



Whirledge &Nott

Land • Property • Development

DESIGN & ACCESS STATEMENT with PLANNING STATEMENT

Application for Demolition of outbuildings and construction of one dwelling

Land adjacent to Mill View
Church Lane
White Roding
Great Dunmow
Essex CM6 1RL

26 January 2024



Site Information

Client / Applicant	Mr and Mrs A Emery
Site	Land adjacent to Mill View Church Lane White Roding Great Dunmow Essex CM6 1RL
Description of Development	Demolition of outbuildings and construction of one dwelling

Constraints Review

Flood Risk Zone	1
Tree Preservation Order	No
Heritage Assets	No
Noise Abatement Areas	No
Contaminated Land	No
Explosive Hazard Areas	No
Area of Outstanding Natural Beauty	No
Special Protection Area	No
Site of Special Scientific Interest	No
RAMSAR Convention Site	No
Site of Importance to Nature Conservation	No
Article 4(2) Directions	No

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Signed	JA
Date	26 January 2024

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1 Introduction

- 1.1 This statement comprises a design and access statement and planning statement in support of a full planning application for the demolition of outbuildings and construction of one dwelling at Mill View, Church Lane, White Roding, CM6 1RL.
- 1.2 The existing barns are equestrian and domestic outbuildings.

2 The Site

- 2.1 The site is located on the junction of Church Lane and Matching Lane at the southern end of the village of White Roding. The city of Chelmsford is 11 miles to the southeast of the site with the town of Bishops Stortford located 8 miles north west of the site.
- 2.2 The site comprises a range of equestrian and domestic outbuildings as shown in Figure 1. The surrounding land is within the applicants ownership; there is a detached house called Mill View to the north, and a grass field used for grazing sheep and making hay to the south west of the site. Matching Lane runs along the south east boundary of the site. Photographs of the current buildings are attached at Appendix 1.
- 2.3 Access to the site is currently directly off Matching Lane with two separate drop kerbed accesses.



Figure 1 – Existing Site Location Plan

3 Relevant Planning History

3.1 The relevant planning history on this site is set out below.

Ref Number	Description	Status
UTT/18/0883/HHF	Erection of single storey rear extension and link verandah	Approved
UTT/0600/03/FUL	Single storey rear extension	Approved
UTT/1022/91	Proposed erection of stable block	Approved
UTT/0867/80	Loose Box and tack room	Approved
UTT/0275/77	Proposed erection of a detached garage	Approved

4 Proposal

4.1 The application seeks planning permission for the following development:

Demolition of outbuildings and construction of one dwelling

4.2 The works proposed are the demolition of four buildings and the creation of one three bedroom residential dwelling with associated parking and private amenity space as shown in Figure 2.



Figure 2 – Proposed Site Plan

4.3 This statement sets out the design principles and detail of this proposal alongside the supporting plans which illustrate the proposal in more detail.

5 Design

- 5.1 The applicants have considered the built form in the wider setting and this proposal comprises a design which is reflective of the residential properties in the immediate local area whilst reducing the footprint of built form in the greenbelt.
- 5.2 The proposal is for one dwelling which is set back into the existing domestic garden area. The design and setting reflects the style of the local area and is in a better position within the site than the existing buildings which sit on the boundary of the highway.
- 5.3 The proposal has three bedrooms and is two storeys. The internal layout of the dwelling enables the applicant's space for hosting their family now as well as assisted living as they become older. The layout seeks to maximise the views across open countryside to the north west to provide an attractive development.
- 5.4 The external materials of the units are proposed to be white render with vertical cedar effect composite cladding with red brick plinth, grey framed windows and doors with a slate roof. The hard and soft landscaping proposed across the site reflects the rural context of the site, with native hedgerows and trees, the existing grass lawn to be retained, and timber post and rail fencing to the boundary, with shingle finish to the driveway and parking area with a tarmac bellmouth to the highway access.

