standard vehicle parking facilities.
13. C.12.4. Boundary screening requirements.
14. C.19.1. Avoidance of overlooking – 1.
15. C.20.3. If Protected Species discovered get License from DEFRA.
16. No vehicles, materials or waste are to be stored, assembled, or deposited inside or on the boundary of Quendon Wood SSSI.

REASON: To prevent and reduce the risk of any accidental impact on the SSSI during construction.

17. No development shall take place on site until details of street lighting have been submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out in accordance with the approved details.

REASON: No details of street lighting have been submitted with the application and to ensure such street lighting is not detrimental to the character and setting of the adjacent conservation area.

Background papers: see application file.

UTT/2068/04/LB - HIGH EASTER

(Member's application)

Replace windows to front, side and part rear elevations.
Little Garnetts, Bishops Green. GR/TL 630-176. Mrs S Flack.
Case Officer: Miss K Benjafield 01799 510494
Expiry Date: 02 February 2005

NOTATION: Outside Development Limits / Grade II Listed Building / Ancient Monument.

DESCRIPTION OF SITE: The site is located approximately 2km southwest of Barnston and 3km northeast of High Easter and covers an area of 1.1ha.

DESCRIPTION OF PROPOSAL: The application is for listed building consent to replace existing unsuitable and rotten windows and one door. They would be replaced with timber-framed windows that would be double and single glazed dependant on their location within the building (single-glazed in historic part, double glazed elsewhere) and a new door, also constructed from timber. Revised plans were received on 14 January indicating a revised width to one window and details for a replacement window, which was omitted from the original plans.

APPLICANT'S CASE: See letter dated 2 December attached at end of report.

RELEVANT HISTORY: Additions and alterations approved 1957 and 1961. Addition to existing self-contained flat conditionally approved 1977. First floor extension with twin pitched roofs and replacement softwood windows conditionally approved 1989. Erection of small link structure between dwelling and flat conditionally approved 1989. Single-storey side extension and rear porch extension conditionally approved 1994. Demolition of single-storey extension and erection of two-storey extension conditionally approved 1998. Erection of single-storey rear extensions and insertion of replacement windows conditionally approved 2001. Erection of conservatory conditionally approved 2001.

CONSULTATIONS: Design Advice: No objections subject to the historic section of the building having single glazed windows and remaining windows being double glazed, all as shown on the submitted plans.

PARISH COUNCIL COMMENTS: To be reported (due 8 January).

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 1 February.

PLANNING CONSIDERATIONS: **The main issues are whether the proposed works would be detrimental to the character or appearance of the listed building (ERSP Policy HC3 & UDP Policy ENV2)**

The proposed replacement windows have been negotiated with the Council's Conservation Officer, who has no objections to the works. This is subject to the historic section of the building having single glazed windows, which are shown on the submitted plans. It is therefore not considered that the proposal would have a detrimental impact on the character or appearance of the listed building.

CONCLUSIONS: The proposed works would comply with the relevant policies and would not be detrimental to the character or appearance of the listed building.

RECOMMENDATION: LISTED BUILDING CONSENT WITH CONDITIONS

1. C.2.2. Time limit for commencement of development.
2. C.3.2. To be implemented in accordance with revised plans.

Background papers: see application file.

UTT/2120/04/FUL - HADSTOCK
(Referred by Cllr Savage)

Proposed new roof and extension to garage.
Hawthorns, Bartlow Road. GR/TL 563-448. Mr & Mrs Kerchiss.
Case Officer: Mr T Morton 01799 510654
Expiry Date: 05/02/2005

NOTATION: Outside Settlement Boundary / Within Conservation Area.

DESCRIPTION OF SITE: The house is a modern two-storey brick built building with attached double garage, set in a secluded position off Bartlow Road.

DESCRIPTION OF PROPOSAL: The application proposes the extension of the garage with a new roof structure, replacing the existing shallow pitched pyramidal roof with a taller ridged form to provide a room at first floor level, and with the roof structure linked back to the side two-storey wing of the house. Additional works shown on the drawings (and omitted by the agent) do not form part of the application

APPLICANT'S CASE: There is no intention within this application to do any work to the main house. The proposed work is to the garage roof and rear of the garage only and this is coloured red as per your guidance notes and anything not coloured red is not contained within the application. The accompanying letter from ourselves sent with the application, the completed application forms, state precisely what the proposal is for.

