

Jon Bell Bsc (Hons) Architecture, MSc Conservation of Buildings
designandconservation

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Design & Access Statement

Site: 1 Park Cottages, Hartford End, Felsted, CM3 1LA

Proposal: Demolition of existing garage & construction of detached dwelling.

Date: June 2019

Client: Spartan Group Holdings Ltd

Revision: Rev A



THE
S P A R T A N
GROUP

1.0 Introduction

This Design & Access Statement has been prepared to support the proposals of Mr C. Huber of Spartan Group Holdings Ltd to demolish an existing double garage and construct a detached dwelling adjacent 1 Park Cottages, Hartford End. This document acknowledges the requirement for Design & Access Statements, set out in Section 3 of Government Circular 01/2006 and embodies the principles set out in the 'Design & Access statement guidance' provided by C.A.B.E. The overall structure and format of the document follows these guidelines accurately and provides information relating to the design aspirations of Spartan Group Holdings Ltd. The document clearly demonstrates how the proposals have evolved in the context of the existing site factors (physical, social and economic) and relevant planning and professional guidance.

2.0 Location

The site is located to the West of 1 Park Cottages, Hartford End. The site fronts onto and is accessed via Littlely Park Lane. Immediately to the West of the site is the B1417 which leads to Chelmsford to the South and Felsted to the North. To the West of the site is the recently developed Hartford End Brewery. The site is outlined below.



Fig 1: 2019 Aerial View of site. (Google Maps)

3.0 Site Photography



Fig 2. The site when viewed from Littley Park Lane



Fig 3. The site when viewed from B1417



Fig 4. The site when viewed from the North



Fig 5. View of the B1417 and development of the old brewery site to the west of the site.

4.0 Planning History

The application site is subject to 3 previous applications. The first application being UTT/17/2710/FUL which was for the proposal for 2no. dwellings. This application was withdrawn. The second application being UTT/18/2103/FUL for 1no. detached dwelling was submitted in 2018 and was refused on 3 grounds, which in summary being Sustainable Location, Design and Parking. The application was subsequently taken to appeal, but withdrawn. A 3rd application was submitted (UTT/19/0527/FUL) which was refused. The proposals forming this application is a revision of the 3rd application on the site (UTT/19/0527/FUL) which was refused on two grounds, both of which are justified within this statement. Further discussions on how this application responds to the reasons for refusal are in section 12.0.

5.0 Layout

The existing site comprises of a semi-detached dwelling and large detached double garage. The proposal is to demolish the existing double garage and construct a detached dwelling. The siting of the proposed dwelling will be in a similar position of the existing garage in order to create as little additional impact on the openness of the site and existing dwellings. The position of the proposed dwelling has been positioned in the approximate location of the existing garage to reduce the impact of any additional mass. The proposed dwelling will be set back from the frontage in order to retain space to the frontage for parking, additional landscaping and retain the building line created by the existing dwellings. The proposed dwelling has been orientated to align with the B1417. This will ensure that the building has some connection when viewed from the road, although the aim is that the building appears subservient within the site. The front of the dwelling will face Littley Park Lane to ensure that the pattern of existing residential development is retained. The topography of the site increases considerable from South to North of the site and therefore the proposal has been designed to be set into the level of the land. This will ensure that the overall height of the proposal is retained at a level to match that of the existing dwelling, plus it results in a comfortably sized level patio area to the rear. The proposed area retained for garden area well exceeds the minimum requirements for 100sqm of amenity space.

The concept behind the design is that it appears to be subservient to the existing dwellings, set within the topography of the existing site and to appear to take the form of a larger subsidiary building rather than an additional typical house.

6.0 Parking and Access

The proposed dwelling will have 3no. 5.5m x 2.9m Parking spaces allocated to it to comply with local planning policy and the Essex Parking Standards. The design of the layout will ensure that the host property will still retain 2no. parking spaces and access to the side.