6 Planning Policy

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 The Site is located within the administrative boundary of Uttlesford District Council (UDC). The current adopted development plan is the Uttlesford Local Plan 2005.

Relevant Policies

SP6	Metropolitan Green Belt
GEN1	Access
GEN2	Design
GEN4	Good Neighbours
GEN5	Light Pollution
GEN7	Nature Conservation
GEN8	Vehicle Parking Standards
ENV10	Noise Sensitive Development and disturbance from aircraft
ENV13	Exposure to Poor air Quality
ENV14	Contaminated Land
ENV15	Renewable Energy

National Planning Policy Framework

- 6.3 The National Planning Policy Framework was revised in December 2023 and sets out the Government's planning policy. The NPPF is a material consideration in determining planning applications.
- 6.4 The NPPF sets out a clear presumption in favour of sustainable development.
- 6.5 Paragraph 83 of the NPPF identifies the need to support the development of rural housing and goes on further to state that isolated new homes in the countryside should be avoided unless one of four circumstances apply. This site is not an isolated site having close links to White Roding and local services.
- 6.6 The NPPF details the importance of the Green Belt and of including land within it. The fundamental aim of the Green Belt is to prevent urban sprawl by keeping land open but it also has a positive role to play in retaining and enhancing attractive landscapes. Paragraph 142 sets out the five purposes of the Green Belt serves which are:
- To check the unrestricted sprawl of large built up areas;
 - To prevent neighbouring towns from merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 6.7 The NPPF confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' (VSC) will not exist unless the potential harm by reasons of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 6.8 Paragraph 154 confirms that erection of new buildings should be considered inappropriate unless it falls within one of the stated exceptions. The partial or complete redevelopment of previously developed land, whether redundant or in continuing use, would be considered appropriate development in the Green Belt provided it would "*not have a greater impact on the openness of the Green Belt than the existing development; or not cause substantial and permanent harm to the openness of the Green Belt*".

Designations

- 6.9 The site is in Flood Zone 1 and therefore is at low risk of flooding.
- 6.10 There are no heritage assets located on the site. The nearest heritage asset is Woodbine Cottage which is located approx. 20 metres east on the opposite side of Matching Lane.
- 6.11 The site is located within the Metropolitan Green Belt.

7 Principle of Development

7.1 The site falls within the definition of Previously Developed Land (PDL) as the buildings last use was equestrian and domestic. This proposal seeks to redevelop the site removing the unattractive buildings and replace them with a residential dwelling sited further back from the highway. The impact on the Green Belt and its purposes are discussed below.

Green Belt

7.2 The existing structures are equestrian and domestic in nature. They offer no positive contribution to the character of the area and the buildings themselves are of little aesthetic value. These buildings impact the roadside landscape in this location given the close proximity to Matching Lane.

7.3 It is important to acknowledge that the proposal site does not add strongly to the main purposes of the Green Belt. The site is within an existing residential site and is not between two urban towns so does not perform in relation to the first two purposes of the Green Belt as highlighted in the LPA's current Green Belt Assessment. The wider area around the proposal site does however perform well in relation to maintain the special character of the countryside. However this proposal site itself is built up and not open countryside. The proposal specifically recognises the special character of the Green Belt in its design and offers an enhancement so that this site continues to fulfil the purpose of protecting the special character of the countryside without the loss of any undeveloped Green Belt land.

7.4 The openness of the Green Belt is an essential characteristic and strongly protected within local and national planning policy. By moving to a redevelopment of the site the openness of the Green Belt is enhanced by the new siting of the dwelling which is further back from the highway than the existing buildings and providing a reduction in the footprint and hardstanding area.

7.5 The assessment of impact on the openness of the Green Belt has been considered in developing this proposal in both a quantitative and qualitative way. In terms of a quantitative assessment the proposed dwelling would replace the existing buildings on site and a direct assessment can be made in terms of built footprint and hardstanding area which is set out in Table 2 below.

