

UTT/14/3295/DFO Takeley

PROPOSAL: Details following outline application UTT/13/1393/OP. Proposed residential planning application for the erection of up to 100 dwellings, to include provision for 6.3 hectares of public open space, details of appearance layout and scale.

LOCATION: Brewers End Takeley

APPLICANT: Bovis Homes Ltd

AGENT: CHBC Architects Limited

EXPIRY DATE: 06 January 2015

CASE OFFICER: Andrew Taylor

1. NOTATION

1.1 Reserved Matters application following the approval of outline application.

2. DESCRIPTION OF SITE

2.1 The site comprises 9.7 hectares and occupies a roughly rectangular area of open land to the south of Dunmow Road on the western edge of Takeley. The northern frontage of the site extends along a section of Dunmow Road while the wider, eastern boundary is shared with another development site (application ref: UTT/1335/12/FUL) for 41 dwellings. The site narrows to the west, where it is bounded by the existing dwelling Southside and the land to the rear. To the south the site is bounded by the Flitch Way public bridleway which is largely hidden from view by the intervening hedgerow and trees. Opposite the site on the north side of Dunmow Road is Church Lane and a listed building 'Millers', a dwelling that has curtilage buildings fronting the site.

The site was given outline planning permission under UTT/13/1393/OP for erection of up to 100 dwellings to include provision of 6.3 hectares of public open space.

3. PROPOSAL

3.1 The application is for 100 dwellings, associated infrastructure and ancillary buildings plus the provision of 6.3 hectares of public open space. This application has had several revisions making changes to the layout and architectural style of the proposed dwellings. The latest set of drawings which have developed from the illustrative layout within the Design and Access Statement of the Outline permission.

3.2 The layout consists of a rectilinear grid on predominantly shared surface streets with small private drives around the edges of the development. There are variations to the form of the streets and enclosure. The grid is emphasised by a regular setback of houses with front gardens making up the public realm. The alignment of houses is in a stricter grid pattern than the road layout, following straight building lines rather than the road alignment.

- 3.3 Storey heights are predominantly two storeys. There are 8 three storey buildings which are in the centre of the site to form a key central area and 5 bungalows are also provided.
- 3.4 Tenure mix. The proposals include 40% affordable dwellings delivered across a range of flats, houses and bungalows. The Affordable homes are predominately smaller 2 bedroom units whilst the market provision is generally providing larger family houses of 3, 4 and 5 bedrooms.
- 3.5 Architecture – there is a limited range of house/flat types which are varied through the applied finishes and variations in detailing.
- 3.6 Parking – There is a range of on plot garages with parking spaces in front together with some undercroft, some frontage parking courts and some rear parking courts.

4. APPLICANT'S CASE

- 4.1 A Design and Access Statement accompanies the application which contains a social and economic justification for the scheme. It should be noted that the principle of a 100 unit development has been previously established as part of the outline application.

5. RELEVANT SITE HISTORY

- 5.1 UTT/13/1393/OP established the principle of development with an illustrative layout for up to 100 dwellings and 6.3 hectares of public open space
- 5.2 UTT/14/0783/DFO - reserved matters application for up to 100 dwellings and 5.7 hectares of public open space was refused earlier this year. There were four reasons for refusal:
 - *The application is a poorly designed scheme which fails to provide an inclusive and mixed development as required by the NPPF. The distinctly different architecture and arrangements of market and affordable housing cannot be considered high quality design capable of providing community cohesion as required by paragraph 58 of the NPPF.*
 - *The layout and detailing do not reflect local character. The architectural form and layout cannot be considered visually attractive as required by paragraph 58 of the NPPF and the supplementary planning documents of the ULP in relation to policy GEN2.*
 - *The arrangements for car parking for the affordable elements of the scheme and the provision for visitor parking do not meet the standards required by the supplementary planning document of the ULP in relation to policy GEN8.*
 - *The design of the Public Open Space creates greater potential for bird strike on airplanes flying to and from Stansted Airport. The design has therefore not fully considered the constraints on the land failing to provide mitigation for the impact on neighbours in accordance with policy GEN2 of the ULP 2005.*