A new access is to be provided to the North of the site to access the parking area. This will ensure the vehicles can safely park and leave the site in forward gear. The new access will have 2.0m x 60m visibility splays in both directions due to the access being on a 40mph road. The existing hedgerow will be removed and replanted further from the road to ensure the site visibility splays can be achieved and maintained.

There is also the opportunity for parking to the front of the dwelling. The single space provided will have sufficient room to turn and leave the driveway in forward gear. The current width of the access will be retained. This will ensure that a sufficient distance is retained between the point of vehicle access and the B1417, this is further highlighted as being required by highways agency within the previous refused application.

7.0 Scale

The proposed dwelling is 1 ½ storey in scale. The reduced roof height ensures that the ridge height of the main roof is equal to that of No.1 Park Cottages. The reduced roof height and gable being orientated front to back, ensures that the building has as little impact as possible on both the view of the countryside beyond and on the host dwelling. The height of the ridge and eaves to the side section of the building has been reduced to reflect the reduced ridge and eaves height to that of No.1 Park Cottages. The building has been set into the levels of the site so that the height and scale of the building when viewed from the B1417 appears reduced. The scale of the building has been designed to appear subservient to both 1 and 2 Park Cottages to ensure the proposal has very little impact on the openness of the site.

8.0 Appearance

The appearance of 1 and 2 Park Cottages can be described as standard 2 storey dwellings with a mixture of extensions and original gable features. When appraising the site, it seemed the proposal for a standard 2 storey dwelling with single storey elements may have an impact on the openness of the site and may have cramped appearance when viewed in context with the existing dwellings. The appearance of the proposed building is intended to take the form of a subsidiary building that could have been extended and converted to a dwelling. This ensures the building appears subservient within the context of the site. The appearance and position of the building has been designed to replicate that of the existing garage in order to follow an existing form present on the site and continue to retain the relationship of built form that currently exists. The proposed design also ensures that the proposal and the park cottages can be read as separate entities, which reflects the ages the buildings were built. The proposed building is different in form to the existing dwellings. This mixture of forms and materials result in a positive impact by bringing character to the street scene, rather than designing a building continuing the repetition of a pair of dwellings.

There is a large range of materials in the area including yellow stock and red brickwork, boarding and render. The proposed red brick plinth, black boarding and clay roof tiles represent materials of Essex Vernacular and buildings within the area. The proposed design also features exposed oak supporting posts to the porch and exposed rafter feet to the main building which add character and have a positive contribution to the appearance of the building.

9.0 Landscape

The proposed building will be positioned in the approximate location of the existing garage. The proposed position has been designed to have as little impact as possible on the landscape of the existing site. All existing hedgerows will be retained. Some of the existing hedgerow fronting the B1417 will be retained, and some of the hedgerow will be re-planted back from the road to ensure the dwellings is continuously partially obscure the proposal when view from the road. The existing shingle drive will be retained to form as little impact as possible. The proposed new access to the North will be a resin bonded shingle finish.

10.0 Sustainability

The National planning Policy Framework (2018) states that new development should meet three dimensions or objectives of sustainable development.

Within the officer's report regarding the previously refused application (UTT/18/2103/FUL) it is noted that the proposal site is located in a small hamlet within S7 Countryside. Formerly the brewery buildings and park cottages would have contributed to the small number of buildings forming the hamlet. The Brewery has been converted and developed to form a large number of houses, which has substantially increased the number of residential buildings within the hamlet, in turn this could consider Hartford End a more established form of settlement. The site is positioned within existing residential curtilage and on a corner between existing dwellings and the developed former brewery site and therefore considered within the limits of the hamlet.

It is noted within the previously refused application (UTT/18/2103/FUL) that the site is on a scheduled bus route with Hartford End being a dedicated bus stop. The bus route connects the site to all amenities within Felsted, Broomfield and Chelmsford. It is therefore considered that the bus stop, located some 30 metres from the site, can be considered a sustainable form of travel to all amenities.

It is considered that the location of the site, within residential curtilage, within the limits of the hamlet and with the dedicated bus stop within close proximity, results in the site being located in a sustainable location.