PARISH COUNCIL COMMENTS: Extremely concerned about the plans for this application, on the application it states that it is for (proposed alterations to pitch of roof to dwelling and garage and extension to rear of garage). The written application appears to refer to the garage alteration and extension only; however, the drawings indicate changes to both the garage and the house. Opposed to any alteration to the house whatsoever, but in broad terms accept the alterations to the garage only (including extension connecting it to the pool house). The written application (12b) also indicates that this would be connected to the mains sewer - there is no mains sewage in this area.

This application appears to be attempting to make major changes by stealth and misinformation, increasing the pitch of the roofs of both house and garage would approximately double the area of roofing, and would increase the height of the buildings by about one third, the resulting tall buildings would not be appropriate for this site.

Seems application is flawed in many aspects; perhaps the best solution would be for these plans to be re-drawn and properly submitted.

The Parish Council have also asked for this application to be called in, I have asked our District Councillor, Martin Savage, to deal with this as the Council are worried that unintentional planning permission might be granted to change the house, which they would be very much opposed to.

REPRESENTATIONS: Three. Notification period expired 3 January 2005, and site notice expired 27 January 2005.

1. Hadstock Society: The information supplied is insufficient. The application is only for alterations to the pitch of the roofs, but the plans indicate that a third storey is being added to the dwelling. We don't think that a three storey building would be appropriate on this site.

2. There seems to be confusion and ambiguity on this planning application and I would be grateful for clarification. We have no objection to the planned extension and new raised roof for the garage. We would however have strong objections to the raising of the roof for the main dwelling.

3. We strongly object to the plans as submitted, which show the house roof raised and dormers added. An increase in height would be intrusive and out of character within a conservation area. Our house is situated below Hawthorns. Any increase in height would be intrusive. However, we have no objections to the proposed extension to the garage.

COMMENTS ON REPRESENTATIONS: The application relates solely to the extensions to the garage.

PLANNING CONSIDERATIONS: The main issues are

- 1) design (ULP Policy GEN2), and impact on the Conservation Area (ERSP Policy HC2 & ULP Policy ENV1),
- 2) amenity of adjoining property (ULP Policies GEN4, GEN2) and
- 3) other material planning considerations.

1) The main body of the house has a shallow pitched roof form, which the proposed garage will not match into. [NOTE: The submitted drawing shows an inaccurate roof form for the main body of the house, and this does not form part of the proposals. This has caused some confusion and disquiet, though the letter accompanying the application does state the application is for the alterations to the garage only. The architect has now responded to a request to amend the drawings by striking thorough the elevation of the main house on the drawing. A condition is recommended to clarify the scope of the consent].

The secluded position of the house means that the extension the garage roof will not be readily seen from the public domain, and the mismatch in design is not a significant issue, and would not detract from the Conservation Area.

2) The house is set some 40 metres from the next nearest house at Malyons, and the proposal will have no material effect upon it.

3) No other issues arise.

CONCLUSIONS: The proposed alterations to the garage are considered acceptable.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.2.1. Time limit for commencement of development
2. C.3.1. To be implemented in accordance with approved plans
3. The extent of this permission is limited to the alteration of the garage roof only, and excludes the alterations to the roof form of the main house as shown on the submitted drawing number 2, as amended and dated 12 January 2005.

REASON: To accord with the terms of the application.

Background papers: see application file.

UTT/2084/04/OP - SAFFRON WALDEN
(Referred at Member's request: Cllr Bayley)

Proposed erection of two bungalows with garages.
Pootings, Seven Devils Lane. GR/TL 537-369. Mr & Mrs Hoare.
Case Officer: Mrs K Hollitt 01799 510495
Expiry Date: 28 January 2005

NOTATION: Within Development Limits (Settlement Boundary)/Groundwater Protection Zone DLP Policy ENV11.

