

UTT/18/1982/FUL – GREAT HALLINGBURY

(More than 5no. dwellings)

PROPOSAL: Demolition of existing dwelling house and replacement with 9 residential dwelling houses, alterations to the existing vehicle cross overs, ancillary car parking, landscaping and associated development

LOCATION: Barnmead Start Hill, Stane Street, Great Hallingbury, Bishops Stortford

APPLICANT: Willside Ltd

AGENT: Mr Matthew Wood

EXPIRY DATE: 11th September 2018

CASE OFFICER: David Gibson

1. NOTATION

1.1 Within development limits (Start Hill)

2. DESCRIPTION OF SITE

2.1 The application site is located on the northern side of Dunmow Road (B1256) approximately 200m to the east of Junction 8 of the M11 within the established development limits of the settlement of Start Hill. The site itself is long and narrow in shape consisting of a width of 48m and a depth of 96m with an overall site area of approximately 4,600 square metres. The topography of the site is relatively level.

2.2 A modest size double storey detached building used as a private dwelling house in located within a central position within the site. The dwelling is set within the extensive private gardens consisting of scattered mature trees throughout and along the sites boundaries. Two existing vehicle crossovers located along Dunmow Road (B1256) provides vehicle access to the site. Driveways extend up to the frontage of the dwelling house providing a turning area and provision for off street parking.

2.3 The site is located within an area that comprises a mixture of different uses and building types. Abutting the western boundary is the ESSO Petrol Filling Station whilst a linear row of detached residential dwelling houses is located to the east of the site. Directly opposite the site to the south is a grade two listed building known as 'The Old Elm' whilst a mixture of commercial and industrial buildings are located further afield to the south east. A public footpath abuts the rear boundary in addition to open space land with London Stansted Airport located further beyond to the north.

3. PROPOSAL

3.1 This planning application seeks full planning permission for the demolition of the existing dwelling house and replacing it with 9 residential dwelling houses and associated development at the site.

- 3.2 The existing two vehicle crossovers along Dunmow Road are proposed to be altered and widened as shown on the below site plan to accommodate the additional vehicle movements in and out of the site and to meet national standards. The existing crossover closest to the petrol filling station would solely provide vehicle access to the single dwelling house proposed fronting onto Dunmow Road. The second vehicle crossover that abuts the eastern boundary would provide vehicle access to the remaining 8 dwelling units to the rear of the site. Appropriate visibility spays from and alongside the nearside edge of the carriageway, will be provided on both sides of the centre line of the access crossovers. An appropriate turning head at the rear of the shared access will allow for vehicles to enter and exit the site in a forward gear.

- 3.3 This proposal is accompanied by a site plan and elevations which show the sitting and design of the residential dwelling houses. The dwelling houses would consist of 2, 3 and 4 bedrooms, are two and two and half stories in form and be externally finished from locally sourced materials to match the local vernacular. The dwellings would be provided with off street parking spaces and their own private amenity space. Each property comes with its own bin storage.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The proposal is not a Schedule 1 development, nor does it exceed the threshold criteria of Schedule 2, and therefore an Environmental Assessment is not required.

5. APPLICANT'S CASE

- 5.1 See Design and Access Statement

6. RELEVANT SITE HISTORY

- 6.1 None relevant to this application

7. POLICIES

7.1 National Policies

- National Planning Policy Framework

Uttlesford Local Plan (2005)

7.4 Uttlesford Local Plan (2005)

- S3: Other settlements
- GEN1: Access
- GEN2: Design
- GEN4: Good neighbourliness
- GEN7: Nature Conservation
- GEN8: Vehicle Parking Standards
- ENV2: Development affecting Listed Buildings
- H10: Housing Mix

8. TOWN / PARISH COUNCIL COMMENTS

- 8.1 No objections to the development.

9. CONSULTATIONS

Essex County Council Highways

9.1 No objections to the development

Essex County Council Place Services Ecology

9.2 No objection subject to securing biodiversity mitigation and enhancement measures. This can be conditioned on any approval.

10. REPRESENTATIONS

10.1 Neighbours were notified of the application by letter, and notices were displayed near the site and in the local press.

One letter of objection has been received to the application. This relates to the proximity to Stansted and makes reference to the proposed Stansted expansion.

One other comment was received supporting the application.

