

Report Item No: 1

APPLICATION No:	EPF/2412/09
SITE ADDRESS:	Parsonage House The Parsonage Berners Roding Ongar CM5 0SZ
PARISH:	The Rodings - Abbess, Beauchamp and Berners
WARD:	High Ongar, Willingale and the Rodings
APPLICANT:	Mr Bruce Stratton
DESCRIPTION OF PROPOSAL:	Erection of detached four bay garage/cart lodge building and store.
RECOMMENDED DECISION:	Refuse Permission

REASONS FOR REFUSAL

- 1 The proposed detached garage is within the Metropolitan Green Belt in a visually prominent location adjacent the highway. The proposal is inappropriate development, unacceptable in principle and visually harmful to the open character and appearance of the Green Belt contrary to policies CP2 and GB2A of the Adopted Local Plan and Alterations.
- 2 The proposed development would be situated in a visually prominent position dominating the setting of the Listed Farmhouse building contrary to policy HC10 of the Adopted Local Plan and Alterations.

This application is before this Committee since it has been 'called in' by Councillor Margaret McEwen (Pursuant to Section P4, Schedule A (h) of the Council's Delegated Functions).

Description of Proposal:

The applicant seeks consent for a detached 4 bay cart lodge and store. The proposals would be positioned adjacent the access to the site in the footprint of a former barn structure previously in place in the 1980's.

The proposed building would provide covered parking for up to 4 vehicles and a log store. The building would measure 11.6m in length, 5.3m in depth and 4m in height with a pitched, gable ended roof. The log store would project from the end of the structure a further 1.7m in length for a lesser depth of 3m with a sloping roof at a reduced height from the main garage/cartlodge.

Description of Site:

The site is situated on the northern side of the highway in Berners Roding, an area very rural in character in the open countryside and Green Belt.

The site comprises a roughly square parcel of land enclosing the former farmhouse and an existing converted barn used as storage with an attached greenhouse on the western side.

The site is a former working farm, within the Green Belt and the main farmhouse is a Grade II Listed Building.

Relevant History:

The site has no recent history.

Policies Applied:

CP2 – Protecting the Quality of the Rural and Built Environment

GB2A – Development in the Green Belt

GB7A – Conspicuous Development

HC12 – Development affecting the setting of Listed Buildings

DBE4 – Design in the Green Belt

DBE9 – Loss of amenity

ST4 – Road Safety

ST6 – Vehicle Parking

Representations received

The adjacent neighbouring property was notified and a site notice was erected on the boundary of the site. No representations have been received.

PARISH COUNCIL: No comment

Issues and Considerations:

The main issues to be considered include the principle of development, the potential impacts to the Green Belt and Listed main Farmhouse and any potential impacts in respect of design, neighbouring amenity or highways.

Principle of development in the Green Belt

The application site is a residential property within the greenbelt, accordingly policy GB2A allows for limited extensions to existing residential properties only. Whilst the proposals relate to an outbuilding as opposed to an extension attached to the building the principles remain the same. The proposed outbuilding would have a scale comparable with that of an agricultural building and as a result is not considered a limited small scale development and is therefore unacceptable in principle.

The proposals may also be considered to have an adverse impact on the appearance of the Green Belt visually resulting in a large domestic outbuilding in close proximity to the highway where residential buildings are out of character. In the surrounding area residential properties and associated buildings are set back from the highway, thus reducing visual impact, the proposals would be situated close to the highway in a manner akin to Agricultural Buildings used for storage, this is not supported by Green Belt policy which seeks to maintain the open character and appearance of the Green Belt and Countryside.

Furthermore, Officers consider there is an existing structure onsite that were it to be altered, would be suitable for the applicant's garaging needs and that the level of ancillary storage that the applicant seeks is disproportionate to the size and function of a residential dwelling.

Listed Building and Design issues

The proposals would be situated in close proximity to the highway at a 90 degree angle from existing outbuildings. This location has been put forward due to the position of historic structures and the former enclosure of a courtyard when the site was a working farm. This location would result in a visually prominent structure which would detract from the setting of the Listed Farmhouse with development obscuring views of the Farmhouse from the eastern side of the site. Whilst the conversion of existing structures may be accepted under Local Plan policies, the fact there was once a structure on the site carries very little material weight in planning terms.

Officers therefore consider the proposed structure would appear large, bulky and detract from the appearance of the listed building.

Neighbouring Amenity

The proposals are well separated from neighbouring properties therefore no adverse impact occurs to neighbouring amenity.

Highways

The proposals would be set back from the roadside to enable safe access and egress from the site therefore no highway safety issues are raised.

In respect of parking, there is sufficient existing hard surface to accommodate 6+ vehicles with ease.