DESCRIPTION OF SITE: The site is located at the western end of Seven Devils Lane, a single track lane running to the west of Landscape View. The access serves 4 dwellings to the north of the track and two to the south. Beyond the application site the access becomes a public footpath. The site is a backland site and forms the rear garden of a substantial detached property. The northern and western boundaries are planted with mature coniferous trees which provide effective screening to the site. Mature coniferous trees are also along the eastern boundary, although these have very little growth at the lower levels. This boundary is clearly visible from outside the application site, in particular from Seven Devils Lane. The access to the existing property is also screened by mature coniferous trees and the existing property is not clearly visible from outside the boundaries, except from Seven Dials. The site has a width of 53m, extending to 66m to the rear boundary, and has a depth of 22m adjacent to Waldeck Court and 49m to the boundary with Seven Dials. To the west of the site lies Waldeck Court, a Housing Association development, mainly terraced dwellings. To the north is the Water Authority pumping station and to the east is a large site occupied by a property known as Seven Dials and a small bungalow to the rear. However, outline planning permission has recently been granted for the demolition of the bungalow to the rear and the erection of two new dwellings. These consents are currently the subject of appeals against various conditions imposed, including condition C.6.6. which limited the development to single storey only, with no rooms in the roof.

DESCRIPTION OF PROPOSALS: The application relates to an outline application for the erection of two dwellings, with two indicative layouts given. All matters are reserved, with the exception of the means of access. The drawings indicate that the existing access would be utilised to serve the existing dwelling and the proposed dwellings.

APPLICANT'S CASE: See supporting statement attached at end of report.

CONSULTATIONS: Environment Agency: No comment.

English Nature: Ecological Reports findings and recommendations represent an adequate response to legislative issues with regard to protected species. We note the possibility that introduced red squirrels may use existing conifer trees as a food resource and suggest that the Council and the applicant may wish to consider retaining mature conifers within the development in addition to planting new fruit bearing trees.

Highways and Transportation: Deminimus application.

Water Authority: To be reported (due 28 December 2004).

Building Control: No adverse comments.

TOWN COUNCIL COMMENTS: No objections.

REPRESENTATIONS: This application has been advertised and 4 representations have been received. Period expired 11 January 2005.

Plans for development of two dwellings still fail to address the major issue of extra traffic entering and leaving Seven Devils Lane. Access from Debden Road is hazardous. There are no passing places in the lane. An increase in traffic will cause further hazard and disruption.

Strongly object. Proposal coincides with several other proposed developments which refer to extensive development of the property immediately adjacent to Pootings. Given that further development has already been denied due in part to "unsuitable access" down Seven Devils Lane, I fail to see how the development of Pootings can be justified. Letter from Highways in which they confirm Seven Devils Lane "*is a narrow lane and the access onto Landscape View is not suitable for constant use*". Dangerous access, particularly turning right into Seven Devils Lane. Narrow lane which is a public footpath. Change in the nature of the environment and street scene. Red squirrels are classified as an endangered species under the Wildlife and Countryside Act 1981.

Objections. Dangerous access to the lane from Landscape View. Seven Devils Lane is extremely narrow and cannot support an increase in traffic. This development will change the character of the environment. Will result in a huge increase in noise and light pollution. Support. Feel this development would be in keeping with the locality and would not have a negative impact. Would request that as many of the existing and well established trees and shrubs are retained. These trees are good for the environment, home to many birds and wildlife and provide us with a good degree of privacy.

PLANNING CONSIDERATIONS:

- 1) whether the proposed development is suitable in this location (ADP Policies S1 and H10, DLP Policies S1 and H4 and government guidance from PPG3),**
- 2) whether the access to the site is acceptable for this development (ADP Policy T1, DLP Policy GEN1),**
- 3) whether any adverse amenity issues would be raised (ADP Policy DC14, DLP Policy GEN2) and**
- 4) whether the proposed development would be detrimental to the habitat of protected species (DLP Policy GEN7 and government guidance in PPG9).**