11. APPRAISAL

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

- A Whether the proposal is acceptable in this location (NPPF and ULP Policy S3)
- B Scale and whether the proposal would impact on neighbours amenity (GEN2, GEN4)
- C Biodiversity (GEN7; NPPF)
- D Access, parking and Highway Safety (GEN1 and GEN8)
- E Impact on character and setting of Listed Buildings (ULP Policy ENV2; NPPF)
- F Housing Mix (H10)

A Location of housing (ULP Policy S3)

11.1 The site is located within the Development Limits Start Hill. The site is located adjacent to other dwellings and is adjacent to the Petrol Station and the existing shop. It is considered to be located within a relatively sustainable location within the settlement boundary of Start Hill.

11.2 The settlement of Start Hill is identified within the local plan settlement hierarchy as being "Other Villages" that is located on main transport link between the towns of Great Dunmow and Bishops Stortford. The settlements of Start Hill and Takeley have a suitable number of local amenities and services to facilitate the needs of its local residents that includes schools, public houses, shops, church, community buildings and employment opportunities just to name a few.

11.3 In planning policy terms, the site lies within the established development limits as defined by the Uttlesford Local Plan and as such the principle of the development is regarded to be acceptable including brownfield sites and within gardens of existing houses.

B Scale and whether the proposal would impact on neighbours amenity (GEN2 and GEN4)

Local Plan Policy GEN2 sets out general design criteria for new development and in

11.4 particular requires that development is compatible with the scale, form, layout, appearance and materials of surrounding buildings. The Essex Design Guide (2005) supplements this policy and the NPPF complements it by resisting poor design.

In relation to garden space, it is noted that the subject site is sufficiently large to allow for the provision of amenity areas in accordance with the The Essex Design Guide for dwellinghouses with two, three or more bedrooms. The gardens size range from 60sq metres for a two bedroom property to well in excess of 300sq. metres for the 4 bedroom properties

11.5
11.6 Local Plan Policy GEN2 requires that development does not cause an unacceptable loss of privacy, loss of daylight, overbearing impact or overshadowing to neighbouring residential properties. Given the size of the site and the position of neighbouring dwellinghouses in relation to the subject site, it is considered that the subject site very comfortably accommodates the proposed 9no. dwellings without an unacceptable impact on the amenity values of neighbouring residential properties. The proposed development would fully accord with the separation distances contained within the Essex Design Guide. The scheme would not lead to any significant loss of light or loss of privacy due to the separation distances involved.

11.7 Noise and disturbance of future residents is a material consideration to this proposal. The site is just off the main flight path to Stansted Airport, although the airport noise exposure contour lines for the airport show that the site would be within category C (66-72 dBA) where planning permission should not normally be granted and where the maximum external noise dBA rating as used by Uttlesford District Council for residential amenity is 55 dBA meaning that mitigation measures would have to be put in place for the dwellings so as to not have a detrimental impact on the living standards of the occupants of the dwellings. This can be conditioned on any approval.

Biodiversity (GEN7 and NPPF)

C Policy GEN7 seeks to protect wildlife, geological features and protected species and their habitats. Development that would be harmful to these elements will not be permitted. Where the site includes protected species, measures to mitigate and/or compensate for the potential impacts of development must be secured.

11.8
11.9 In addition to biodiversity and protected species being a material planning consideration, there are statutory duties imposed on local planning authorities. Section 40(1) of the Natural Environment and Rural Communities Act 2006 states "Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity." This includes local authorities carrying out their consideration of planning applications. Similar requirements are set out in Regulation 3(4) of the Conservation (Natural Habitats &c) Regulations 1994, Section 74 of the Countryside and Rights of Way Act 2000 and Regulation 9(5) of the Conservation of Habitats and Species Regulations 2010. A Biodiversity Questionnaire has to be submitted by the applicant of any application to assess the likely presence of protected species within or in close proximity to the application site

Accordingly specialist ecology advice has been sought from Essex County Council Place Services Ecology. They have no objections subject to conditions being complied with. The development is therefore considered to accord with Policy GEN7.

Access, parking and Highway Safety (GEN1 and GEN8)

11.1

0 Policy GEN1 requires development to have access to the main road network which must not compromise road safety. The proposal looks to use the existing access. Essex County Council Highways Department have assessed the access and consider it to be acceptable. The increase in traffic using the access would be minimal and would not have an adverse impact on highway safety.

D

11.1 Policy GEN8 requires development to provide the number, design and layout of parking spaces in accordance with the current adopted standards. Parking layout has been assessed by Essex County Council Highways Team. The site is large enough to accommodate sufficient car parking for the new dwellings. The car parking for each dwelling is considered acceptable and would not lead to an increase in off site car parking.

It is therefore considered that the scheme would not lead to an increase in on street car parking nor would it have an adverse impact on the highway network, in accordance with Policies GEN1 and GEN8 of the adopted local plan.