Conclusion

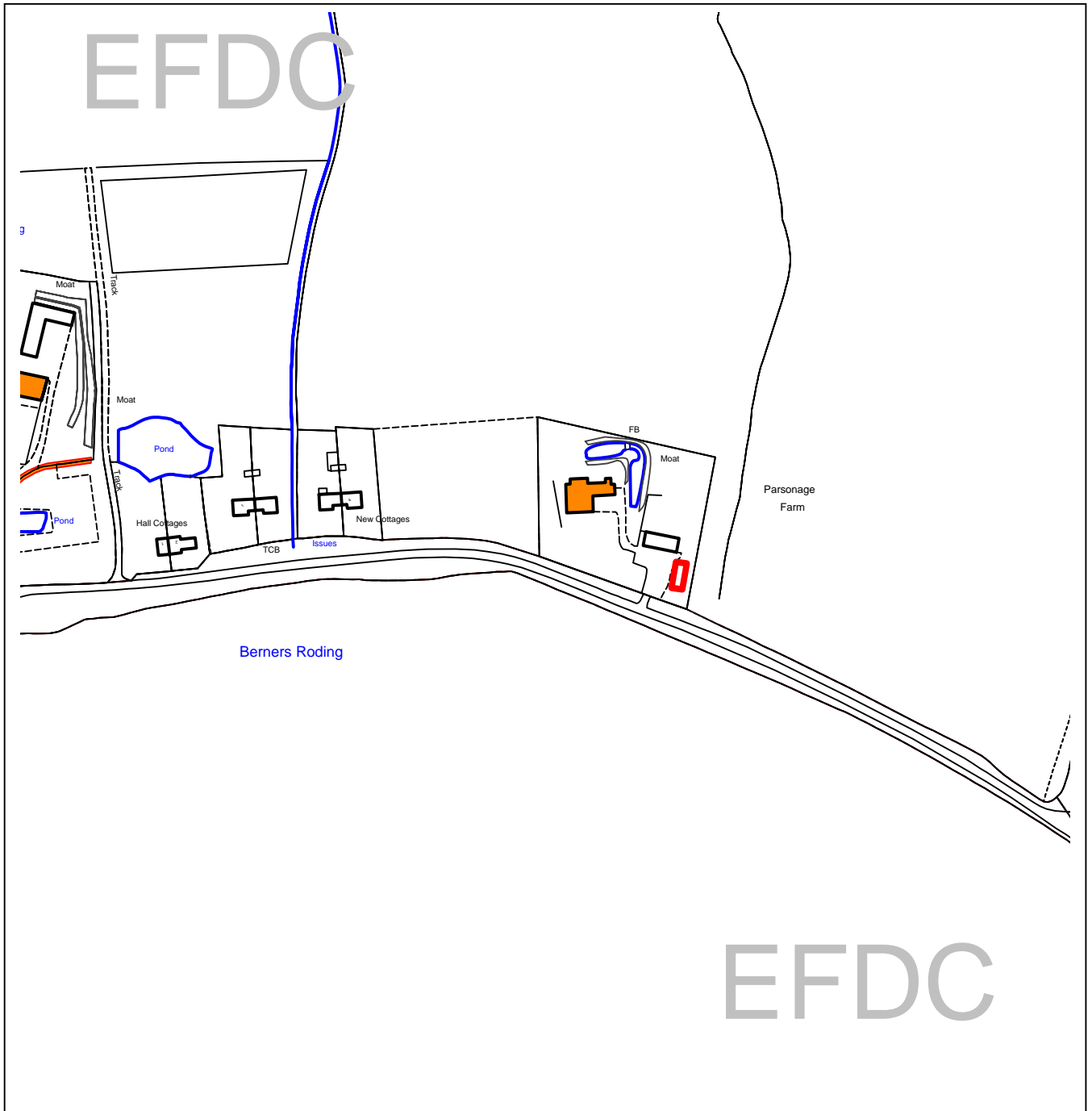
The proposals seek an excessive amount of additional ancillary storage and garaging in a visually prominent location in the Green Belt to a residential property which already maintains relatively generous accommodation. This is unacceptable in principle and visually harmful to the appearance of the countryside and Green Belt.

The proposals would result in a visually prominent building adjacent to the highway which would obscure views of the Listed Farmhouse, thus detracting from the setting of the Listed Building, accordingly Officers recommend refusal.



Epping Forest District Council

Area Planning Sub-Committee East



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Agenda Item Number:	1
Application Number:	EPF/2412/09
Site Name:	Parsonage House, The Parsonage Berners Roding, CM5 0SZ
Scale of Plot:	1/2500

Report Item No: 2

APPLICATION No:	EPF/2506/09
SITE ADDRESS:	Land at Station Approach High Street Ongar Essex CM5 9BN
PARISH:	Ongar
WARD:	Chipping Ongar, Greensted and Marden Ash
APPLICANT:	David Wilson Homes
DESCRIPTION OF PROPOSAL:	Reserved matters application for 50 units comprising 36 two and two & half storey houses and flats and a three storey residential block for mother and baby unit providing 14 flats and associated facilities. (Amendment to reserved matters permission EPF/0122/09)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 Before the occupation or use of any phase or part of the development, whichever is the soonest, a Landscape Management Plan (LMP) shall be submitted to and approved by the LPA.

The LMP shall contain a statement of the long-term aims and objectives covering all elements of the implementation of the agreed landscape scheme and full details of all management and establishment operations over a five-year period, unless otherwise agreed in writing by the LPA. It shall also include details of the relevant management, and supervisory responsibilities.

