

UTT/13/2268/DC - (TAKELEY)

(Uttlesford District Council Application)

PROPOSAL: Conversion of existing dwelling to form 1 no. ground floor flat and 1 no. first floor studio flat. Creation of hardstanding and dropped curb

LOCATION: 1 Coopers Villas, Coopers End Road, Takeley

APPLICANT: Uttlesford District Council

AGENT: David Ogilvie

EXPIRY DATE: 15 October 2013

CASE OFFICER: Samantha Wellard

1. NOTATION

1.1 Outside Development Limits, within Countryside Protection Zone

2. DESCRIPTION OF SITE

2.1 This application relates to a semi-detached dwelling located within a row of dwellings known as Coopers Villas. The property is owned by Uttlesford District Council. It has two-storeys with a single-storey lean-to element at rear that accommodates the bathroom. There are three bedrooms at first floor level. The building has pebble dash rendering to the walls and a tiled roof.

2.2 There is a private garden to the rear and a courtyard area at the front of the building enclosed by low level fencing. There is currently no off-road parking provision within the curtilage of the dwelling. There are residential dwellings to the north of the site and vehicular access to the sewerage works directly to the south.

3. PROPOSAL

3.1 It is proposed to change the use of this existing three bedroom semi-detached two-storey dwelling to form a ground floor one bedroom flat and a first floor studio flat. Each flat would have its own entrance. The ground floor would be entered from the existing door at the side of the building and first floor entered from the existing front door. No external alterations to the building are proposed.

3.2 It is proposed to drop the kerb to the front of the plot and form a hardstanding area at the front of the building. This would have approximately maximum dimensions of 4.4m in depth and 4m in width (at the site frontage).

4. APPLICANT'S CASE

4.1 Design and Access Statement (Summary): Describes the proposal and the site. The proposal would create short term housing provision and would remain residential in nature. The changes are internal and would have no impact on the external appearance. The site is located close to Stansted Airport and Junction 8 of the M11 motorway in a location where there is no demand for long term family occupation due

to the traffic and aircraft activity surrounding the airport. Features can be incorporated into the building should the need arise to meet Lifetimes Homes requirements. There is ample space at the front and to the side of the property with pedestrian and wheelchair access to the front and rear. Plans propose car parking spaces to the front of the building.

5. RELEVANT SITE HISTORY

5.1 None relevant

6. POLICIES

6.1 National Policies

- National Planning Policy Framework

6.2 Uttlesford District Local Plan 2005

- Policy S8 – The Countryside Protection Zone
- Policy H5 – Subdivision of dwellings
- Policy GEN2 – Design
- Policy GEN8 – Vehicle Parking Standards
- SPG – Accessible Homes and Playspaces

7. PARISH/TOWN COUNCIL COMMENTS

7.1 Comments awaited (expiry date 20 September 2013)

8. CONSULTATIONS

BAA Aerodrome Safety

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We therefore have no objection to this proposal. We would, however, make the following observation: The proposed development is situated in a location that was within the expanded airport boundary for the development of a second runway in accordance with the extant Government White Paper 'The Future of Air Transport' (2003). Although BAA's planning applications for the second runway and associated development were withdrawn following the Coalition Government's decision to withdraw the previous policy support for further runway development, the Government has since set up the Airports Commission (AC) to inform a review of government aviation policy, including the need for and location of additional runway capacity to serve London and the South East. At the end of this year, if the AC considers that additional runway capacity is required, it will short list the most credible options for further studies. This could well include options for additional runway capacity at Stansted. The prospect that the Government will support further runway development at Stansted in the near future cannot therefore be discounted and if that were the case the development site could be within the land required for further development. In conclusion, if permission were to be granted, we consider that an informative should be added to the permission drawing attention to the Government's review of aviation policy and the prospect that further development at Stansted could be supported which could directly or indirectly affect the application site.

9. REPRESENTATIONS

- 9.1 Site notice displayed and the occupiers of 2 neighbouring properties notified via letter. No representations received. Period expired 24 September 2013.

10. APPRAISAL

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

- A The principle of the proposal
- B Impact on amenity
- C Highway safety and access

A The principle of the proposal

- 10.1 The site is located within the Countryside Protection Zone (CPZ) in which the priority is to maintain a local belt of countryside around the airport that will not be eroded by coalescing developments. Policy S8 states that development will not be permitted if new uses would promote coalescence between the airport and existing development in the surrounding countryside, or the proposal would adversely affect the open characteristics of the zone. Policy H5 of the Local Plan states that the subdivision of dwellings onto two or more units will be permitted if the character of the area would not adversely be affected.
- 10.2 The application site is already residentially used and within an established hamlet of dwellings. It is not proposed to be enlarged and there no alterations to its external appearance. The area to the front of the would be covered in hardstanding which would be similar to the front of the adjoining dwelling. Given that no external alterations to the building are proposed, the development will not have any adverse impact on the character of the area or the openness of the CPZ. The building will be retained for residential purposes as existing and as such the use would not have any other impact than the existing situation. It is therefore considered that the proposal accords with the requirements of Policies S8 and H5 of the Local Plan.

B Impact on amenity

- 10.3 Policy GEN2 sets out to ensure development does not materially or adversely affect residential amenity through overlooking, overbearing or overshadowing. The proposal would have no greater impact on the amenity of any neighbouring residential property than the existing situation. The scale of the property will remain the same and therefore the proposal would not cause any loss of light or be overbearing. No additional windows are proposed so there would not be any loss of privacy.

C Highway safety and access

- 10.4 The existing dwelling currently has no off-road parking provision. It is proposed to cover the courtyard to the front of the building with hardsurfacing. This area has a maximum depth of 4.4m and width of a maximum of 6m (4m at the site frontage). The adopted Uttlesford Local Parking Standards (February 2013) require that dwellings of 1 bedroom should have 1 vehicle parking space. The depth and part of the width of the proposed hardstanding does not accord with the size requirements of the parking standards which require each space to be 2.9m in width and 5.5m in depth. In this specific case, it should be considered that there is currently no off-road parking provision and therefore the proposed parking area would be an improvement on the current situation. In this specific case, it is considered that the parking provision would be acceptable.

- 10.5 The Council's Access and Equalities Officer has no objection to the proposal. Some compliance around the SPD on Accessible Homes and Playspace has been achieved and this is acceptable in view of the fact that this is temporary housing provision and that there is emphasis on short term accommodation. Disabled residents or those with mobility impairments would not be housed in these dwellings. If necessary, adaptations could be provided at ground floor level.

11. CONCLUSION

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

- A The proposal is acceptable in principle and complies with Local Plan Policies S8 and H5.
- B The proposal would have no adverse impact on visual or residential amenity and therefore complies with Local Plan Policy GEN2
- C Whilst the parking provision would not accord with Local Parking Standards, the proposed parking is an improvement on the current situation.

RECOMMENDATION - CONDITIONAL APPROVAL

Conditions

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

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

UTT/13/2268/DC

1 Coopers Villas, Coopers End Road, Takeley



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Organisation	Uttlesford District Council
Department	Planning and Building Control
Comments	
Date	12 September 2013
SLA Number	Not Set