1) The application site is located within the development (settlement) limits for Saffron Walden and therefore there is a presumption in favour of development within this area. Being located in an edge of town location within the immediate vicinity of the open countryside it would have been possible to omit this site from the development limits if it was considered imperative that the site remained undeveloped. However, this plot, in excess of 1ha, is currently occupied by one substantial detached dwelling, having a footprint of 280m² and it could be considered that this plot is being significantly underused. PPG3 identifies the need to make more efficient use of land, particularly within urban areas. This property currently enjoys a secluded setting and the application site is not visible from most vantage points outside of the site, except through gaps in the boundary with Seven Dials. It is located at the periphery of an urban area and could be more efficiently utilised without severe detriment to the local area. The smaller plots to the rear of the site would result in better utilisation of land in this urban area, with minimal impact on the character of the area. Whilst the current application is for outline planning permission, it is possible that some form of residential development could take place on these backland sites which would conform to the requirements of ADP Policy H10 and DLP Policy H4. One of the criteria relating to backland development is that the development should have access which would not cause disturbance to nearby properties. This issue is discussed below. Notwithstanding this issue, it is considered that the proposed development complies with guidance contained in PPG3 and with ADP Policies S1 and H10 and DLP Policies S1 and H4.

2) The access to the application sites is via a single track lane which is also a public footpath which leads to development in the Rowntree Way/Fulfen Way area and open

countryside beyond the urban development of Saffron Walden. The applicant claims that the roadway is 5m wide with passing places, but this is clearly not the case. The hardened surface of the road is about the width of a large vehicle and there are soft verges with railings and vegetation to either side. It is not considered that there would be sufficient room for two vehicles to pass on the roadway. This roadway currently serves 6 dwellings, and outline planning permission has recently been granted for two additional dwellings, one being a replacement. Appeals are still outstanding in respect of refusal of planning permission for two further residential units with access from Seven Devils Lane. It is accepted that the proposed extra dwellings would introduce a slight increase in the number of vehicles using this road, particularly when taken into consideration with the extant planning consents for two additional dwellings in this area. The nature of the access road requires vehicles to move at a slow speed and it is not considered that the 2 extra dwellings would significantly impact on the safety of the access road. The representations in respect of the junction of Seven Devils Lane with Landscape View are noted. The comments from Essex County Council quoted in representation letters refer to the proposed development of this site for 51 dwellings, with 6 properties having access from Seven Devils Lane (see report on Agenda), however the ECC Highways and Transportation department have stated that the application is de minimus and one on which they would not comment, although they raised no objections to the proposals for residential development on the adjacent property, Seven Dials. It is not considered that a refusal of these applications could be supported on highway grounds. Therefore, it is considered that the proposals would comply with the requirements of ADP Policy T1 and DLP Policy GEN1.

3) The redevelopment of this site must satisfy various criteria in respect of amenity issues. As stated above, it is considered that the proposed development would be compatible with the local area and unobtrusive within the street scene. Each plot would provide sufficient amenity space to serve a new dwelling. However, there are concerns regarding the provision of amenity space for the existing dwelling, Pootings. The proposals show that the private amenity space would be provided in the existing front garden, which the agent states is well screened and secluded. Whilst this may be the case for a large proportion of this garden, there are direct views into the proposed amenity space from Seven Devils Lane and therefore, the proposed amenity area may not be totally adequate. Notwithstanding this, the area of garden which is open to the public vantage points may easily be screened by the planting of further hedging, which could include species which would enrich the habitat for local wildlife, as discussed below. The proposed layout and position of the new dwellings will need to be considered in conjunction with the extant consents for development on the adjacent property. These consents are subject to a condition requiring the new properties to be single storey only, but this condition is currently being challenged at appeal. It may be several months before a decision in respect of these appeals is known. However, until the appeals have been determined, it is considered that should consent be granted for this development, it should be subject to the same requirement of single storey development only as the adjacent plot. Whilst there are some concerns regarding amenity issues, it is considered that these may be overcome by conditions. Therefore, on balance, it is considered that the proposals satisfy the relevant policy criteria.

4) The issue of red squirrels within the application sites and the general vicinity has been raised. Red squirrels are a protected species as designated by the Wildlife and Countryside Act 1981 (as amended). The applicant has submitted an Ecological Survey of the application site which has been forwarded to English Nature for consultation. Their considerations are that the survey is sufficient to comply with the statutory requirements in respect of protected species and that the compensation measures are considered acceptable. Therefore, following the advice of English Nature, it is considered that the proposals comply with PPG9 and DLP Policy GEN7.