The LMP shall also include provision for a review to be undertaken before the end of the five year period. A revised LMP shall be submitted for the agreement of the LPA before five years has expired. The revised details shall make similar provisions for the long term maintenance and management of the landscape scheme. The revised scheme shall also make provision for revision and updating.

The provisions of the LMP, and subsequent revisions shall be adhered to and any variation shall have been agreed beforehand in writing by the LPA. No trees, shrubs, hedges or other plants shall be removed for the duration of the Landscape Management Scheme or its revisions, without the prior written approval of the LPA. Any trees, shrubs, hedges or other plants being so removed shall be replaced in the first available planting season by an equivalent replacement or replacements to the satisfaction of the LPA. Management of the landscape scheme in accordance with the LMP or their agreed revisions shall not cease before the duration of the use of the development unless agreed in writing by the LPA.

- 2 No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.
- 3 Notwithstanding the details shown on the approved plans, details of refuse facilities, including provision for recycling and wheelie-bins, shall be submitted and agreed in writing by the Local Planning Authority before work commences on site.
- 4 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 as amended (or any other order revoking, further amending or re-enacting that order) no rear extensions generally permitted by virtue of Part 1, Class A and no development generally permitted by virtue of Part 1, Class E shall be undertaken at the plots numbered on the approved plans as 13-18, 25-27, 35 and 36 without the prior written permission of the Local Planning Authority.

This application is before this Committee for the following reasons:

- *since the recommendation differs from the anticipated views of the local council (Pursuant to Section P4, Schedule A (g) of the Council's Delegated Functions);*
- *since it is an application for development of a significant scale and/or wider concern and is recommended for approval (Pursuant to Section P4, Schedule A (c) of the Council's Delegated Functions); and*
- *since it is an application for commercial development and the recommendation differs from more than one expression of objection (Pursuant to Section P4, Schedule A (f) of the Council's Delegated Functions).*

Description of Proposal:

This is an amended scheme to reserved matters approvals following the refusal of a similar application by the Committee in December last year.

Following that decision, this revised application proposes a revised scheme. The key changes to the previous proposal are the reduction in height of the taller of the two blocks of flats adjacent to the railway down from the refused full 3 storey height to the previously approved 2 and a half storey height and design, (a reduction of 0.8m). The blocks remain parallel to the railway line, but have now been split back into two blocks separated from one another by a gap of approximately 1 metre creating a break in the elevation.

Other alterations to the scheme are proposed following discussions between the developers and the Housing Associations. These include returning the Young Parents Building to the layout previously approved and some other fairly minor alterations to footprints, layout and fenestration details.

Description of Site:

The application site comprises the former railway sidings and storage areas associated with the Epping-Ongar Railway line. The railway line is now a leisure route operating on a Sunday only and is currently closed for repairs. The site itself is vacant and is about 0.85 hectares in area. The railway line is situated on an embankment which ranges up to 7 metres high and effectively blocks views of the site from the north. Between the railway line and the northern boundary of the application site is an area of hard standing, formerly occupied by railway storage and associated buildings. Beyond the north eastern boundary of the site is Ongar Station which dates from around 1865 and is listed as being of Special Architectural or Historic Interest (Grade II).

The areas to the north beyond the railway line comprise residential semi-detached properties. There is a large residential home known as Frank Bretton House off Basons Way to the south east, land to the south and south west is open fields with Cripsey Brook approximately 25m to the south west. The site is adjacent to open countryside and designated Green Belt.

Access to the site is from Ongar High Street to the east which connects the site with the A414 to the north and Ongar Town Centre to the south.

Development has commenced on site and is at varying stages for different elements of the scheme.

Relevant History:

EPF/1740/05. Outline planning permission for the residential development of the site was allowed on appeal in April 2007 (APP/J1535/A/06/2017026). Matters of siting, design, landscaping, and external appearance were all reserved for subsequent approval by condition 1.

EPF/1393/06. Full planning permission granted for 75 car parking bays at the Station's Goods Yard. Approved 28/09/06.

EPF/1145/08. Reserved matters application for 52 units comprising 39 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 13 flats and associated facilities. Approved 21/08/08.

EPF/0122/09. Reserved matters application for 49 units comprising 36 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 13 flats and associated facilities. (Revised application EPF/1145/08). Approved 02/04/09.

EPF/1792/09. Reserved matters application for 50 units comprising 36 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 14 flats and associated facilities. (Amendment to reserved matters permission EPF/0122/09). Refused 17/12/09 for the following reasons:

1. The height and design of the proposed 3 storey flat buildings and the excessive length of the combined block 19-24 and 31-34 results in a development of excessive bulk and massing and inadequate articulation and visual interest such that these elements of the scheme will have an adverse impact on the character and visual amenity of the area contrary to policies CP2, CP3, CP7 and DB1 of the adopted Local Plan and Alterations.
2. The proposed layout of the scheme provides inadequate space for meaningful landscaping and amenity space for the flatted development, contrary to policies LL1 and DBE8 of the adopted Local Plan and Alterations.