	Existing Buildings	Proposed Development	% change
Footprint (m²)	273	231	-19%
Total Hardstanding (m²)	959	285	-70%

Table 2 – Quantitative Comparison of Existing and Proposed Development

- 7.6 The proposed development creates a **19%** reduction in the footprint of built form on the site and a **70%** reduction in the amount of hardstanding on the site. This is a substantial reduction and as such there is an ecological enhancement for the site. The existing ridge height is 4.6m and the proposed ridge height is 7.46m. The adjacent Mill View dwelling is 7.65m to the ridge.
- 7.7 In terms of a qualitative assessment of the proposed development and its impact on the openness of the Green Belt, the proposed design and layout are important. The proposed dwelling will be within the existing domestic garden area and has a sympathetic style in terms of the timber cladding and additional hedgerow and trees to be planted.
- 7.8 It is considered that improvement to the character of the area and a reduction in building footprint is a very special circumstance in favour of this proposal in the Green Belt.

Tilted Balance

- 7.9 The current under supply of housing with Uttlesford District also weighs in favour of this proposal. Where an LPA is unable to demonstrate that it has a 5-year housing land supply (5YLS) then the presumption in favour of sustainable development will apply, this is known as the ‘Tilted Balance’. This is set out in paragraph 11 of the NPPF.
- 7.10 UDC published an updated 5 year land supply (5YLS) figure of 5.14 years in October 2023. However, as the current Local Plan is over 5 years old, the NPPF requires a 20% buffer for the 5YLS, which has not been met. Paragraph 11(d) of the NPPF is engaged in this instance and it is necessary to assess whether the development is sustainable. If the site is sustainable then the NPPF presumption in favour of sustainable development applies. The NPPF states that when the development plan policies are out of date then planning permission should be granted *“unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this framework taken as a whole.”*
- 7.11 The provision of a dwelling to help to meet the current housing need can be provided without the loss of any greenfield land which is a very sustainable approach to development. The impact on the purposes of the Green Belt are limited and the benefits of increased housing supply on previously developed land is likely to overcome any perceived harm.
- 7.12 The new building will provide environmental benefits using modern construction methods, superior insulation and excellent energy performance. It will be built to Passive House standards.
- 7.13 As detailed above, housing supply in Uttlesford is currently undersupplied. By allowing development of a dwelling on this site the shortfall of housing is reduced without any loss of undeveloped countryside. The size of the dwelling is in keeping with other properties in the locality.

8 Sustainability

- 8.1 Whilst the site is not within a settlement boundary it cannot be considered to be a remote site. The NPPF sets out the three essential elements to sustainability as being social, economic, and environmental.
- 8.2 Socially the site is well located to a wide variety of community facilities within the adjoining village of White Roding. The site is easily accessible and the net increase in residents on this site will further support the existing village services. The Rodings Primary School is 2.9 miles away in Leaden Roding, and the following community provisions are all within 1 mile of the site and can easily be reached on foot or cycle.
- Bretts Farm Shopping Village including Farm Shop, Butchers, Florist
 - Car Garage
 - St Martins Church
 - Black Horse Inn Public House
 - Wedding venue
- 8.3 Economically the site is well connected which is discussed below under Highways, Parking & Connectivity. Public transport links to the site are available from the end of Church Lane on the A1060 which is 0.5 miles from the site. There is a pedestrian pavement for 0.4 miles from A1060 along Church Lane. Employment opportunities are available within the surrounding towns of Chelmsford, Great Dunmow, Harlow and Stansted airport as well as there being a wide range of local employment opportunities within 1-2 miles of the site. Locally the increase in housing will support nearby services adding to the rural economy in this location.
- 8.4 Environmentally the re-use of a previously developed site reduces the pressure to develop on green field land within the district. The NPPF encourages the re-use of previously developed land. The site has minimal environmental benefit in its current form. By enabling redevelopment of the site environmental enhancements can be offered.
- 8.5 A significant immediate enhancement in this location is the reduction in hardstanding across the site. The current extent of hardstanding on the site extends to approximately 959m² and once this proposal is completed the hardstanding will be approximately 285m². This is an increase in green permeable space of 70% on the existing position. Additionally, the dwelling will be extremely energy efficient and will be built to passive house standards.
- 8.6 With the increase in green space and the ecology enhancements proposed there will likely be a net increase in biodiversity habitat on the site which offers a significant environmental benefit.

