

UTT/0587/11/FUL (ASHDON)

(Referred to Committee by Cllr Chamberlain. Reason: Local concern).

PROPOSAL: Retrospective partial demolition of the existing cottages including rear wall, chimney, roof and upper courses of defective brick work, proposed reinstatement with new chimney, roof and replacement brick courses and alterations to side elevations and the erection of two storey and single storey rear extensions and the formation and laying out of a new vehicular access, driveway and parking.

LOCATION: 1 & 2 Hall Cottages, Church End, Ashdon.

APPLICANT: J & K Property Consultants Ltd.

AGENT: J & K Property Consultants Ltd.

GRID REFERENCE: 558023-241669

EXPIRY DATE: 30.5.2011

CASE OFFICER: Joe Mitson

APPLICATION TYPE: Other

1.0 NOTATION

1.1 Within Development Limits.

2.0 DESCRIPTION OF SITE

2.1 The site comprises a pair of semi detached dwellings currently being renovated. The dwellings have no access onto the highway and have a hedge along the boundary.

3.0 PROPOSAL

3.1 The proposal comprises the provision of a vehicular access, driveway and extensions to the dwellings. The access would be to the front of 1 Hall Cottages with hardstanding to each side of the pair of semi's to include a turning area and parking for each dwelling. The extensions comprise single and two storey rear extensions. The application has been revised from the original submission to include the demolition work that has already been carried out, revisions to the extensions at the rear and the omission of the side extensions.

4.0 APPLICANT'S CASE

4.1 The Design and Access Statement is on file. In response to the consultation process the applicant has stated that the majority of the extension is to the rear and would not be seen from the road, the side extensions are set back, the bends of the road would further reduce the impact of the extensions and there would not be any overlooking, the scheme fits well on the site.

5.0 RELEVANT SITE HISTORY

5.1 UTT/00004/FUL for vehicular access to the properties was withdrawn.

5.2 UTT/0811/11/DEM for the demolition of part of the building was withdrawn.

6.0 POLICIES

6.1 National Policies

PPS1 - Delivering Sustainable Development.
PPS7 - Sustainable Development in Rural Areas.

6.2 East of England Plan 2006

ENV7 - Quality in the Built Environment.
Policy T8 - Local Roads.
Policy T14 - Parking.

6.3 Essex Replacement Structure Plan 2001

No policies relevant.

6.4 Uttlesford District Local Plan 2005

Policy GEN1 - Access.
Policy GEN2 - Design.
Policy GEN8 - Vehicle Parking Standards.
Policy H8 - Home Extensions.

7.0 PARISH/TOWN COUNCIL COMMENTS

7.1 Ashdon Parish Council objects on the grounds that the Parish Council have been campaigning for many years for speed restriction measures on this corner to alleviate dangers to traffic and pedestrians, it has proved an intractable problem due to the width of the carriageway, the approaches to the bend and the restricted amount of space for a footway on the bend. It is illogical to seek permission for an access at this point with restricted lines of sight in both directions and the dangers associated with the bend. Vehicles enter the corner at excessive speeds in both directions and any additional vehicle movements will dramatically increase the likelihood of accidents to both pedestrians and vehicles. The sight lines and approaches to the proposed access are very restricted and dangerous and not as represented in the application. The restricted parking on the site will not happen in practice, turning at the property will be severely limited by on site parking and may lead to vehicles being forced to reverse from the property onto the very dangerous bend, the bend is severely restricted making it very difficult for two cars to pass. The situation will only be exacerbated by the application. Seek the application be considered by Committee.

8.0 CONSULTATIONS

ECC Highway Authority

8.1 No objection subject to conditions.

UDC Drainage Engineer

8.2 Recommends a condition relating to drainage.

Fisher German

8.3 No comments.

9.0 REPRESENTATIONS

9.1 Two letters received objecting on the grounds that the development would be intrusive, the bulk of the scheme would engulf the cottages, the flank elevations would be covered by

development, development would not be subservient, over development more than doubling the footprint, out of keeping with the properties to each side, the right hand extension would be 6 metres from the neighbours dwelling, the garden, conservatory and patio would be overlooked, materials are not appropriate, windows to side and rear out of keeping, loss of hedge, proposed access unsafe.

10.0 APPRAISAL

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

- A** Visual and residential amenity, (ULP Policy GEN2 & H8, Ashdon Parish Plan);
- B** Highway safety (GEN1, GEN8).