COMMENTS ON REPRESENTATIONS: One letter of representation required the retention of the existing trees in order to maintain privacy and wildlife habitat. These issues are considered important and could be controlled by condition.

CONCLUSIONS: There are concerns regarding the use of the access by additional development, particularly with extant consents for two additional dwellings on the adjacent site, albeit one being a replacement dwelling. However, the Highways Authority has raised no objections to the proposals and not made any advisory comments with regard to the suitability of the use of Seven Devils Lane for further traffic. The comments quoted in the representation letters relate to comments made in respect of the redevelopment of the site for 51 dwellings which is the subject of a further application. The use of the access is a finely balanced issue, particularly if the extant consents were implemented together with these proposals. This proposal must be considered on policy grounds and on balance it would comply with policy. In addition to the issues in relation to the access, there are issues regarding the proposed amenity space to serve the existing dwelling. This area is not as secluded and private as suggested in the applicant's case. However, this issue can be resolved by additional planting which can be controlled by condition. In addition, this planting could provide additional benefits to local wildlife. On balance, it is considered that these proposals are acceptable and that consent should be granted.

RECOMMENDATION: APPROVAL WITH CONDITIONS

1. C.1.1. Submission of reserved matters: 1.
2. C.1.2. Submission reserved matters: 2.
3. C.1.3. Time limit for submission of reserved matters.
4. C.1.4. Time limit for commencement of development.
5. C.4.1. Scheme of landscaping to be submitted and agreed.
6. C.4.2. Implementation of landscaping.
7. The landscaping scheme to be submitted, as required by condition C.4.1. above, shall include details of planting of native fruit bearing trees and hazel nut bushes.
REASON: To improve the habitat and food source for wildlife within the area.
8. C.4.7. Detailed landscaping survey to be submitted.
9. C.20.3.If Protected Species discovered get Licence from DEFRA.
10. C.6.6. Single storey dwelling.
11. C.5.2. Details of materials to be submitted and agreed.

Background papers: see application file.

UTT/2052/04/GD - SAFFRON WALDEN
(Referred at Member's request: Cllr Freeman)

Proposed change of use at Audley End House to allow civil weddings ceremonies to take place.

Audley End House, Audley End Road. GR/TL-524-381. English Heritage.

Case Officer: Mr T Morton 01799 510654

Expiry Date: 01 February 2005

NOTATION: Outside Settlement Boundary/Within Conservation Area/Historic Park and Garden/Scheduled Monument/Affecting the setting of a Listed Building.

DESCRIPTION OF SITE: The notification concerns Audley End House, a Grade I Listed Building consisting of a palatial three-storey country house dating from 1605-1614, and reduced in size in the 1700s. Set in extensive grounds with service outbuildings and garden structures many of which are Listed in their own right.

DESCRIPTION OF PROPOSAL: To expand the use from being a Heritage Visitor Attraction with ancillary office, shop, café (Use Class D1), to include civil wedding ceremonies. Specific rooms within the house have been identified on drawing 1/003 for the proposed use, and comprise the Bucket Hall, Great Hall, Dining Parlour, Tapestry Room, Great Drawing Room, Vestibule, North Lobby and Lower Gallery.

APPLICANT'S CASE: English Heritage is charged with increasing public access to the historic environment, and is under an obligation to generate funds for the maintenance of the estate from appropriate commercial activities. Civil weddings are believed to meet these requirements. Research has shown there is a strong demand for the provision of facilities for such events. In some instances marquees may be used for receptions, but the majority of weddings will be in the house only, and when held in the house would be limited to 120 guests. Vehicle traffic will be via the Lion Gate and will park within the existing visitor car park. There will be no conflict with accessibility to the house for other visitors. On open days the ceremony will start after 4.30 p.m. and visitors will have vacated the Great Hall before it is required for wedding guests. Guests to the ceremony in the Dining Hall will be limited to 60. Depending on the size of the ceremony, there would only be an additional 30 to 60 cars on site at the end of the day at times when most of the visitors will have left the site.