11.0 Local Planning Policy

The preparation of the proposals has been designed in conjunction with the following Uttlesford adopted 2005 local development Plan Policies:

Para 6.13 – 6.14 of Chapter 6 Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

S7 - The Countryside Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

GEN1 - Access Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

GEN2 - Design Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

GEN3 - Flood Protection Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

GEN7 - Nature Conservation Uttlesford Local Plan Uttlesford Local Plan Adopted 2005

GEN8 - Vehicle Parking Standards

Below is an appraisal of the policies and how the proposals reflect each policy:

Policy S7 – The Countryside

The countryside to which this policy applies is defined as all those parts of the Plan area beyond the Green Belt that are not within the settlement or other site boundaries. In the countryside, which will be protected for its own sake, planning permission will only be given for development that needs to take place there, or is appropriate to a rural area. This will include infilling in accordance with paragraph 6.13 of the Housing Chapter of the Plan. There will be strict control on new building. 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.

The proposed site is within policy S7, however it is within a settlement known as Hartford End and is defined by the now large number of houses that form the hamlet. It is considered that the proposal site is within the defined limits of the hamlet. Although in the previous refusal the site could not be considered infill, it is situated between built form in respect to there being 2 dwellings to the East of the site (1 and 2 Park Cottages) and new dwellings to the West, made up of the old Brewery site. In addition, the proposal site is located within existing residential curtilage. The unique position of the site forms a site that has all the characteristics of an infill development within a settlement. The proposed building has been designed to have a positive contribution to the character of the area.

Para 6.13 – 6.14 of Chapter 6 - Infilling

6.13. Infilling with new houses will be permitted within settlements subject to safeguards. Some settlements are not included in any boundary. These are settlements where there are no apparent opportunities for infilling, because there are no gaps left for development and, in some cases, the approaches to the village are too loose in character for development to be appropriate.

6.14. There is no specific policy on infilling outside development limits because any infill proposals will be considered in the context of Policy S7. This says that development will be strictly controlled. It means that isolated houses will need exceptional justification. However, if there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits but close to settlements these will be acceptable if development would be in character with the surroundings and have limited impact on the countryside in the context of existing development.

It is of the opinion that the proposal accords directly with the above paragraphs within the Uttlesford Local Plan Uttlesford Local Plan Adopted 2005. The proposal is in character with the surroundings and has very limited impact on the countryside by virtue of its reduced eaves and ridge heights.

Policy GEN1 – Access

Development will only be permitted if it meets all of the following criteria:

- a) Access to the main road network must be capable of carrying the traffic generated by the development safely.*
- b) The traffic generated by the development must be capable of being accommodated on the surrounding transport network.*
- c) The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired.*
- d) It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access.*
- e) The development encourages movement by means other than driving a car.*

As highlighted in the previous refusal the proposal to reverse onto the highway is not preferred, however it is current to the existing parking arrangements and Essex highways have concluded it will be acceptable as long as the existing width of the driveway is retained. Littlely Park Lane is a small road with very little traffic and the site has good visibility in both directions. The site is located on a designated bus route with a designated bus stop for Hartford End and therefore other means of transport are possible.

Policy GEN2 – Design

Development will not be permitted unless its design meets all the following criteria and has regard to adopted Supplementary Design Guidance and Supplementary Planning Documents.

- a) It is compatible with the scale, form, layout, appearance and materials of surrounding buildings;*
- b) It safeguards important environmental features in its setting, enabling their retention and helping to reduce the visual impact of new buildings or structures where appropriate;*
- c) It provides an environment, which meets the reasonable needs of all potential users.*
- d) It helps to reduce the potential for crime;*
- e) It helps to minimise water and energy consumption;*
- f) It has regard to guidance on layout and design adopted as supplementary planning guidance to the development plan.*
- g) It helps to reduce waste production and encourages recycling and reuse.*
- h) It minimises the environmental impact on neighbouring properties by appropriate mitigating measures.*
- i) It would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property, as a result of loss of privacy, loss of daylight, overbearing impact or overshadowing.*

Within this design and access statement the proposals for the scale, form, layout and appearance has been stated. The proposal has been designed to have as little impact as possible on the existing dwellings and openness of the site. The proposal has been carefully designed to ensure there is no direct overlooking of neighbouring properties. The height and mass of the building has been designed to ensure any loss of daylight and overshadowing is less than negligible.