Policies Applied:

East of England Plan (Regional Spatial Strategy)

SS1 – Achieving Sustainable Development
H1 – Regional Housing Provision 2001-2021
H2 – Affordable Housing
T1 – Regional Transport Strategy Objectives and Outcomes
T8 – Local Roads
ENV3 – Biodiversity and Earth Heritage
ENV7 – Quality in the Built Environment

Epping Forest District Local Plan and Alterations

CP1 – Achieving Sustainable Development Objectives
CP2 – Protecting the Quality of the Rural and Built Environment
CP3 – New Development
CP4 – Energy Conservation
CP5 – Sustainable Development
CP7 – Urban Form and Quality
GB7 – Conspicuous Development
NC4 – Protection of Established Habitat
RP4 – Contaminated Land
HC12 – Listed Buildings
H2A – Previously Developed Land
H3A – Housing Density
H4A – Dwelling Mix
H5A – Provision for Affordable Housing
H6A – Site Thresholds for Affordable Housing
H7A – Levels for affordable Housing
H8A – Availability of Affordable Housing in Perpetuity
H9A – Lifetime Homes
DBE1 – Design of New Buildings
DBE2 – Effect on neighbouring properties
DBE3 – Design in Urban Areas
DBE5 – Design and Layout of New Development
DBE6 – Car Parking in New Development
DBE7 – Public Open Space
DBE8 – Private Amenity Space
DBE9 – Loss of Amenity
LL1 – Protection of the Rural Landscapes
LL3 – Urban Fringe
LL10 – Adequacy of Provision for Landscape Retentions
LL11 – Landscaping Schemes
ST1 – Location of Development
ST4 – Road Safety
ST6 – Vehicle Parking
ST7 – New Roads and Extensions or Improvements to Existing Roads
I1A – Planning Obligations.

Summary of Representations:

Notification of this planning application has been sent to Ongar Town Council and to 100 neighbouring dwellings. Following an amendment to this planning application, the Town Council and the neighbours have been re-consulted. This second consultation period (14 days) is due to

close on 8th February. As this report has been prepared prior to this date, any representations received in the interim will be verbally reported to the Committee

The following 5 neighbouring properties have made representations objecting to the application:

25, 41, Bowes Drive
8 Basons Way
11 The Johns
21 Marks Avenue

The representations received are summarised below:

Neighbouring Amenity

The buildings will create a loss of privacy. By turning units 31 to 34 through 90 degrees and increasing heights to three storeys there is a substantial increase in visual impact from the north, i.e. from both the Station site and Bowes Drive. The amendment would create a very large block that is totally out of character with the locality and with major visual impact. It would also increase the degree to which properties in Bowes Drive are overlooked and those residents whose properties front onto the High Street. The blocks of two bed flats are bulky and overbearing.

Design

Proposed buildings are not appropriate to the area, the nearest properties being two storeys high.

Parking and Highways

Traffic in and out of the site will be hazardous to pedestrians and High Street traffic. This site is opposite a bus stop which in the morning is crowded with school children. I witness most mornings children struggling to get across the High Street and this development will not help their cause. It is only a matter of time before a fatal accident occurs and the new estate will add to the danger.

Each premises has been given 1 allocated parking space. As there is only one road in and out of the development and bearing in mind that most households have at least two vehicles the issue of road safety arises- if you get vehicles parked on the footpaths in the development this will cause problems for pedestrians and also emergency and other vehicles. The surrounding streets are not suitable for a sizeable increase in parked vehicles due to the fact that most residential houses have dropped kerbs to their drives, which reduces the amount of free parking space and would in turn cause road safety problems on the surrounding areas, for the likes of emergency vehicles etc. There is only one road in and out of the premises, vehicles will have to queue to get into the development on the main road which will cause traffic delays for other road users and increase the amount of pollution in the local area.

Other Matters

Disagree with building for unmarried mothers. Building works have already commenced. Care must be taken to avoid damage to the sewage outfall drains for 8 Basons Way. Will services (gas, electricity, water, sewage) cope? Impact on local schools, doctors, dentists, leisure facilities, public transport and local infrastructure. Flood risk. Wildlife has been decimated since building works started – there used to be deer, badgers, foxes, rabbits etc – no sign of them now.

Issues and Considerations:

The principle of residential development of this site including access from the High Street was established when outline planning permission was granted on appeal in 2007 and the principle of

the reserved matters has been approved under planning applications EPF/1145/08 and EPF/0122/09.

The last application reference EPF/1792/09 (copy of report to Committee attached below) was found to be unacceptable for two reasons and the acceptability of the revised scheme in relation to these matters needs to be considered.

It is considered that the concerns with the blocks adjacent to the railway have been satisfactorily addressed by the revision, which includes the physical separation of the two blocks and the reduction in height of the three storey element back down to two and a half storeys (10.6m the same as that previously approved) This is a reduction of 0.8m over the refused scheme and brings back a greater variation in the design of the two blocks helping to achieve greater visual interest and articulation in the elevation.

Concern was raised with the previous application that there would be insufficient amenity space for the flats. The three blocks would have amenity space in two distinct areas, one located between the blocks containing plots 7-12 and 19-24 and the other to the front of the block containing plots 31-34. The functional space within these plots (excluding pathways and very narrow sections) amounts to an area of approximately 280 square metres, an increase of approximately 20 square metres from the functional amenity space associated with the same plots on the approved scheme. Whilst the level of amenity space is not considerable, having regard to the proximity of open space around the application site, including the lands to the west, it was considered acceptable on the previously approved scheme. The areas of amenity space proposed would be less private than those on the approved scheme, but having regard to the communal nature of the space, it is not considered that this would be detrimental to the future occupiers' enjoyment of these areas. It is considered that adequate landscaping can be provided within the spaces now proposed.