11.1

2 Impact on character and setting of Listed Buildings (ULP Policy ENV2 and NPPF)

11.1 The scheme would be located adjacent to a listed building to the south of the site. The proposal has been designed sympathetically and gives due regard to local heritage assets that would result in less than substantial harm. It would not result in harm to the historical significance and setting of this building given the separation distances involved and the high quality design of the scheme.

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It is considered that the proposal would not adversely affect the setting of the Listed Building and would comply with ULP Policy ENV2.

E

Housing Mix (H10)

11.1

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Policy H10 of the Uttlesford Local Plan requires development to include a significant proportion of market housing comprising small properties. The scheme proposes a diverse mix of 2, 3 and 4-bedroom residential units.

4 x 2 bedroom properties

11.1 4 x 3 bedroom properties

5 1 x 4 bedroom property

This meets the local needs as identified with the SMHA and complies with the requirement of the policy.

F Developer Contributions

11.1 For applications consisting of 10 or less dwellings and less than 1,000sqm floor area, then there is no provision to contribute to onsite affordable housing provision. The scheme is under the above thresholds and as such this scheme does not include any affordable housing contribution.

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12. CONCLUSION

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

- A The site accord with Adopted Uttlesford Local Plan Policy S3, it is considered that the proposals represent a sustainable form of development and therefore comply with the policy thrust of the NPPF.

- B The layout of the site indicates that there would not be any adverse loss of amenity to the occupiers of the neighbouring residents. In addition there would not be any significant adverse loss of amenity due to overlooking, overshadowing or overbearing between the proposed dwellings and the adjacent dwellings. The scheme is therefore in accordance with Policies GEN2, GEN4 and the standards set out in the Essex Design Guide

- C Specialist ecology advice has been sought from Essex County Council Place Services Ecology. The development would not impact on any protected species. The development is therefore considered to accord with Policy GEN7.

- D The scheme would not lead to an increase in on street car parking nor would it have an adverse impact on the highway network, in accordance with Policies GEN1 and GEN8 of the adopted local plan.

- E It is considered that the proposal would not adversely affect the setting of the the neighbouring Listed Buildings and would comply with ULP Policy ENV2.

- F The housing mix meets the local needs as identified with the SMHA and complies with the requirement of the policy of ULP H10

- G Developer contributions are not required due to the size of the site and the number dwellings

RECOMMENDATION – APPROVAL WITH CONDITIONS

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

- 2 The dwellings hereby permitted must be built in accordance with Optional Requirement M4(2) (Accessible and adaptable dwellings) of the Building Regulations 2010 Approved Document M, Volume 1 2015 edition.

REASON: To ensure compliance with Policy GEN2 (c) of the Uttlesford Local Plan 2005 and the SPD on Accessible Homes and Playspace.

- 3 All ecological measures and/or works shall be carried out in accordance with the details contained in Ecological Appraisal as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.

REASON: This condition is required to ensure there is no harmful impact to protected species and Biodiversity, in accordance with ULP Policy GEN7 and NPPF and the NERC Act (2006)

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), no development within Classes A to F of Part 1 of Schedule 2 and Class A of Part 2 of Schedule 2 of the Order shall take place without the prior written permission of the local planning authority.

REASON: To prevent the site becoming overdeveloped and in the interests of the amenity of the occupiers of adjoining dwellings and buildings in accordance with the NPPF and Uttlesford Local Plan Policy GEN2.

- 5 Prior to occupation of any dwelling, the provision of an access formed at right angles to Dunmow Road, as shown in principle of DWG no. BRD/18/044/009-B to include but not limited to: minimum of 5.5 metre carriageway width with minimum radii of 6 metres and two 2 metre wide footways shall be provided.

REASON: To ensure that a satisfactory access is provided in accordance with ULP Policies GEN1 and GEN8

- 6 Prior to occupation of any dwelling, the road junction at its centre line shall be provided with a clear to ground visibility splay with dimensions of 2.4 metres by 120 metres, as measured from and along the nearside edge of the carriageway (as indicated on DWG no. 001) . Such vehicular visibility splays shall be provided before the road junction is first used by vehicular traffic and retained free of any obstruction at all times.

REASON: To ensure that a satisfactory access is provided in accordance with ULP Policies GEN1 and GEN8

- 7 The existing access at the south-west of the site, as shown on the existing site and location plan (DWG no. BRD/18/044/008-A) shall be suitably and permanently closed incorporating the reinstatement to full height of the highway verge / footway / kerbing immediately the proposed new access is brought into first beneficial use.