- 8.7 In terms of environmental sustainability, the connectivity of the site is important and this site offers an environmentally sustainable development proposal without detriment to the wider landscape.

9 Highways, Parking & Connectivity

- 9.1 The NPPF states that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in decision making (paragraph 89). This site is not an isolated site and sits a short distance from a serviced village. Several options for travel to and from the site exist as detailed below.
- 9.2 Parking is provided in line with current parking standards within the site. The site will also provide an electric vehicle charging point for sustainable car travel.
- 9.3 To be environmentally sustainable it is important that any new development reduces reliance on car-based journeys. Whilst it is acknowledged that the site is located outside of a settlement boundary there are efficient links to Chelmsford and surrounding villages and towns. There is a regular bus service which passes the site with stops close to the proposed site. The 59 service runs between Chelmsford and Harlow with 14 services running a day between 6.00am and 7.30pm.
- 9.4 There is a pedestrian pavement for 0.4 miles from A1060 along Church Lane. The last 0.1 miles does not have a pavement however it is a quiet country lane with residential properties on both sides of the highway therefore vehicles speeds are low. The site offers a range of sustainable transport modes and is not isolated nor unsustainable.

10 Access

- 10.1 A Transport Statement (TS) completed by Andrew Firmin BSc (Hons) MCIHT of Cottee Transport Planning has been submitted with this application which concludes that the transport impacts of the proposal are not severe and there are no unacceptable highway safety impacts in the context of the NPPF.
- 10.2 The site is accessed directly off Matching Lane and currently the site benefits from two separate vehicular accesses established for domestic use. The existing gated vehicular access to the south is proposed to be upgraded to meet the latest design standards including visibility which includes the removal and replanting of the hedge along the roadside. The gates are currently set back 3.1m from the highway and they will be removed and replaced with gates set back 6m from the highway. The other existing vehicular access will be changed to a pedestrian access only.

11 Biodiversity

- 11.1 A Preliminary Ecological Appraisal/Low Impact EcIA completed by Gemma Holmes BSc (Hons) ACIEEM of Hybrid Ecology Ltd accompanies this application. The assessment confirms that the development proposal would not have any adverse impacts on legally protected/priority species and habitats provided the suggested mitigation is adhered to. This development will provide an opportunity for biodiversity enhancements including hedgerow and habitat boxes.
- 11.2 The existing beech hedge which runs along the boundary with Mill View house to the north will be gapped up to provide a natural boundary between the two garden areas. There will also be a native hedge planted along the southern boundary inside the existing post and rail fence line. Native trees will be planted to the front of the proposed dwelling as shown on the proposed site plan.

12 External Lighting

- 12.1 The development proposal has not included any external lighting scheme. It is considered that any lighting will be minimal in this setting and can be controlled by a pre-commencement condition if appropriate.

13 Conclusion

- 13.1 As a sustainable development and with no 5-year housing land supply in place, the tilted balance is triggered, and development should be approved.
- 13.2 The site cannot be considered unsustainable as local village services are within a short walk and the site is connected to the village by an existing footway along Church Lane. The site benefits from bus stops in the immediate vicinity linking the site with larger towns in the area.
- 13.3 The benefits of this proposal as identified within this report collectively amount to very special circumstances that support this sustainable development and outweigh any harm to the Green Belt by definition of the development. The proposal is compliant with planning policy and should be supported.

Appendix 1 – Photos

Existing southern vehicular access



Existing vehicular access to be changed to pedestrian only



Existing Buildings