The other amendments to the scheme comprise; the return of the Young Parents Building to its initial layout, the increased footprint of the block containing plots 31-34 by 900mm; internal alterations and fenestration changes. It is not considered that these changes give rise to any issues which have not been considered under previous applications.

Conclusion:

In light of the above appraisal, the amended reserved matters are considered to be acceptable and it is therefore, recommended that planning permission be granted.

The committee report with regard to the previously refused reserved matters application is attached below for information.

Previous Report

EPF/1792/09

Description of Proposal:

This is an amended scheme to reserved matters approvals submitted under planning reference numbers EPF/1145/08 and EPF/0122/09. This application is for the erection of 50 units comprising 36 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 14 flats and associated facilities.

The development comprises of a mixed range of open market and affordable dwelling types and sizes, comprising 14 Mother and Baby units, 16 two bedroom flats, 9 three bedroom houses, and 11 four bedroom houses.

The principle of the development has already been agreed. The numbers and mix of apartments and houses remains the same. The changes under consideration here are to the layout and design of the units from that approved under EPF/0122/09.

In summary, the amendments are:

- Repositioning of apartments 31-34 – turning at right angles to be in line with block 19-24.
- Slight realignment of the access road to the west in front of flats 29 and 30.
- Apartments 7-12 and 19-24 have been increased from 2½ storey to full 3 storey height to achieve better headroom within the top floor.
- The main entrance to the mother and baby unit has been relocated to the eastern side of the building.
- There have also been some changes to elevational details
- The scheme still includes 50 car parking spaces in garages and courtyard and shared parking areas – 43 for the houses and 7 for the young parents scheme.

Description of Site:

The application site comprises the former railway sidings and storage areas associated with the Epping-Ongar Railway line. The railway line is now a leisure route operating on a Sunday only and is currently closed for repairs. The site itself is vacant and is about 0.85 hectares in area. The railway line is situated on an embankment which ranges up to 7 metres high and effectively blocks views of the site from the north. Between the railway line and the northern boundary of the application site is an area of hard standing, formerly occupied by railway storage and associated buildings. Beyond the north eastern boundary of the site is Ongar Station which dates from around 1865 and is listed as being of Special Architectural or Historic Interest (Grade II).

The areas to the north beyond the railway line comprise residential semi-detached properties. There is a large residential home known as Frank Bretton House off Basons Way to the south east, land to the south and south west is open fields with Cripsey Brook approximately 25m to the south west. The site is adjacent to open countryside and designated Green Belt.

Access to the site is from Ongar High Street to the east which connects the site with the A414 to the north and Ongar Town Centre to the south.

Relevant History:

EPF/1740/05. Outline planning permission for the residential development of the site was allowed on appeal in April 2007 (APP/J1535/A/06/2017026). Matters of siting, design, landscaping, and external appearance were all reserved for subsequent approval by condition 1.

EPF/1393/06. Full planning permission granted for 75 car parking bays at the Station's Goods Yard. Approved 28/09/06.

EPF/1145/08. Reserved matters application for 52 units comprising 39 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 13 flats and associated facilities. Approved 21/08/08.

EPF/0122/09. Reserved matters application for 49 units comprising 36 two and three storey houses and flats and a three storey residential block for mother and baby unit providing 13 flats and associated facilities. (Revised application EPF/1145/08). Approved 02/04/09.

Policies Applied:

East of England Plan (Regional Spatial Strategy)

SS1 – Achieving Sustainable Development
H1 – Regional Housing Provision 2001-2021
H2 – Affordable Housing
T1 – Regional Transport Strategy Objectives and Outcomes
T8 – Local Roads
ENV3 – Biodiversity and Earth Heritage
ENV7 – Quality in the Built Environment

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CP3 – New Development
CP4 – Energy Conservation
CP5 – Sustainable Development
CP7 – Urban Form and Quality
GB7 – Conspicuous Development
NC4 – Protection of Established Habitat
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DBE5 – Design and Layout of New Development
DBE6 – Car Parking in New Development
DBE7 – Public Open Space
DBE8 – Private Amenity Space
DBE9 – Loss of Amenity

LL1 – Protection of the Rural Landscapes
LL3 – Urban Fringe
LL10 – Adequacy of Provision for Landscape Retentions
LL11 – Landscaping Schemes
ST1 – Location of Development
ST4 – Road Safety
ST6 – Vehicle Parking
ST7 – New Roads and Extensions or Improvements to Existing Roads
I1A – Planning Obligations.

Summary of Representations:

Notification of this planning application has been sent to Ongar Town Council and to 96 neighbouring dwellings. Following an amendment to this planning application, the Town Council and the neighbours have been re-consulted. This second consultation period (14 days) is due to close on 4th December. As this report has been prepared prior to this date, any representations received in the interim will be verbally reported to the Committee.