A Visual and Residential Amenity, (ULP Policy GEN2 & H8, Ashdon Parish Plan).

- 10.1 The building has been partially demolished and comprises a pair of unlisted brick Victorian semi detached cottages of a small scale. The rear elevation has been revised to reduce the number of rooflights to provide a less cluttered elevation and the roof of the single storey extensions have been altered to form gables to the rear.
- 10.2 The proposed extensions would be at the rear and would not be unduly prominent from public areas and the extensions step down from the main dwelling. It is not considered that the proposals could be resisted on design grounds.
- 10.3 The dwelling is situated between a bungalow to the west which also fronts onto the highway and a two storey dwelling to the east which is close to the side boundary but set at an angle to the road. The extensions to the rear would add to the bulk of the building but this would be adjacent to the bungalow and have no undue impact. The rear extensions would be set more than 6 metres from the eastern boundary and would not have an undue detrimental impact. No other dwelling would be unduly affected.

B Highway Safety (GEN1, GEN8).

- 10.4 The proposed access has been the subject of consultation with the Highway Authority who raised no objection to the proposal and recommend conditions. The position of the dwelling on the highway is poor in terms of visibility and the narrowness of the highway exacerbates this. Church End is subject to a 30 mph speed limit. Further signs at each side of this part of the village display a 20 mphs limit. However, currently occupiers or visitors to the dwellings park on the church entrance and walk along the highway to the dwellings. The applicant has had detailed discussions with the highways authority. In raising no objection the Highway Authority has considered that only one vehicular access is proposed to serve both properties visibility would be appropriate and a turning area would be provided. These are existing properties which generate a parking requirement but with no existing vehicular access this proposal represents an improvement in highway safety terms by removing the need to park elsewhere and walk along the rural lane which has no pedestrian provision. It is not considered that the proposal could be resisted on highway safety grounds, notwithstanding the views of the Parish Council.

11.0 CONCLUSION

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

- A** The revised proposal would be visually sympathetic to the simple character and appearance of the pair of cottages, would not unduly affect residential amenity and with the support of the highways authority the provision of vehicular access and on site parking could not be resisted.

RECOMMENDATION –CONDITIONAL APPROVAL

Conditions:

1 Time limit for commencement of development

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: In order to comply with Section 91 (1) and (2) of the Town and Country Planning Act 1990 (as amended).

2 To be implemented in accordance with approved plans

The development hereby permitted shall be implemented in all respects strictly in accordance with the approved plans listed in the schedule of plans printed on this Decision Notice, unless agreed in writing by the local planning authority.

REASON: To ensure the scheme will be carried out as approved and because any changes must be agreed in advance in writing by the local planning authority

3 Details of materials to be submitted agreed and implemented

Before development commences details of materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details. Subsequently, the external surfaces shall not be changed without the prior written consent of the local planning authority.

REASON: To ensure a satisfactory standard of development in the interests of visual amenity

4 Measures for dwelling house

Within four weeks of the date of the commencement of the development hereby permitted or other such period as agreed by the local planning authority details of Cost Effective Energy Efficiency Measures to be carried out to the extended dwelling shall be submitted to and approved in writing by the local planning authority. These measures shall be implemented during the construction of the development, unless otherwise previously agreed in writing by the local planning authority.

REASON: These measures are required to mitigate the greater use of energy resulting from the provision of the new extension.

5 Insertion of windows

No further windows shall be inserted into the side elevations of the two storey extensions hereby approved without the prior written consent of the local planning authority.

REASON: To avoid overlooking of the adjacent property in the interests of residential amenity.

6 Surface Water

Before development commences details of surface water drainage works shall be submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of all surface water to the ground within the site by means of a sustainable drainage system, which should include levels of the drive, materials to be used and how it would be drained. The results of this assessment shall be submitted to the local planning authority. Subsequently the surface water drainage shall be carried out in accordance with the approved details before the first occupation of the dwellings.

REASON: To control the risk of flooding to the development and adjoining land in accordance with the principles set out in Annex 5 of PPG25 (or any subsequent version).

7 Vehicular Access

Prior to commencement of the development the vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 5.5 metres and shall be provided with an appropriate dropped kerb vehicular crossing of the highway verge.