Policy GEN3 – Flood Protection

Within the functional floodplain, buildings will not be permitted unless there is an exceptional need. Developments that exceptionally need to be located there will be permitted, subject to the outcome of flood risk assessment. Where existing sites are to be redeveloped, all opportunities to restore the natural flood flow areas should be sought.

Within areas of flood risk, within the development limit, development will normally be permitted where the conclusions of a flood risk assessment demonstrate an adequate standard of flood protection and there is no increased risk of flooding elsewhere.

Within areas of the floodplain beyond the settlement boundary, commercial industrial and new residential development will generally not be permitted. Other developments that exceptionally need to be located there will be permitted subject the outcome of a flood risk assessment.

Outside flood risk areas development must not increase the risk of flooding through surface water run-off. A flood risk assessment will be required to demonstrate this. Sustainable Drainage Systems should also be considered as an appropriate flood mitigation measure in the first instance.

For all areas where development will be exposed to or may lead to an increase in the risk of flooding applications will be accompanied by a full Flood Risk Assessment (FRA) which sets out the level of risk associated with the proposed development. The FRA will show that the proposed development can be provided with the appropriate minimum standard of protection throughout its lifetime and will demonstrate the effectiveness of flood mitigation measures proposed.

The site is within Flood Risk Zone 1, the lowest category of flood risk. All surface water treatment will be via sustainable forms ensuring the site does not contribute to any additional surface water pooling.

Policy GEN7 – Nature Conservation

Development that would have a harmful effect on wildlife or geological features will not be permitted unless the need for the development outweighs the importance of the feature to nature conservation. Where the site includes protected species or habitats suitable for protected species, a nature conservation survey will be required. Measures to mitigate and/or compensate for the potential impacts of development, secured by planning obligation or condition, will be required. The enhancement of biodiversity through the creation of appropriate new habitats will be sought.

The site is located within an existing residential curtilage. The positioning of the building is located approximately in the position of an existing garage to ensure minimal disturbance of the existing site. All existing boundary and hedgerows will be retained.

Policy GEN8 – Vehicle Parking Standards

Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance “Vehicle Parking Standards”, a summary extract of which is reproduced in Appendix 1 to this Plan.

The proposed parking measures are in accordance with Gen 8 Appendix 1 as the proposal is for a 4-bedroom property, therefore 3 parking spaces are required. A 1.8m x 2.4m timber shed has been provided to the rear garden to house cycle storage sufficient to store a minimum of 2 cycles.

The proposed parking measures are in accordance with the Essex Parking Standards.

12.0 Reasons for refusal

The application site is subject to 3 previous applications. The first application being UTT/17/2710/FUL which was for the proposal for 2no. dwellings. This application was withdrawn. The second application being UTT/18/2103/FUL for 1no. detached dwelling was submitted in 2018 and was refused on 3 points. A 3rd application was submitted (UTT/19/0527/FUL) which was refused. Below is an extract of each point of refusal and how the proposed application responds to the reason for refusal.

1 The erection of a new dwelling at this site would represent development at an unsustainable location, not within a settlement or other site boundary. The proposal is not one which needs to take place within the countryside and is considered inappropriate to the rural area in which it is set. There is no special reason why the proposed development needs to be at the site. As such, the proposal would be contrary to the provisions of the National Planning Policy Framework; contrary to the adopted Uttlesford Local Plan Policy S7; and, contrary to the Uttlesford Local Plan Regulation 19 version Policy SP10.