REASON: To ensure that a satisfactory access is provided in accordance with ULP Policies GEN1 and GEN8

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

REASON: To avoid displacement of loose material onto the highway in the interests of highway safety and in accordance with the Local Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 and Uttlesford Local Plan Policy GEN1.

- 9 No dwelling shall be occupied until the associated parking and/or turning head indicated on the approved plans has been provided. The vehicle parking and turning heads shall be retained in this form at all times.

REASON: To ensure that on street parking of vehicles in the adjoining streets does not occur in the interests of highway safety and that appropriate parking is provided and in accordance with ULP Policies GEN1 and GEN8

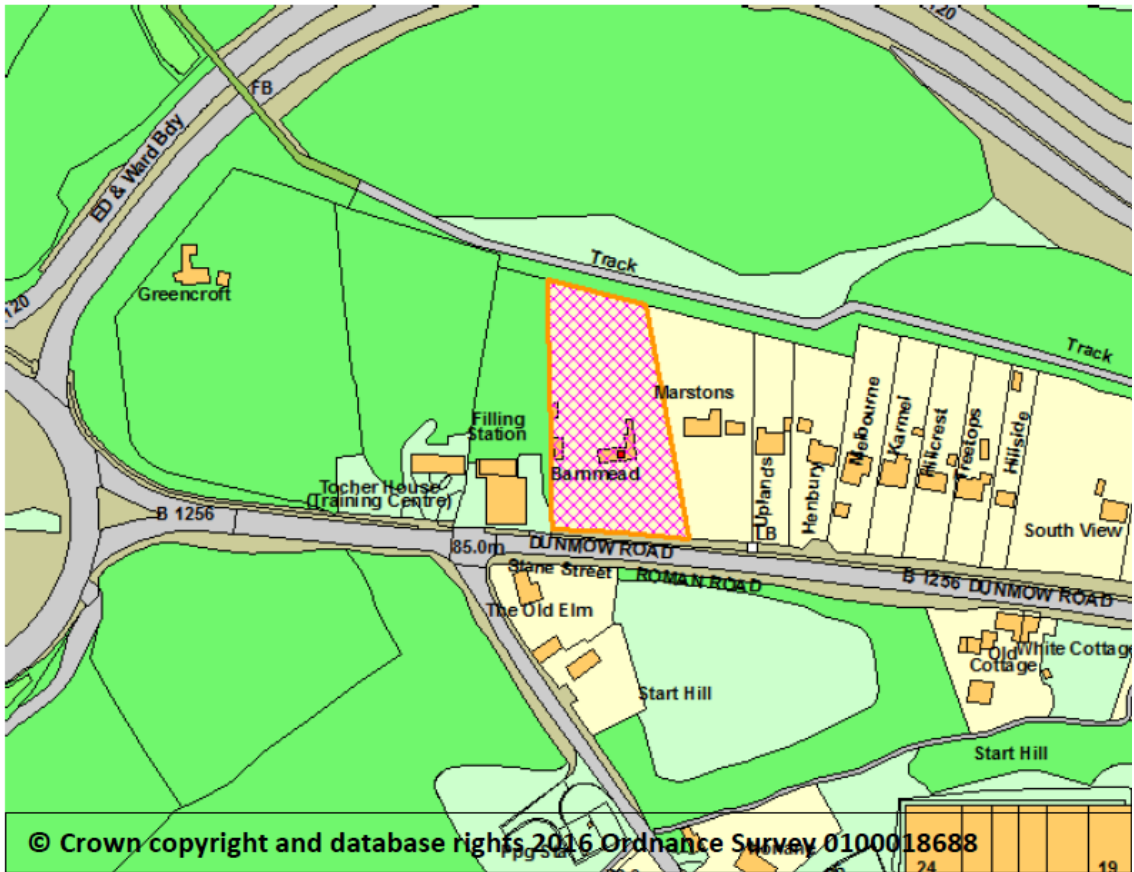
- 10 Cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and provided prior to occupation and retained at all times.

REASON: To ensure that sustainable transport options are provided in accordance with the NPPF

- 11 Prior to the commencement of the development, a scheme of sound insulation measures to achieve suitable internal noise levels as set out in BS 8233: 2014 must be submitted to and approved in writing by the Local Planning Authority. The measures must be installed prior to the occupation of any dwelling.

REASON: To prevent unacceptable noise disturbance, in accordance with Policy ENV10 of the Uttlesford Local Plan (adopted 2005).

JUSTIFICATION: This condition must be 'pre-commencement' to ensure that no dwelling is erected other than in accordance with the details to be approved.



Organisation: Uttlesford District Council

Department: Planning

Date: 11 December 2018