ONGAR TOWN COUNCIL. Objection (in response to first consultation). Ongar Town Council is of the opinion that the proposed amendment would greatly increase overlooking and loss of amenity to neighbouring properties. Councillors were concerned that the reorientation of the units would greatly increase the exposure of the new residents to excessive noise and fumes from the movements of rolling stock on the railway line adjacent to the development. The Council also believes that the proposed amendment is in contradiction of EFDC local plan policies.

ONGAR TOWN COUNCIL. Objection (In response to second consultation). Councillors were concerned about major structural changes to the plans at such a late stage in the build without proper consultation and the very short time given for members of the public to respond. The Council repeats its previous comments that the proposed amendments would result in crowding for future residents and severe overlooking and intrusion of privacy for near neighbours. Councillors were also concerned about the possible increase in vehicle movements which would be generated by this proposed amendment. The Council therefore objects to this planning application.

The following 13 neighbouring properties have made representations objecting to the application:

3, 7, 9, 11, 15, 18, 20, 21, 23, 33, 35, 34, 39, 41, 43, 45 Bowes Drive
6 Barrons Close
8 Basons Way
11 The Johns

The representations received are summarised below:

Neighbouring Amenity

The buildings will create a loss of privacy. By turning units 31 to 34 through 90 degrees and increasing heights to three storeys there is a substantial increase in visual impact from the north, i.e. from both the Station site and Bowes Drive. The amendment would create a very large block that is totally out of character with the locality and with major visual impact. It would also increase the degree to which properties in Bowes Drive are overlooked.

Amenity for future occupiers

The change would place more residents closer to the rail site which is likely to be a source of noise and diesel fumes from DMUs. The original orientation would reduce windows opening onto the noise source and further remove the bulk of new residents from the noise source improving quality of life.

Design

Proposed buildings are not appropriate to the area, the nearest properties being two storeys high. Will have a negative impact on the site and surrounding area. Blocks of flats or offices should be left to cities or towns, not rural villages.

Parking and Highways

Traffic in and out of the site will be hazardous to pedestrians and High Street traffic. Will impact on the turning into and out of Bowes Drive as the Meadow View entrance is about 60 yards away.

Other Matters

Building for teenage mothers. Building works have already commenced. Dust, fumes and dirt etc should be kept to a minimum. Care must be taken to avoid damage to the sewage outfall drains for 8 Basons Way. Will services (gas, electricity, water, sewage) cope? Is a doctors surgery included? Impact on local schools, leisure facilities, public transport and local infrastructure. Flood risk. Slow worms. Possible interruptions to terrestrial television. Lack of green space arising from amendments to plans. Impact on the future use of the land to the north of units 19-24 should be carefully considered. Impact on future use of railway line.

Issues and Considerations:

The principle of residential development of this site including access from the High Street was established when outline planning permission was granted on appeal in 2007. Consequently, matters of fundamental principle cannot be raised at this reserved matters stage.

The principle of the reserved matters has been approved under planning applications EPF/1145/08 and EPF/0122/09 and the details considered were:

- Suitability of the site for the density proposed
- Scale, massing, design, layout and form of development
- Affordable housing provision
- Impact on neighbouring amenity
- Highways and transportation matters
- Impact on the greenbelt and adjacent listed building
- Other matters

Therefore, the main issues that arise with this application are taking into account the amendments to the previously approved reserved matters application

Suitability of the site for the density proposed

The density proposed has not increased over that which has previously been approved and is still considered acceptable on this site.

Scale, massing, design, layout and form of development

The amended layout retains the form of continuity of frontage alongside its estate road and 3 mews courtyards. Members will be aware that the Essex Design Guide is adopted Supplementary Planning Guidance to the Local Plan and this layout, form and the design reflects this.

The mother and baby unit sited within the southern most corner of the site on the other side of the estate road, remains fairly unchanged as approved, with the exception of the access into the building.

The footprints of plots 3-6, 13-36 would remain as approved. The footprint of plots 1 and 2 at the western end of the site would alter slightly and the bulk of the roof of this pair of semi detached dwellings would be considerably reduced. The block of flats containing plots 7-12 would be increased in height to a full three storeys (the last approved application was for a height of 10.6 metres, this application proposes a height of 11.4 metres). The block of flats containing plots 19-24 would be increased in height from 10.6 metres to 11.2. The block containing plots 31-34 would remain at the same height, but would rotate by 90 degrees, to adjoining the block containing plots 19-24, thus providing a continuous elevation of approximately 39.5 metres, albeit staggered in height.

The location of the estate road would alter slightly, although its width would remain the same. There would also be minor layout changes to the proposed trees, the gardens and to the car parking, although the number of spaces would remain the same.

As has been previously considered, whilst views from the adjacent Green Belt will reveal a new built form, particularly to the western portion of the site that could potentially be conspicuous, there is already a hard edge between existing buildings to the south on the western edge of the built-up area of the town and the adjacent countryside, that is already conspicuous as seen from the Green Belt. The proposed road however, stops short of the western edge of the site and the proposed houses on this side will have a lower roof eaves and ridge (the roof height of plots 1 and 2 being further reduced from the last approval), which together with its attractive design results in the development being in keeping with its surrounding if not distinctive as viewed from the open areas. Views from the east are largely obscured by existing buildings and landforms and the site is lower than the road. However, where it will be seen, it will blend in with the built form around it.