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

8 Visibility

There should be no obstruction above ground level in height within the area of a 2.0 metre parallel band visibility required across the entire site frontage as measured from the edge of the carriageway.

REASON: To provide adequate inter-visibility between the pedestrians and users of the access and the existing public highway for the safety and convenience of users of the highway and of the access.

9 Surface Treatment

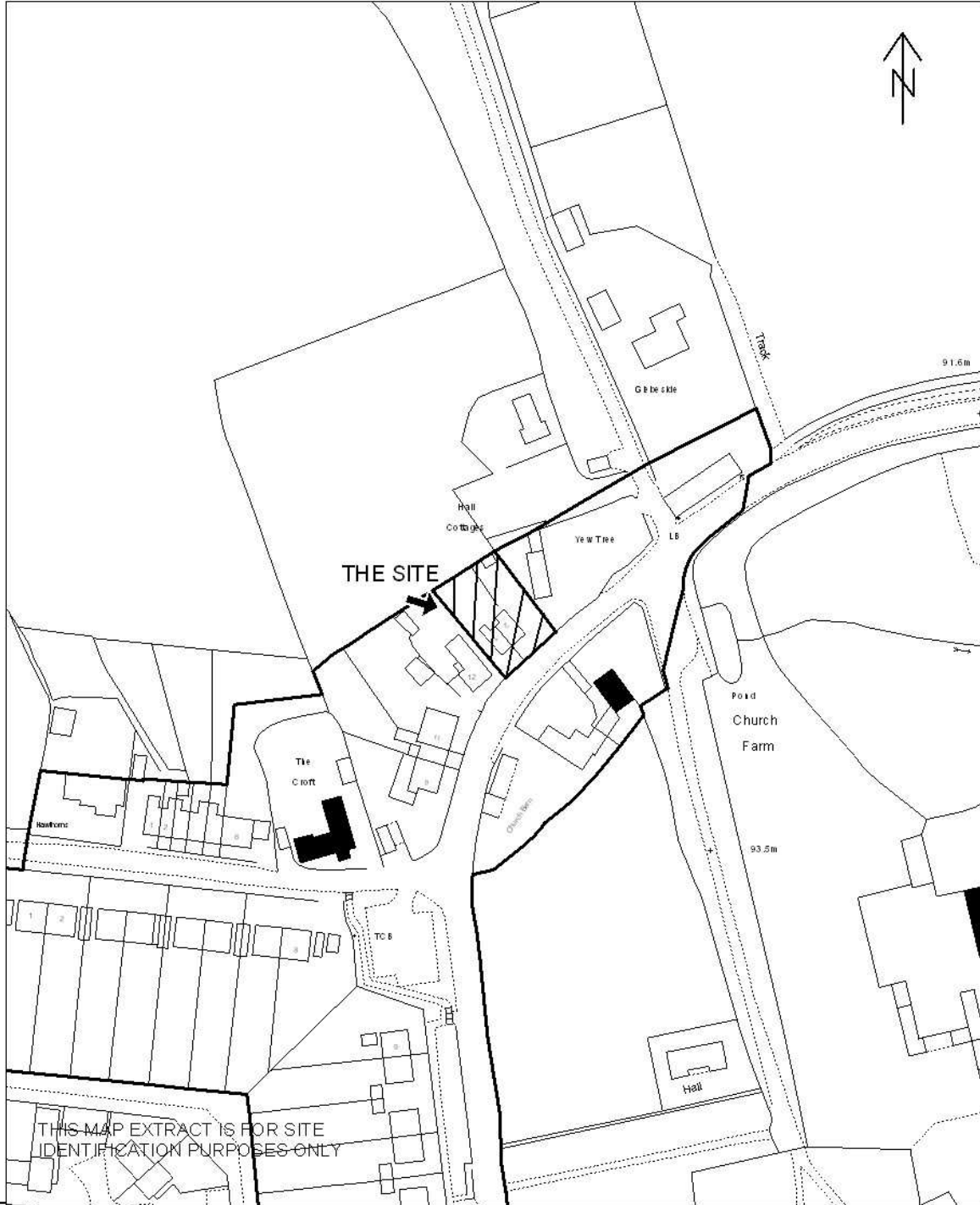
No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary of the site.

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

10 Surface Water from Access

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

REASON: To prevent hazards caused by water flowing onto the highway and to avoid the formation of ice on the highway in the interests of highway safety.



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