

**UTT/13/3041/FUL (HIGH EASTER)**

(MINOR APPLICATION Referred to Committee by Cllr Hicks. Reason: Impact on the local roads and village with the increase in coaches)

**PROPOSAL:** Proposed extensions to existing bus garage and workshop area

**LOCATION:** Lodge Coaches, The Garage, The Street, High Easter

**APPLICANT:** LW Lodge & Sons Ltd

**AGENT:** Mr D. Tuttlebury

**EXPIRY DATE:** 7 January 2014

**CASE OFFICER:** Katherine Mathieson

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**1. NOTATION**

1.1 Outside Development Limits

**2. DESCRIPTION OF SITE**

2.1 The site is located on the eastern edge of High Easter adjacent to residential development at Gepps Close to the west and an affordable housing exception site to the east. The site houses a bus depot including garages associated with that use and an office building which also houses the village post office and store.

**3. PROPOSAL**

3.1 This application relates to the erection of two extensions to the existing garage buildings on the site in order to create garaging for vintage buses and a rest room area and store.

3.2 The two extensions would cover areas of 263m<sup>2</sup> and 74m<sup>2</sup> for the additional garaging and rest room and store respectively. The two extensions would have roof pitches and heights (6.7m and 8m respectively) that match those of the existing buildings and would therefore match the existing profiles.

**4. APPLICANT'S CASE**

4.1 A design and access statement has been submitted with the application which provides details of the existing use of the site and the proposed development.

4.2 In addition a supporting letter has been submitted which contains the following information:

“Extensions are proposed, all as indicated. An existing workshop area is to be relocated to allow an additional vintage bus garage area. An existing portacabin with rest room area and stores will be removed and replaced with a new structure.

Generous parking areas exist and will be increased to suit general arrangements. Matching building finish materials and colours will be incorporated. The proposals afford no additional impact on the street scene.

A generous site vehicular access and exit exist, all contained within the village 30mph speed limit boundary.

Almost half of the current workforce lives within a three mile radius of the premises.

During the past few years the company's Heritage Fleet has grown to 10 vehicles, as demand from TV and film companies, vintage events/rallies, wedding hire, parties and corporate events has grown. In order to preserve and maintain these vehicles a separate building is required along with the hope of employing more staff."

## **5. RELEVANT SITE HISTORY**

5.1 UTT/1055/91

5.2 Demolition of existing farm buildings and erection of bus depot with petrol sales conditionally approved 1991.

5.3 UTT/1328/95/FUL

5.4 Conversion of agricultural buildings to bus/coach garage. Replacement of existing agricultural buildings with bus/coach workshop and staff building, construction of new access and alteration to existing access conditionally approved 1996.

5.5 UTT/0460/97/FUL

5.6 Conversion of agricultural buildings to bus/coach garage. Replacement of existing agricultural buildings with bus/coach workshop and staff building, construction of new access and alteration of existing access conditionally approved 1997.

## **6. POLICIES**

### **6.1 National Policies**

- National Planning Policy Framework

### **6.2 Uttlesford District Local Plan 2005**

- S7 – The Countryside
- GEN1 – Access
- GEN2 – Design

## **7. PARISH COUNCIL COMMENTS**

7.1 No objections.

## **8. CONSULTATIONS**

### **ECC Highways**

8.1 The Highway Authority has no objections to this proposal as it is not contrary to the relevant transportation policies contained within the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

## **9. REPRESENTATIONS**

9.1 None received. Period expired 3 December.

## **10. APPRAISAL**

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

A Impact on the countryside

B Access

C Design

### **A Impact on the countryside**

10.1 The site is located outside of the development limits for High Easter and as such is within the Countryside. ULP Policy S7 specifies that in the countryside, which will be protected for its own sake, planning permission will only be given for development which needs to take place there or is appropriate to a rural area. In addition development will only be permitted if its appearance protects or enhances the particular character of the part of the countryside within which it is set or there are special reasons why the development in the form proposed needs to be there.

10.2 In relation to this proposal, the site comprises an existing bus and coach garage and the proposed extensions are required to accommodate existing vintage buses owned by the company and to provide a permanent rest room and store. The proposed extensions would be well related to the existing garage buildings on the site and would have a limited impact on the open and rural character of the surrounding countryside within the context of the existing business use on the site. As such, they would not have a detrimental impact on the surrounding countryside and comply with the requirements of ULP Policy S7.

### **B Access**

10.3 The proposed extensions have been considered by the Essex County Council as the Local Highway Authority who has no objections. The proposals would not result in any increase in traffic from the site as the extensions would be provided to garage existing vehicles. As such the proposals would not have any impact on the surrounding road network.

### **C Design**

10.4 The proposed extensions would have a similar appearance to the existing buildings and it is intended that matching materials would be used for the external surfaces. The scale, form, layout and appearance of the extensions would be compatible with the existing buildings and the roof pitches would match those of the existing buildings.