With this amended scheme the external appearance of the buildings and proposed materials, takes into account the external appearance of housing in the local area. The materials indicated suggest render, dark stained boarding and red multi brickwork and roofs of artificial slate and red tile.

As with the previous approval, this proposal includes the stabilisation of the embankment separating the application site from the lower wetland area alongside Cripsey Brook. This will be undertaken using a geotextile membrane with backfilled soil, allowing vegetation to develop on the resultant slope and screen any hard detailing. With landscaping details to be agreed, Officers will ensure a vegetation scheme that will merge this area into the lower land beyond.

Affordable Housing Provision

There is no change to the affordable housing secured under the previous consents (although the number of units in the Young Parents Building has been clarified). The affordable housing provision includes a Young Parents Building (consisting of 12x1 bedroom, 1x2 bedroom flat, 1 x studio layout flat with ancillary office, playroom and laundry facilities), 4 two bedroom flats and 2, three bedroom houses which is a requirement of the Unilateral Undertaking accompanying the outline planning permission, and this accords with the requirement to provide 40% affordable housing.

East Thames Housing Group has been selected to receive and manage the scheme and the Council, along with its neighbours, Uttlesford District and Brentwood Borough Councils, will have nomination rights to place homeless young parents here and develop parenting skills. It is being developed to include three local authority areas, of which Ongar sits geographically well to serve these areas, because the number alone in each district would not be viable for one of these buildings in each district. This is also a sustainable location, suitable for the affordable housing provision.

Impact on neighbouring amenity

As was previously considered, apart from Frank Bretton House nursing home, the end wall of which is located on to one corner of the site, there are no immediate residential properties within proximity of the site. Houses in Basons Way are closer to the High Street to the south-east and houses in Bowes Drive are generally over 50 metres away to the north and on the other side of the railway line. Whilst the height of the block nearest to Bowes Drive would increase and the fenestration will alter, it is clear that there will be no material loss of visual or residential amenity.

Highways and transportation matters

The outline consent allowed at appeal dealt with access into the site and established the principle of access from the High Street. Some concerns have been received from Officers at Essex Highways regarding the estate road layout and the size of the car parking spaces. However, bearing in mind the very limited changes to the two previously approved reserved matters, it would not now be reasonable to withhold planning permission for these reasons, despite the introduction in the interim of the current Essex parking standards.

Impact on the greenbelt and adjacent listed building

There are extensive views of the site from the footpath alongside Cripsey Brook and the public footpath in the direction of Greensted Hall, however as already determined, the hard edge of the town is already conspicuous from the Green Belt and this development will be seen against the backdrop of the houses fronting onto Bowes Drive.

The design, form and layout of this amended scheme respects the local character and rather than detract, makes a positive impact on the landscape.

In respect of the Grade II Listed station building, that part of the development close to the access into the site has been retained in the form approved on the previous application. Boundary wall and fencing will separate the development from the rest of the station goods yard and parking area, which will enhance the setting of the listed building.

Level of Amenity for future Occupiers

Occupiers of all units within the proposed development would have a satisfactory level of amenity, both within the dwellings and the associated private amenity space. However, the private amenity space attached to some of the plots is quite small. Whilst it would satisfactorily meet the needs of future occupiers, it may not be adequate to accommodate future extensions and domestic outbuildings which could be added as permitted development, whilst retaining sufficient amenity space. It is, therefore, recommended that only restricted permitted development rights should be available to plots 13-18, 25-27, 35 and 36.

Other matters

Other matters have previously been considered and these are:

- Ecology

In accordance with condition 8 of the outline planning permission, the applicants commissioned a herpetologists report and consequently protected species, slow-worms and lizards, were found and a programme of trapping, relocation and management has been carried out, resulting in them being relocated into the non-developable area of land to the west of the housing site, in the ownership of the applicant, and to a site further down the railway land itself. Natural England. A Reptile Mitigation Strategy has been submitted with the planning application stating that a minimum 3 year period of monitoring be undertaken, together with a management plan and strategy. No objections have been raised during consultation from Natural England or the Council's Countryside Manager, although the latter's only concern is enforcing this beyond this time scale. To some extent the applicant has almost satisfied the requirements of this condition, but in light of these comments, this can be dealt with further when they formally submit these details to discharge this condition.

- Noise

Condition 20 of the outline permission requires details of mitigation measures to protect the occupiers of the development from noise generated by the use of the railway. The Council's Environmental Health Officer recommends a barrier of 2m or more. The plans show 1.8m, so this can be dealt with by the later discharge of the condition.

- Contamination

As a former railway goods yard, the site will no doubt be contaminated. Again, there is a suitable condition on the outline permission requiring details of a desk study report and remediation method statement.

- Flooding

The site of the housing is not at risk of flooding and a Flood Risk Assessment has been prepared by the applicant. Condition 4 of the outline approval requires its submission and The Environment Agency having seen this have no comments to make.