Response:

It is noted within the previously refused application (UTT/18/2103/FUL) that the site is on a scheduled bus route with Hartford End being a dedicated bus stop. The bus route connects the site to all amenities within Felsted, Broomfield and Chelmsford. It is therefore considered that the bus stop, located some 30 metres from the site, can be considered a sustainable form of travel to all amenities.

The site is positioned within existing residential curtilage and on a corner between existing dwellings and the developed former brewery site and therefore considered within the limits of the hamlet of Hartford End. It is considered that the location of the site, within the limits of the hamlet and the dedicated bus stop within close proximity, results in the site being located in a sustainable location. The design of the proposal has been informed by the previous refusal, resulting in both a building that has as little impact as possible on the existing buildings and the openness of the site, whilst having a positive contribution to the character of the site. It is of the opinion that the site complies with Para 6.13 – 6.14 of Chapter 6 - Infilling – of the 2005 local plan, and similar examples have been approved on the same basis, see section 13.0 for precedents study.

2 The parking layout as shown for the proposed development fails to show that the appropriate level of on-plot parking could be achieved for a four bedroomed dwelling under locally adopted parking standards, whilst on-site manoeuvring would be restricted. As such, the proposal would be contrary to ULP Policy GEN8 of the Uttlesford Local Plan (adopted 2005) which states that development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location.

The proposed parking measures are in accordance with Gen 8 Appendix 1 as the proposal is for a 4-bedroom property, therefore 3 parking spaces are required and have been provided. The access from Little Park Lane has been assessed by Essex Highways in the previous refused application and have concluded to be adequate.

13.0 Precedent Study

A number of applications for similar proposals within the Uttlesford district have been recently approved. The most notable applications is - **UTT/18/3019/FUL** - *Proposed erection of single dwelling with garage together with demolition of and replacement cartlodge and associated landscaping work - Land At Thorpes Frenches Green Felsted CM6 3JU.*

The application was for a detached dwelling, located outside of development limits and within the wider setting of a grade 2 listed building. Within the officer's report for the application it refers to chapter 6 of the local adopted plan. An extract from the officer's report is below;

'The site is located outside developments within the open countryside where planning permission is not permitted for new development unless it needs to take place there or is appropriate to a rural area. However, Chapter 6 of the adopted Local Plan (Housing) states that housing proposals will be acceptable if there are opportunities for sensitive infilling of small gaps in small groups of houses outside development limits but close to settlements if development would be in character with the surroundings and have limited impact on the countryside in the context of existing development.'

There are also a number of other recent applications that have been approved and have the same local planning policies applying to them. Some of these being;

UTT/19/0801/FUL - 1 x dwelling Approved

UTT/14/2994/OP - 1 x dwelling Approved

UTT/17/2825/FUL - 1 x Dwelling Approved

UTT/15/0726/FUL - 22 x Dwelling Approved

14.0 Conclusion

The site is subject to 3 previous applications which have been withdrawn and refused. The officers report and refusal notice for the previously refused application has been analysed and the design of the proposal aims to respond to the reasons for refusal of the 2nd application. The proposals that form this application are revisions of the subsequently refused 3rd application.

The existing site comprises of residential curtilage and an existing garage building. The proposed dwelling has been designed to have as little impact as possible on the openness of the existing site and the existing dwellings. This has been achieved by designing a building that has reduced eaves and ridge heights and positioned in the approximate location of the existing garage. This ensures little additional impact in terms of massing, scale, overshadowing whilst following the form of the existing development on the site. The proposed materials reflect local vernacular whilst having a positive contribution to the character of the site.

The levels of the site have been considered and the building designed to be sunken into the site to have as little impact as possible when viewed from the B1417. The impact has been further mitigated by retaining some of the existing hedgerow fronting the B1417, whilst some of the hedgerow will be re-planted back from the road to ensure the dwellings is continuously partially obscure and disguised when viewed from the B1417.

The relevant local planning policies have been assessed and have informed proposed design and the principle of development on the site.

It is concluded that the site can meet the three dimensions or objectives of sustainable development stated within the meet The National planning Policy Framework (2018).