10.5 The proposed extensions would be located sufficiently distant from residential properties at Gepps Close and there would not be any windows proposed in the elevations facing those properties. As such the proposals would not result in any loss of amenity to neighbouring properties as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing. The proposals comply with the requirements of ULP Policy GEN2.

## **11. CONCLUSION**

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

- A The proposals would not have a detrimental impact on the surrounding countryside.
- B There would not be any impact on access or the surrounding road network as a result of the proposals.
- C The design of the extensions is appropriate and would not give rise to harm to neighbouring properties.

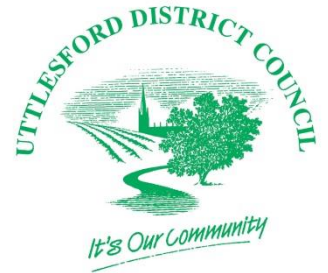
### **RECOMMENDATION – CONDITIONAL APPROVAL**

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

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

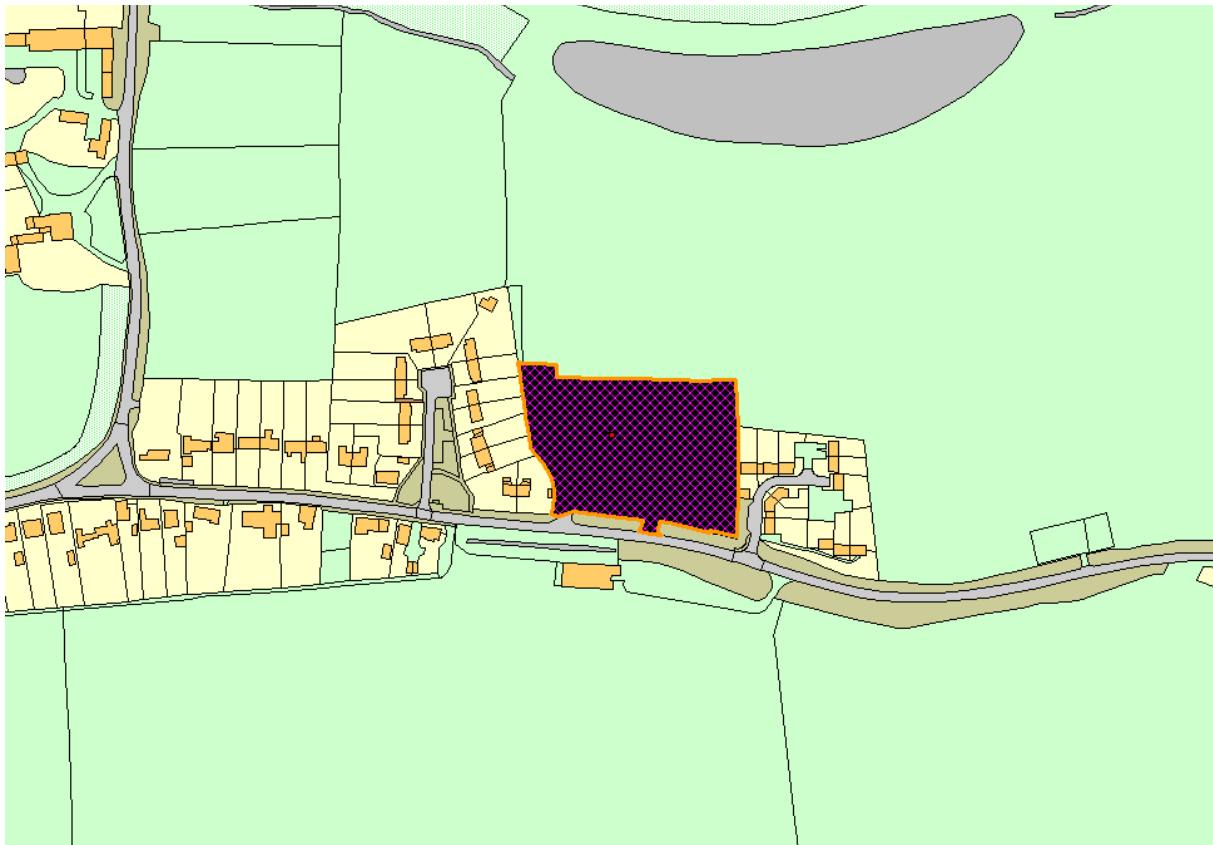
2. The materials to be used in the construction of the external surfaces of the extension hereby permitted shall match those used in the existing building.

REASON: In the interests of the appearance of the development in accordance with Policy GEN2 of the Uttlesford Local Plan (adopted 2005).



Application no.: UTT/13/3041/FUL

Address: Lodge Coaches, The Garage, The Street, High Easter



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