RELEVANT HISTORY: UTT/1249/04/GD – proposal to expand the existing use from Heritage Visitor Attraction to holding corporate events and civil wedding ceremonies. Withdrawn by the applicant.

CONSULTATIONS: TOPS: To be reported.

TOWN COUNCIL COMMENTS: No representation received. Notification period expired 6 January 2005.

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 7 January 2005.

PLANNING CONSIDERATIONS: The main issues are

- 1) development in the open countryside (ERSP Policy C5, ULP Policy S7),

- 2) **effect upon the setting of the Listed Building, Ancient Monument, Historic Garden and Conservation Area (ERSP Policies HC2, HC5, ULP Policies ENV1, ENV2, ENV4, ENV8,**
- 3) **traffic generation and parking (ERSP Policy T1, T12, ULP Policy GEN1, GEN8) and**
- 4) **sustainable development (ERSP Policy CS1).**

1) The site lies within the Open Countryside, as shown in the Uttlesford Local Plan. The use will be partly conducted from within the house, but partly conducted from marquees, which are the subject of another report on the separate notification (UTT/2054/04/GD). The question is whether the use is appropriate to a rural area, and in terms of the emerging Local Plan, whether the use has to take place here in the countryside. The applicant argues that the use for weddings is a way of displaying the building to the public, and is therefore related to the current purpose. It is also true that these uses can take place in existing hotels which offer catered events, and in existing premises registered for marriages. Although part of the use would mainly be conducted within the house itself, the use of the marquee would have some effect upon the countryside. Overall however, the impact on the countryside would not be noticeable set against the scale of current activity associated with visits to the house by the public in general.

2) The proposed change of use is mainly confined to the interior rooms of the buildings where its impact upon heritage conservation concerns are limited. The relevant planning policies clearly set a policy framework intended to give the highest protection to sites that have been designated for their historic or architectural interest, and it is difficult to think of a site which has a higher level of designation in this District than Audley End House. The Conservation Officer is of the opinion that the change of use does not appear to affect the fabric of the building, and there are therefore no objections. Although the use of the rooms raises little issue, the marquee will have a more marked impact, and this is addressed in a separate report on UTT/2054/04/GD.

3) No observations have been received from Essex County Council Highways Department, however it is understood that there are no highways issues arising from the use of the existing vehicle access and exit points, and since the change of use only involves the use of existing access points and the existing car park, no issues are thought to arise. Any comments received will be reported.

4) The Uttlesford Local Plan implicitly supports the UK national strategy for sustainable development but has no separate policy statement for this. For most visitors, the site can only be reached by car, and promotion of the site and expansion of the activities carried on here will all increase the use of the private car, with concomitant increase in Carbon Dioxide production and negative impact upon the environment. This is not a sustainable form of development, however weddings are an infrequent activity, and set against the scale of car visits to the property anyway the impact upon the environment is small.

CONCLUSIONS: The proposed change of use is considered to have no impact upon the historic fabric, character, or historic interest of the property, nor upon the character of the countryside, nor to have material traffic implications nor sustainability implications. It is recommended that no objection be made to the Notification.

RECOMMENDATION: NO OBJECTION BE RAISED

Background papers: see application file.

UTT/2054/04/GD - SAFFRON WALDEN
(Referred at Member's request: Cllr Freeman)

Proposed erection of marquees on 56 days of the year for the use of private and public functions.

Audley End House, Audley End Road. GR/TL-524-381. English Heritage.

Case Officer: Mr T Morton 01799 510654

Expiry Date: 01 February 2005

NOTATION: Outside Settlement Boundary / Within Conservation Area/ Historic Park and Garden /Scheduled Monument/Affecting the setting of a Listed Building.

DESCRIPTION OF SITE: The notification concerns Audley End House, a Grade I Listed Building consisting of a palatial three-storey country house dating from 1605-1614, and reduced in size in the 1700s. Set in extensive grounds with service outbuildings and garden structures many of which are Listed in their own right.

DESCRIPTION OF PROPOSAL: Erection of marquees on 56 days of the year for use for private and public functions, including craft and garden shows, dinners and drinks receptions. Marquee location shown on drawing 1/004, on the east lawn to the outside of the formal gardens.