6. POLICIES

6.1 National Policies

- National Planning Policy Framework

6.2 Uttlesford District Local Plan 2005

- GEN2 Design and supplementary planning guidance
- GEN8 Vehicle Parking Standards and supplementary planning guidance
- ENV2 Development Affecting Listed Buildings
- H3 New Houses within Development limits
- H9 Affordable Housing
- H10 Housing mix

7. PARISH COUNCIL COMMENTS

7.1 Whilst TPC acknowledges that the proposal has been redesigned to exclude allotments with a car park, and an equipped play area, there are elements of the design which TPC views as unacceptable:

1. This development is poorly designed and does not reflect the local character. The scale and form of the proposed development conflicts with the character and countryside setting of this area of Takeley village in contravention with policies S3, S7 CPZ, and S8 which stipulate that development outside development limits, within the CPZ should 'be compatible with the settlements character and countryside setting', 'should not affect the open character of the zone', should 'protect/enhance the particular character of the part of the countryside within which it is set'.
 - The layout of the dwellings is too regimented and monotonous.
 - TPC remains strongly opposed to 3 storey development which will have an overbearing and overly dominant impact on surrounding dwellings; both within and adjacent to this development.

The layout and detailing do reflect local character. The architectural form and layout cannot be considered visually attractive as required by paragraph 5 8 of the NPPF and the supplementary planning documents of the ULP in relation to policy GEN2.

2. The proposal refers to 2 exit/entry points to the site. TPC objects to 2 access points along Cooks Hill. This site is on a hill (40mph speed limit). In addition to existing access points for residential dwellings and Takeley Church, there has recently been 2 planning applications approved that will add a further 2 access points (Brewers End - Countryside Develop. 41 dwellings, Land adj. The Chalet - 10 dwellings). The B1256 is a busy road carrying high volumes of HGV traffic to/from Elsenham as well as local traffic to/from Bishop's Stortford, Dunmow and Stansted Airport. For safety reasons TPC strongly recommends a single point of access for all vehicle traffic; sufficiently wide for 2 lorries.
3. As per previous comments to both the developer and UDC, TPC strongly recommends:
 - a. The speed limit on Cooks Hill is currently 40mph (positioned between two 30mph limit zones). The speed limit on Cooks Hill should be reduced to 30mph (between Brewers End & Takeley Street).

- b. A safe crossing point from the south -north side of the (B1256) road to join up with village footways and most importantly the walk to school route from the village centre.
- c. The proposed new footway that is to run the length of the development must join up and extend to the village centre (Four Ashes B1256).
4. All housing, whether 'affordable' or 'market' housing should provide an allocation of car parking that accords with current Essex Design guidelines (see D&A page 14 - '2 per affordable dwelling').

The arrangements for car parking for the affordable elements of the scheme and the provision for visitors should meet the standards required by the supplementary planning documents of the ULP in relation to policy GEN8.

5. TPC recommends a condition to retain all existing trees and original boundary treatments on all sides of the development. Experience from the neighbouring development shows that the developer did not factor in sufficient space between dwellings/between dwellings and boundaries in order to maintain the existing hedgerow.

TPC requests that UDC officers verify the accuracy of the plans to ensure that the design on paper will translate on to the plot of land without unnecessary/unforeseen loss or damage to existing hedgerows and trees. In addition UDC should approve accurate plans that correctly identify existing trees before any work is undertaken.

6. South verge Cooks Hill - all existing established trees must be retained. These are TPC trees and an important feature of the street scene.
7. The public open space should include mature, good quality planting that is low maintenance.

TPC objects to the planting of whips that are subject to a high degree of failure and will take many years to mature and provide the desired environment

8. CONSULTATIONS

Natural England

- 8.1 No Objection

Thames Water

- 8.2 No Objection

BAA Aerodrome Safeguarding

- 8.3 The submitted proposals conflict with aerodrome safeguarding criteria. Stansted Airport objects to this development proposal due to the increased risk of bird-strike. The airport would be prepared to review its objection if the additional measures listed above are incorporated into the landscaping strategy and proposed BHMP.

Highways Agency

- 8.4 No Objection

NERL Safeguarding Office

8.5 No Objection

ESP Utilities

8.6 No objection

Health and Safety Executive

8.7 No Objection (Housing only)

Sports England

8.8 No Objection

ECC Minerals and Waste

8.9 No Objection

ECC SUDS

8.10 If the developer is making significant changes to the amount of hard standing on the above development then this should be reflected in an updated surface water strategy. As far as I can tell they haven't done that with this allocation. We would be happy to make further comment when they do submit this information. Alternatively evidence should be provided to show that the changes won't have negatively impact the drainage scheme.