- Education

There is a Section 106 unilateral undertaking attached to the outline permission ensuring payment to Essex County Council before the commencement of development of a financial contribution (approx. £31,000) for the provision of facilities, including the provision of travel facilities, for the education of school children between the ages of 11 and 19. Whilst secondary education facilities are not ideal, the permission does secure funding for the transportation to the nearest schools.

Conclusion:

The principles of housing, vehicular access and capacity for traffic generation were considered at outline stage. The amended details relating to the siting, design, form and layout of the proposed development are acceptable. This amended scheme therefore complies with policies within the development plan.

The architectural form and vernacular style proposed would, in Officers opinion, create a place of distinct identity and character, befitting a residential development adjacent to a railway line on the edge of the countryside, but close to an urban area. There will be no loss of residential amenity to

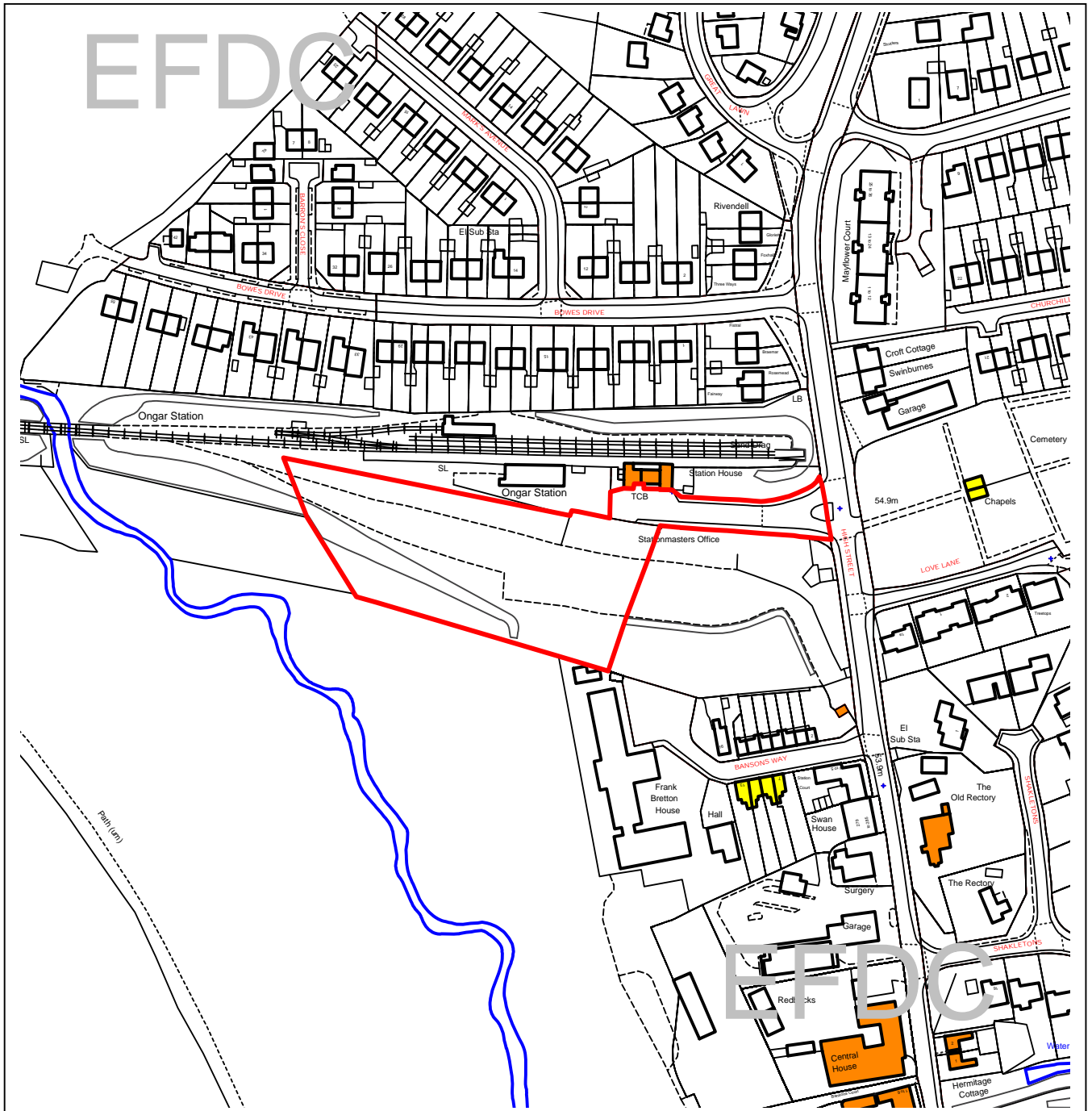
existing residents. There are few opportunities in the district to make good use of previously developed land outside the Green Belt and the proposed 50 units would contribute towards the District's required housing provision in a sustainable location whilst providing some much needed affordable homes.

In light of the above appraisal, the amended reserved matters are considered to be acceptable. It is, therefore, recommended that planning permission be granted.



Epping Forest District Council

Area Planning Sub-Committee East



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Agenda Item Number:	2
Application Number:	EPF/2506/09
Site Name:	Land at Station Approach, High Street Ongar, CM5 9BN
Scale of Plot:	1/2500