

SITE PLAN ATTACHED

**RED HOUSE FARM WARREN LANE DODDINGHURST BRENTWOOD ESSEX CM15
0JD**

**DEMOLITION OF EXISTING SINGLE STOREY STABLE AND CONSTRUCTION OF
A NEW SINGLE STOREY DWELLING WITH NEW VEHICULAR ACCESS**

APPLICATION NO: 23/00481/FUL

WARD	Brizes & Doddinghurst	8 WEEK DATE	9 June 2023
PARISH	Doddinghurst	EXT OF TIME	1 August 2023
CASE OFFICER	Mrs Carole Vint		
Drawing no(s) relevant to this decision:	2019.239-04 B; 2019.239-05; 2019.239.01site details; 2019.239.01; Construction and Environmental Management Plan; Control of dust and emissions;		

The application has been referred to the Committee because the applicant, Mr Clifford Poppy, is a borough Councillor.

1. Proposals

The proposal comprises the demolition of existing single storey stable and construction of a new single storey dwelling with new vehicular access. It is the re-submission of expired permission 19/01540/FUL.

2. Policy Context

The Brentwood Local Plan 2016-2033

- Policy MG02 Green Belt
- Policy BE02 – Water Efficiency and Management
- Policy BE04 – Managing Heat Risk
- Policy BE07 – Connecting New Developments to Digital Infrastructure
- Policy BE11 – Electric and Low Emission Vehicle
- Policy BE13 – Parking Standards
- Policy BE14 – Creating Successful Places
- Policy HP06 – Standards for New Housing
- Policy NE07 – Protecting Land for Gardens

The Plan was adopted as the Development Plan for the Borough on 23 March 2022. At the same time the Brentwood Replacement Local Plan, August 2005 (saved policies, August 2008) was revoked.

National Planning Policy and Guidance

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)

3. Relevant History

- 19/01540/FUL: Demolition of existing single storey stable and construction of new single storey dwelling with new vehicular access. -Application Permitted

4. Neighbour Responses

- No comments received.

5. Consultation Responses

- **Highway Authority:**

A site visit has been previously undertaken and the information that was submitted in association with the application has been fully considered by the Highway Authority. This recommendation broadly reflects the previous one for approved application 19/01540/FUL. The proposal includes a speed survey which demonstrates that the vehicular access shall be provided with appropriate visibility splays for the measured vehicle speeds. The proposal includes the sub-division of the site and a new vehicular access for the proposed dwelling.

The host and proposed dwelling each include adequate off-street parking, therefore: From a highway and transportation perspective the impact of the proposal is acceptable to the Highway Authority subject to the following conditions:

1. The applicant has submitted a Construction and Environmental Management Plan and site drawing 2019.239.01. The details include provision for vehicle parking for operatives within the site. Deliveries will be managed by a banksman. Adequate room is available for areas to be allocated within the site for materials storage. Vehicles will be inspected before leaving the site and wheels will be cleaned as required. The approved statement shall be adhered to throughout the construction period.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety and Policy DM1.

2. Prior to first occupation of the development, at its centre line, the proposed vehicular access shall be provided with the visibility splays as shown in principle on planning drawing 2019.239.04 Rev B. The visibility splay to the north crosses land

under the control of the applicant. All vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction above 600mm in perpetuity*.

Reason: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety in accordance with policy DM1.

Note: *The required visibility splay to the north is currently achievable within the applicant's red line and over highway land as submitted (site location plan 2019.239.01). Should the proposal be granted planning consent and the plots subdivided, the applicant must ensure by appropriate means, that the northern visibility splay for the new access is retained for the proposed dwelling. This will ensure the visibility splays are provided and retained for both the host and proposed dwelling in perpetuity.

3. Prior to first occupation of the development and as shown in principle on planning drawing 2019.239.04 Rev B, the new vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres and shall be provided with an appropriate vehicular crossing of the highway verge.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety in accordance with policy DM1.

4. 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 in accordance with policy DM1.

5. Any proposed boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety and in accordance with Policy DM1.

6. Prior to first occupation the cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity in accordance with Policy DM8.

7. Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport in accordance with policies DM9 and DM10. The above conditions are to ensure that the proposal conforms to the relevant policies contained within the County Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011.

Informative:

o Comments have been made on planning drawing 2019.239.04 Rev B. The vehicle parking arrangements are acceptable as shown on this drawing.

o Arrangement shall be made for surface water drainage to be intercepted and disposed

of separately so that it does not discharge from or onto the highway.

o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.

o All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority,

details to be agreed before the commencement of works.

o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

- **Affinity Water:** No comments received.
- **Environment Agency:** No comments received.
- **Arboriculturalist:** No comments received.
- **Parish Council:** No comment.

6. Summary of Issues

The starting point for determining a planning application is the Development Plan, in this case the Brentwood Local Plan 2016-2033. Planning legislation states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant material considerations for determining this application are the National Planning Policy Framework 2021 (NPPF) and National Planning Practice Guidance (NPPG). Although individual policies in the Local Plan should not be read in isolation, the plan contains policies of particular relevance to this proposal which are listed in section 2 above.