9. REPRESENTATIONS

9.1 There are twelve representations from neighbouring properties, all of which object to the proposal. The principle reasons for objection are;

- The development does not relate to the character of the village.
- There is harm to the Countryside Protection Zone, the Flich Way and the hedgerows around the site. Ecological damage on the site itself.
- There is insufficient infrastructure in the village to support the application; this covers roads, shops, school facilities and doctors.
- Flood risk will be increased
- Public Rights of Way are not continued through the open space.
- No parking is included to serve people visiting the Public Open Space.

10. APPRAISAL

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

A Design of the development

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10.1 Previously this scheme was refused for four reasons; these are material considerations in the determination of this resubmission and are dealt with individually below.

- 10.2 Reason for refusal 1 - *The application is a poorly designed scheme which fails to provide an inclusive and mixed development as required by the NPPF (paragraph 50). The distinctly different architecture and arrangements of market and affordable housing cannot be considered high quality design capable of providing community cohesion as required by paragraph 58 of the NPPF.*
- 10.3 The applicant has sought to address this reason for refusal by providing the central, north/south road through the site with a more uniform appearance. This has involved the creation of a mews appearance to the street and the use of weatherboarding on the two storey elements. This has made the architecture of the affordable provision visually similar to the private houses in this street.
- 10.4 Other elements of the scheme have also been altered and improved to reflect a different character to that of the central north/south road. This has involved altering the materials used in other streets which has strengthened the individual character areas within the scheme.
- 10.5 Overall the scheme has been improved over the design which was refused. The scheme is now considered to be acceptable and the reason for refusal overcome.
- 10.6 Reason for refusal 2 - *The layout and detailing do not reflect local character. The architectural form and layout cannot be considered visually attractive as required by paragraph 58 of the NPPF and the supplementary planning documents of the ULP in relation to policy GEN2.*
- 10.7 The changes detailed in above can also be considered in response to this reason for refusal. A strategic landscape drawing has been submitted although full soft landscape details are due to be submitted at a later stage. The submitted plan shows how additional planting could be introduced to increase the distinction between areas of the scheme. This is an improvement over the previous, more monotonous arrangement and will lead to a better scheme. While a further landscaping submission is required a condition has been added linking the future scheme with the strategic landscaping drawing.
- 10.8 The amended layout (as shown in the table below) has ensured provision of private amenity space in accordance with the adopted guidance for all but one plot. Four plots, 38, 46, 94 and 95, fall just below the threshold of 100sqm with garden provisions of 94sqm to 99sqm. This is considered to be acceptable given the small under-provision.
- 10.9 The design is considered to provide an acceptable layout when taking into account private amenity space, overlooking, secured by design, relationship to existing dwellings and Listed Building, frontages to roads and frontages to the public open space. The improvements to the scheme mean that the design is now considered to be acceptable and the reason for refusal overcome.
- 10.10 Reason for refusal 3 - *The arrangements for car parking for the affordable elements of the scheme and the provision for visitors do not meet the standards required by the supplementary planning documents of the ULP in relation to policy GEN8.*
- 10.11 The parking arrangements have been reconsidered and now each house has allocated parking in accordance with the Uttlesford adopted standards. The applicant has submitted a table of accommodation which details the tenure, garden size and type of parking allocated to each dwelling.

10.12 Reason For refusal 4 – *The design of the Public Open Space creates greater potential for bird strike on airplanes flying to and from Stansted Airport. The design has therefore not fully considered the constraints on the land failing to provide mitigation for the impact on neighbours in accordance with policy GEN2 of the ULP 2005.*

10.13 As no landscaping for the public open space has been submitted as a reserved matter this reason for refusal is not applicable to this application and will be considered at a later stage.