APPLICANT'S CASE: English Heritage is charged with increasing public access to the historic environment, and is under an obligation to generate funds for the maintenance of the estate from appropriate commercial activities. The proposed facilities are believed to meet these requirements. Research has shown there is a strong local demand for the provision of facilities for such events. English Heritage has erected marquees on this site for publicly accessible events for a number of years. At a recent open meeting attended by 98 people, there was overwhelming support for use of the house and grounds for hospitality events and for the temporary marquee in the proposed location. The marquees will be up to 20m x 30m for up to 300 guests with a 5m x 20 m catering marquee. Delivery vehicles will enter through the service entrance on the B1383. For small events or functions visitor access will be via the Lion Gate. For larger events public access will be from the established Green Gates on Audley Road. Private events would normally take place outside the normal public visiting hours, but where there is an overlap stewards will manage traffic.

RELEVANT HISTORY: UTT/1248/04/GD –. Erection of marquees on 56 days of the year for use for corporate and private functions including dinners, drinks receptions and civil weddings ceremonies (subject to a license being granted). Withdrawn by the applicant.

CONSULTATIONS: TOPS: To be reported.

UDC Design Advice: The proposed new location of the marquees is likely to be less imposing on the setting than previously suggested.

TOWN COUNCIL COMMENTS: No representation received. Notification period expired 6 January 2005.

REPRESENTATIONS: This application has been advertised and no representations have been received. Period expired 7 January 2005.

PLANNING CONSIDERATIONS: The main issues are

- 1) development in the open countryside (ERSP Policy C5, ULP Policy S7),

- 2) **effect upon the setting of the Listed Building, Ancient Monument, Historic Garden and Conservation Area (ERSP Policies HC2, HC5, ULP Policies ENV1, ENV2, ENV4, ENV8),**
- 3) **traffic generation and parking (ERSP Policies T1, T12, ULP Policy GEN1, GEN8) and**
- 4) **sustainable development (ERSP Policy CS1).**

1) The site lies within the Open Countryside, as shown in the Uttlesford Local Plan. This type of building is one which not normally be accepted for any substantial period of time, even within Development Limits. In the Open Countryside the policies set out above do not make provision for this type of development. Although part of the use would mainly be conducted within the house itself, the use of the marquee would have some effect upon the countryside, with this site at the rear of house being on rising ground and forming part of the open view across the rear of the house from the public footpath which runs beside The Slade stream through the fields to the north. This would be visible in the landscape, though limited to 56 days per year. The applicant would see the presence of marquees and associated activity as being a part of the presentation of the building and estate to the public.

2) These Policies clearly set a policy framework intended to give the highest protection to sites that have been designated for their historic or architectural interest, and it is difficult to think of a site which has a higher level of designation in this District than Audley End House. Although the marquee will have a marked impact upon the landscape, this is seen by English Heritage as appropriate, as a part of making the building and site accessible to the public. The Conservation officer believes the proposed location of the marquees is likely to be less inappropriate to the setting of Audley End House than previously suggested.

3) No observations have been received from Essex County Council Highways Department, however it is understood that there are no highways issues arising from the use of the existing vehicle access and exit points, and since the change of use only involves the use of existing access points and the existing car parking arrangements, no issues are thought to arise.

4) The Uttlesford Local Plan implicitly supports the UK national strategy for sustainable development but has no separate policy statement for this. For most visitors, the site can only be reached by car, and promotion of the site and expansion of the activities carried on here will all increase the use of the private car, with concomitant increase in Carbon Dioxide production and negative impact upon the environment. This is not a sustainable form of development.

CONCLUSIONS: The introduction of temporary marquees to the site is not seen as particularly appropriate, but as part of making the District’s primary Visitor Attraction more attractive to the visiting public, the additional interest and activity that can be provided from the marquees would undeniably add interest to the visitor experience, though some visitors may take the converse view that the marquees are an intrusion into the countryside. The whole business of attracting people to visit a country house in a location with poor public transport provision is unsustainable, whether the growth implied here is damaging is difficult to judge. On balance, it is recommended that no objection be raised.

RECOMMENDATION: NO OBJECTION BE RAISED

Background papers: see application file.