The main issues which require consideration as part of the determination of this application are:

- Impact of the proposal on the Green Belt;
- The impact of the proposal on the character and appearance of the area;
- Impact on the living conditions of the occupiers of neighbouring properties;

The application is identical to that which was approved, reference 19/01540/FUL, which has since lapsed. There has been a change in local policies since the previous approval and the application has been re-assessed against the recently adopted local plan.

Green Belt

Brentwood Local Plan Policy MG02 indicates that national green belt policy will be implemented in the borough. Chapter 13 of the NPPF (2021) states that the government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraphs 149 and 150 of the NPPF states that the Local Planning Authority (LPA) should regard the construction of new buildings as inappropriate in Green Belt with limited exceptions. The exception relevant to this application is given as follows:

149g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:

- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The proposal does not relate to affordable housing and so the last bullet point can be discounted.

The application site forms part of the land in the ownership of Red House Farm. The existing building on the site comprises of 'L shaped' stable/store building. Part of the building would be demolished, with the garage part of the building on the northern side being retained.

The proposed 'L shaped' dwelling would be constructed further to the east within the plot. The existing building has a footprint of 86 square metres (excluding the overhang of the stables) with a ridge height of 3.5 metres and 2.4 metre eaves height. The proposed dwelling would have a similar built form of 113 square metre footprint with a ridge height of 4 metres, 2.4 metre eaves height.

From the above calculations, the proposed dwelling would have an increase in ridge height, whilst this increase would result in some impact on openness, it is not considered the proposal would result in a greater impact on openness to the Green Belt. The proposal is considered to be compliant with Policy MG02 of the Brentwood Local Plan and Chapter 13 of the NPPF.

Design, Character and Appearance

The application site is on the eastern side of Warren Lane, Doddinghurst, situated south of the main dwelling, along the western boundary with the back edge of the highway.

The proposed dwelling would be sited further to the east than the existing stable/store building, providing a residential amenity area to the rear and off street parking to the front.

The design and materials of the proposed dwelling are considered acceptable. The layout and position of the dwelling is between the established building line and would not appear prominent or obtrusive in the street scene. The proposed dwelling would not have a detrimental impact on the character and appearance of the surrounding area and would comply with Policy BE14 of the Brentwood Local Plan and Chapter 12 of the NPPF 2021.

Living quality of life for the occupiers of the proposed dwelling

Para. 6.43 of the Brentwood Local Plan, states that new homes should seek to meet or exceed the national space standards as far as it is practicable to do so. The proposed development, would meet the National Space Standards outlined in the DCLG Technical Housing Standards – nationally described space standards March 2015; which are formally adopted by the Council and contained within Policy HP06 of the Brentwood Local Plan.

Regarding the residential amenity area, the block plan identifies sufficient separate amenity areas for the proposed unit, in compliance with Policy NE07.

Impact on Neighbour Amenity

Given the location of the site, the proposed dwelling would not result in undue overlooking or overbearing impact to adjoining residents. The existing residential amenity of the application dwelling may be reduced, however given the extent of the existing residential curtilage sufficient residential amenity space would remain, no significant impact upon the residential amenity would occur and would comply with Policy BE14.

Parking and Highway Considerations

The proposed dwelling is identified as having two off street parking spaces and would require a new vehicular access from Warren Lane. Essex Highways confirms that the speed survey demonstrates that the vehicular access would be provided with appropriate visibility splays for the measured vehicle speeds. Policy BE11 requires the provision of electric charging points and a condition to this effect would be recommended. From a highway and transportation perspective the impact of the proposal is acceptable subject to conditions and complies with Policies BE13 and BE11 of the Brentwood Local Plan.

Sustainability

In terms of environmental sustainability, information on how the dwelling would achieve a higher level of energy and power efficiency, generate low carbon electricity and mitigate heat gain can be required by condition. The proposal is acceptable in accordance with policies BE02 and BE04. Likewise, the provision of fastest available broadband can be conditioned to achieve the requirements of Policy BE07.

Conclusion

The proposal complies with green belt policy, being a form of development which is not inappropriate development in the Green Belt. The proposal is compliant with Policies MG02, BE07, BE11, BE13, BE14, BE02, BE04, HP06 and NE07 of the Brentwood Local Plan, the NPPF and the NPPG. The application is recommended for approval subject to conditions.

7. Recommendation

The Application be APPROVED subject to the following conditions:-

1 TIM01 Standard Time - Full

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

2 DRA01A Development in accordance with drawings

The development hereby permitted shall not be carried out except in complete accordance with the approved documents listed above and specifications.

Reason: To ensure that the development is as permitted by the local planning authority and for the avoidance of doubt.

3 U0052233 Construction and Environmental Management Plan

The applicant has submitted a Construction and Environmental Management Plan and site drawing 2019.239.01. The details include provision for vehicle parking for operatives within the site. Deliveries will be managed by a banksman. Adequate room is available for areas to be allocated within the site for materials storage. Vehicles will be inspected before leaving the site and wheels will be cleaned as required. The approved statement shall be adhered to throughout the construction period.