Plot No	No of Bedrooms	Garden Size - sqm	Parking provision	Tenure - Affordable highlighted
1	5	146.38	4	Open Market
2	4	131.55	3	Open Market
3	4	127.25	3	Open Market
4	4	132.86	3	Open Market
5	4	145.64	3	Open Market
6	5	172.17	3	Open Market
7	4	139.32	3	Open Market
8	3	120.57	2	Open Market
9	3	100.91	2	Open Market
10	2	63.92	2	Affordable
11	2	79.17	2	Affordable
12	2	97.59	2	Affordable
13	2	103.96	2	Open Market
14	2	82.57	2	Open Market
15	1	communal 155.29	1	Affordable
16	1		1	Affordable
17	2		2	Affordable
18	1		1	Affordable
19	1		1	Affordable
20	2		2	Affordable
21	1		1	Affordable
22	2		2	Affordable
23	1		1	Affordable
24	2		2	Affordable
25	5	123.71	3	Open Market
26	4	101.84	3	Open Market
27	4	100.24	3	Open Market
28	2	102.22	2	Open Market
29	3	101.37	2	Open Market
30	3	101.57	2	Open Market
31	3	100.11	2	Open Market
32	2	100.76	2	Affordable
33	2	100.58	2	Affordable
34	3	100.89	2	Affordable
35	3	100.8	2	Affordable
36	3	100.27	2	Affordable
37	3	115.59	2	Affordable
38	4	97.51	3	Open Market
39	4	145.64	3	Open Market

40	4	124.76	3	Open Market
41	5	129.91	4	Open Market
42	3	117.66	3	Open Market
43	3	131.23	2	Open Market
44	3	114.64	2	Open Market
45	3	101.48	2	Open Market
46	3	97.77	2	Open Market
47	3	119.72	2	Affordable
48	3	100.2	2	Affordable
49	1	48.46	1	Affordable
50	4	144.6	3	Affordable
51	4	109.91	3	Open Market
52	5	148.06	4	Open Market
53	5	141.87	4	Open Market
54	5	221.6	4	Open Market
55	5	215.87	4	Open Market
56	5	145.3	4	Open Market
57	5	121.5	4	Open Market
58	3	107.02	2	Open Market
59	3	104.52	2	Open Market
60	3	101.22	2	Open Market
61	3	101.15	2	Open Market
62	3	100.03	2	Open Market
63	3	101.04	2	Open Market
64	3	100.9	2	Open Market
65	1	communal 103.64	1	Affordable
66	1		1	Affordable
67	1		1	Affordable
68	1		1	Affordable
69	2	100.05	2	Affordable
70	2	100.02	2	Affordable
71	2	100.23	2	Affordable
72	2	107.42	2	Affordable
73	2	105.32	2	Affordable
74	2	107.47	2	Affordable
75	3	110.33	2	Open Market
76	2	121.84	2	Open Market
77	3	103.74	2	Affordable
78	3	100.42	2	Affordable
79	3	101.48	2	Open Market
80	3	100.71	2	Open Market
81	3	104.17	2	Open Market
82	4	115.51	3	Open Market
83	4	101.12	3	Open Market
84	5	111.84	4	Open Market
85	4	107.26	3	Open Market
86	4	119.19	3	Open Market
87	4	106.73	3	Open Market
88	5	111.12	4	Open Market
89	5	136.6	4	Open Market

90	5	123.49	4	Open Market
91	3	125.31	3	Open Market
92	3	114.15	2	Open Market
93	3	113.94	2	Open Market
94	3	99.16	2	Open Market
95	3	94.67	2	Open Market
96	3	124.96	2	Open Market
97	3	104.59	2	Affordable
98	3	100.55	2	Affordable
99	3	100.78	2	Affordable
100	3	109.49	2	Affordable

RECOMMENDATION CONDITIONAL APPROVAL

- 1 The development hereby permitted shall be carried out in accordance with the approved plans as set out in the Schedule.

REASON: For the avoidance of doubt as to the nature of the development hereby permitted, to ensure development is carried out in accordance with the approved application details, to ensure that the development is carried out with the minimum harm to the local environment, in accordance with the Policies of the Uttlesford Local Plan (adopted 2005) as shown in the Schedule of Policies.

- 2 The development shall not be occupied until a revised surface water strategy to take into account the greater extent of hard surfaces in the layout has been submitted to and approved in writing by the local planning authority.

REASON: To ensure suitable drainage for the development, in accordance with Policies GEN2 and GEN3 Uttlesford Local Plan (adopted 2005).

- 3 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
 - i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.

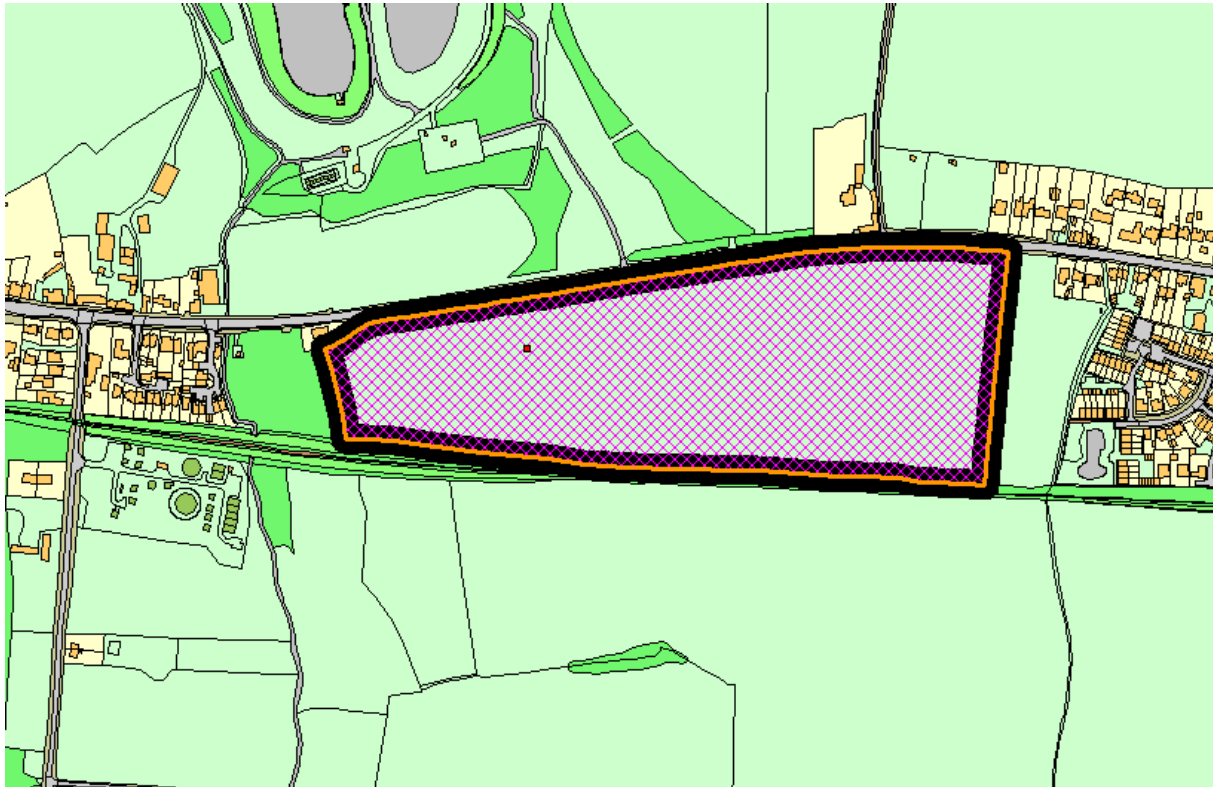
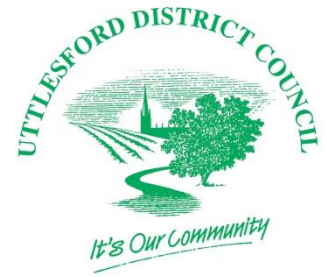
REASON: the submitted Construction Method Plan does not relate to the site specifically and in the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005).

- 4 Prior to the commencement of the development, details of the number, location and design of cycle parking facilities shall be submitted to and approved, in writing, by the Local Planning Authority. The approved facility shall be secure, convenient and covered and shall be provided prior to occupation and retained for that purpose at all times thereafter.

REASON: To ensure appropriate cycle parking is provided in the interest of highway safety and in accordance with policy GEN8 of the ULP 2005.

Application number: UTT/14/3295/DFO

Address: Land South Of Brewers End Dunmow Road
Takeley



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Organisation: Uttlesford District Council
Department: Planning

Date: 30 January 2015

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