Reason: To ensure that on-street parking of these vehicles in the adjoining streets does not occur and to ensure that loose materials and spoil are not brought out onto the highway in the interests of highway safety.

4 U0052223 Visibility splays

Prior to first occupation of the development, at its centre line, the proposed vehicular access shall be provided with the visibility splays as shown in principle on planning drawing 2019.239.04 Rev B. The visibility splay to the north crosses land under the control of the applicant. All vehicular visibility splays shall be provided before the access is first used by vehicular traffic and retained free of any obstruction above 600mm in perpetuity*.

Reason: To provide adequate inter-visibility between vehicles using the access and those in the existing public highway in the interest of highway safety.

Note: *The required visibility splay to the north is currently achievable within the applicant's red line and over highway land as submitted (site location plan 2019.239.01). Should the proposal be granted planning consent and the plots subdivided, the applicant must ensure by appropriate means, that the northern visibility splay for the new access is retained for the proposed dwelling. This will ensure the visibility splays are provided and retained for both the host and proposed dwelling in perpetuity.

5 U0052224 Access geometry

Prior to first occupation of the development and as shown in principle on planning drawing 2019.239.04 Rev B, the new vehicular access shall be constructed at right angles to the highway boundary and to the existing carriageway. The width of the access at its junction with the highway shall not be less than 3 metres and shall be provided with an appropriate vehicular crossing of the highway verge.

Reason: To ensure that vehicles can enter and leave the highway in a controlled manner in the interest of highway safety.

6 U0052225 No unbound material

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.

7 U0052226 Planting set back

Any proposed boundary planting shall be planted a minimum of 1 metre back from the highway boundary and any visibility splay.

Reason: To ensure that the future outward growth of the planting does not encroach upon the highway or interfere with the passage of users of the highway, to preserve the integrity of the highway and in the interests of highway safety.

8 U0052228 Cycle parking

Prior to first occupation the cycle parking shall be provided in accordance with the EPOA Parking Standards. The approved facility shall be secure, convenient, covered and retained at all times.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and amenity.

9 U0052229 Residential Travel Information Pack

Prior to first occupation of the proposed development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport.

10 U0052230 No permitted development extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), the dwelling hereby permitted shall not be extended or enlarged in any way without the prior grant of specific planning permission by the local planning authority.

Reasons: To prevent the creation of a dwelling of disproportionate size that would conflict with the policies of restraint within the Green Belt.

11 U0052231 No permitted development Class E structures

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order) no development falling within Schedule 2, Part 1, Class E of that Order ('buildings etc incidental to the enjoyment of a dwellinghouse') shall be carried out without the prior grant of specific planning permission by the local planning authority.

Reasons: To protect the openness of the Green Belt.

12 U0052234 Electric car charging point

Prior to first occupation, each approved building shall be provided with, as a minimum, the space and infrastructure required to provide at least 1 electric vehicle charging/plug-in points for the future occupants of the building and visitors to the site.

Reason: in order to provide for the transition to electromobility and reduce pollution and climate change impacts in the interests of the health and wellbeing of the public in accordance with policy BE11.

13 U0052235 Measures to limit water use

The proposed building shall not proceed above slab level until details of:

- measures to ensure that the building does not exceed 110 litres per person per day;

have been submitted to and approved in writing by the Local Planning Authority. Where adverse impacts are identified, mitigation measures shall be set out. The development shall be implemented as approved.

Reason: in order to ensure that the proposed development incorporates the sustainable principles in relation to policy BE02 of the Brentwood Local Plan.

14 U0052236 Provision of high speed internet

The proposed building shall not be occupied until the infrastructure for the fastest available broadband connection installed on an open access basis has been provided for the future occupants of the building.

Reason: in order to ensure that new developments are connected to digital infrastructure in accordance with policy BE07 of the Brentwood Local Plan.

Informative(s)

1 INF01 Reason for approval: The proposal would accord with the relevant policies of the development plan as set out below.

2 INF04 Amendments

The permitted development must be carried out in accordance with the approved drawings and specification. If you wish to amend your proposal you will need formal permission from the Council. The method of obtaining permission depends on the nature of the amendment and you are advised to refer to the Council's web site or take professional advice before making your application.

3 INF05 Policies

The following development plan policies contained in the Brentwood Local Plan 2016-2033 are relevant to this decision: BE14, BE13, MG02, BE02, BE04, BE07, BE11, HP06, NE07, National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

4 INF21 Positively and proactively

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

5 U0009898 Highway comments

o Comments have been made on planning drawing 2019.239.04 Rev B. The vehicle parking arrangements are acceptable as shown on this drawing.

o Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway.

o The applicant should be made aware of the potential relocation of the utility apparatus in the highway; any relocation shall be fully at the applicant's expense.

o All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works.

o The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org

BACKGROUND DOCUMENTS

DECIDED: