

Report Item No: 3

APPLICATION No:	EPF/1030/06
SITE ADDRESS:	Former Parade Ground Merlin Way North Weald Epping Essex
PARISH:	North Weald
APPLICANT:	Crest Nicholson (Eastern) Ltd
DESCRIPTION OF PROPOSAL:	Reserved matters application for the erection of 141 no. one, two, three and four bedroom apartments and houses together with associated roads, parking, ancillary buildings and landscaped area.
RECOMMENDED DECISION:	GRANT

CONDITIONS:

- 1 The fencing, or other protection which is part of the approved Statement shall not be moved or removed, temporarily or otherwise, until all works, including external works have been completed and all equipment, machinery and surplus materials removed from the site.

The Arboricultural Method Statement shall indicate the specification and timetable of any tree works, which shall be in accordance with the British Standard Recommendations for Tree Works (BS.3998: 1989).

The Arboricultural Method Statement shall include a scheme for the inspection and supervision of the tree protection measures. The scheme shall be appropriate to the scale and duration of the works and may include details of personnel induction and awareness of arboricultural matters; identification of individual responsibilities and key personnel; a statement of delegated powers; frequency, dates and times of inspections and reporting, and procedures for dealing with variations and incidents. The scheme of inspection and supervision shall be administered by a suitable person, approved by the local planning authority but instructed by the applicant.

- 2 No tree, shrub, or hedge which are shown as being retained on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. All tree works approved shall be carried out in accordance with British Standard Recommendations for Tree Work (B.S.3998: 1989).

If any tree shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 3 years of the completion of the development, another tree, shrub, or hedge shall be planted at the same place, and that tree, shrub, or hedge shall be of such size, specification, and species, and should be planted at

such time as may be specified in writing by the Local Planning Authority.

If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

- 3 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) have been submitted to and approved in writing by the Local Planning Authority, and these works shall be carried out as approved. These details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle artefacts and structures, including signs and lighting and functional services above and below ground. Details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers / densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 4 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.
- 5 The development shall be carried out in accordance with the amended plans received on 10/08/2006 unless otherwise agreed in writing with the Local Planning Authority.
- 6 A flood risk assessment shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using Windes or other similar programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained.
- 7 No unbound material shall be used in the surface finish of the driveway within 6m of the highway boundary of the site.
- 8 The carriageways of the proposed estate roads shall be constructed up to and including at least road base level, prior to the commencement of the erection of any dwelling intended to take access. The carriageways and footpaths shall be constructed up to and including base course surfacing to ensure that each dwelling prior to occupation has a properly consolidated and surfaced carriageway and footway, between the dwelling and the existing highway. Until final surfacing is completed, the footway base course shall be provided in a manner to avoid any upstands to gullies, covers, kerbs, or other such obstructions within or bordering the footway. The carriageways, footways and footpaths in front of each dwelling shall be completed with final surfacing within twelve months or three months in the case

of a shared surface road from the occupation of such dwelling.

- 9 The Proposed bellmouth junction with the existing highway, inclusive of cleared land necessary to provide the sight splays, shall be constructed and be available for use prior to the commencement of any other development including the delivery of materials.
- 10 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 development generally permitted by virtue of Part 1 Class A, B, C and E shall be undertaken without the prior written permission of the Local Planning Authority.
- 11 The development shall be carried out in accordance with the report of the acoustic consultants received on 22/08/2002.
- 12 All construction/demolition works and ancillary operations (which includes deliveries and other commercial vehicles to and from the site) which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 13 Wheel washing or other cleaning facilities for vehicles leaving the site during construction works shall be installed in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority and these facilities installed prior to the commencement of any building works on site, and shall be used to clean vehicles leaving the site.
- 14 No bonfires shall be permitted on site throughout the demolition and construction phase of the development.
- 15 All reasonable steps to minimise dust emissions from the site shall be employed throughout the demolition and construction phase of the development.

Description of Proposal:

This application is for the approval of Reserved Matters following the grant of outline planning permission for a residential development on 8 May 2006, Ref EPF/1655/06. The only matter of detail given consent under the outline planning permission is the means of access to the site, which would be principally from York Road with a secondary access off Blenheim Way. All other matters of detail, including the number and mix of dwellings, were reserved for subsequent consideration.

The outline planning permission was granted following the completion of a legal agreement under section 106 of the Town and Country Planning act 1990. Under the agreement the developer has covenanted to:

1. Provide affordable housing in accordance with formula designed to deliver such housing at a rate of just under 30% of the total number of dwellings provided on the site.
2. Provide additional off-street parking on land outside the site.

3. Provide a financial contribution for the provision of education.
4. Carry out off-site highway works.

The details for which approval is sought under this application relate to the erection of 141 one, two, three and four bedroom apartments and houses together with associated roads, parking, ancillary buildings and landscaped area.

The site layout proposed would be based on a primary access road through the site on a north-south axis serving the secondary access road and a cycle footpath link to Merlin Way. The built form would comprise housing and apartments arranged to provide a continuous frontage overlooking the street, areas of public open space and access links. Public and private space would be defined through the creation of pinch points and the use of a variety of finished materials and means of enclosure. Parking areas would be mainly in parking courts to the rear or undercroft between buildings.

The buildings would be predominantly a mix of two and three storey buildings with the houses generally two storey and apartments provided in the form of three storey blocks. The northern boundary of the site would be emphasised by the use of apartment blocks with the sole four-storey block in the development used to provide a focal point at the north end of the primary route. Three storey apartment blocks would also be situated amongst two storey housing in the centre of the site to emphasise the frontage to the primary access road and to provide a visual stop to the southern end of Merlin Way. Houses described as three storey that appear as two storey with accommodation in the roof would be used to further break up a predominantly two-storey development. To the rear of houses and apartment blocks would be a small number of single storey buildings serving as garages, cycle stores or bin stores.

Description of Site:

The site lies within the built-up area of North Weald. To the west of the site is Bookers Warehouse depot and North Weald Industrial estate, whilst to the south and east is an existing residential area, namely residences in Lancaster Road, Beaufort Close, Hampden Close and York Road. The open expanse of North Weald Airfield is immediately to the north.

The application site comprises 2.1 hectares of relatively level topography and is currently occupied by a mix of concrete hardstanding, a number of buildings including an electricity substation and a substantial bunker on the northern part of the site. There are a number of substantial trees, which have been planted as well as self-seeded new growth, which has spread across the site.

Access to the site is currently from Merlin Way or from Blenheim Way via York Road to the south. Access from Lancaster Road has been closed off.

Relevant History:

EPF/1075/89 – Warehouse with ancillary office accommodation and external works – approved with conditions 09/10/89

EPF/1655/02 – Outline application for redevelopment to provide residential development with accesses from Blenheim Way and York Road, with associated parking and landscaping – approved with conditions 09/05/06

Policies Applied:

Structure Plan:

CS1 – Achieving Sustainable Urban Regeneration
BE1 – Urban Intensification
H2 – Housing Development – The Sequential Approach
H3 – Location of Residential Development
H4 – Development Form of New Residential Developments
H5 – Affordable Housing

Local Plan and Local Plan Alterations:

CP4A – Energy Conservation
CP5A – Sustainable Building
CP6A – Achieving Sustainable Urban Development Patterns
CP7A – Urban Form and Quality
H2A – Previously Developed Land
H3A – Housing Density
H4A – Dwelling Mix
H7A – Levels of Affordable Housing Provision
H9A – Lifetime Homes
DBE1 – Design of new buildings
DBE2 – Impact on existing surrounding properties
DBE3 – Development in urban areas
DBE5 – Design and layout
DBE6 – Design and location of car parking
DBE7 – Public open space
DBE8 – Private amenity space
DBE9 – Impact on amenity
LL10 – Retention of trees
LL11 – Landscaping scheme
ST4A – Road Safety
ST6A – Vehicle Parking

Supplementary Planning Guidance:

The Essex design Guide
Essex Planning Officers Association Vehicle Parking Standards

Issues and Considerations

The key issues for consideration relevant to this reserved matters application are as follows:

1. Siting, design and density of development
2. Provision of affordable accommodation
3. Impact on neighbouring properties in the surrounding area
4. Landscaping and effect on preserved trees
5. External materials and finish
6. Highways matters

1. Siting, design and density of development

The original application quoted a specific number of dwellings on site, although the Council resolved to grant outline planning consent solely on the basis on the principle of residential development. The reserved matters element of any scheme was left for negotiation with the Planning Authority by the developer, to obtain permission for the layout and precise number of dwellings on site.

This current reserved matters application proposes 141 units, which would create density of some 67 units per Hectare. Whilst this might appear rather high, given the regular shape of the site and access provision from 2 locations at the southern boundary, this density is not unreasonable. In particular, the level of off-street car parking and private amenity space provision together with the relationship between buildings is in accordance with adopted supplementary planning guidance.

This application proposes 49 of the 141 units to be apartments. Government guidance (PPG 3: Housing) requires development to make the most efficient use of land and provide a wider choice in terms of the type and size of housing. Clearly a development which proposes only traditional 'family' homes would be more suited to a density of 30 –50 dwellings per hectare, (as set out in Circular 01/02: residential density). However, given the mix of dwellings to be constructed (49 apartments), the higher density is justified on site. In addition, the consultation paper on the forthcoming PPS 3: Housing, proposes that densities of 40 – 75 dwellings per hectare is an acceptable range for urban areas.

Government guidance contained in PPS 1: Delivering Sustainable Development, advises that Local Authorities reject poor design, which is clearly incompatible with its surroundings. The proposed design for the scheme has been produced through consultation with the Local Planning Authority and is considered to be of an acceptable form with regard to this specific location within North Weald.

The central area of this site includes a rectangular semi private parking area, which is accessed by a pathway to the south. The retained access to this central block is necessary due to the high voltage cables, which run through the site. This area was considered to be problematic in terms of the ease with which non-residents can access the semi private parking area in the centre. Whilst it might be preferable to incorporate the small square of access land (to the west of plot 37) into the private space of plot 37, site constraints prevent this (high voltage cables). It has been negotiated however that 1.5m fencing and soft closing gate is an agreeable compromise that improves on the definition of public and private space in this area of the site.

Concerns regarding the lack of amenity space to the apartments to the north of the site are noted, although it is considered the given the generously sized balconies, (which are arguably a more useable space for flat residents), that additional green amenity space for these units is not essential.

2. Provision of affordable accommodation

The overall percentage of affordable accommodation as part of this scheme totals 27%. While this is slightly below the usual figure of 30%, this figure is in accordance with the Section 106 agreement.

Originally this it was intended that 6 additional affordable units would be provided on the adjacent site above a proposed medical centre. However, this development is no longer going ahead and as such it is considered inappropriate by housing services to expect the developer to provide additional affordable units.

In terms of this proposal, 55% of the affordable accommodation will be in the form of flats. The evidence demonstrates (2003 Epping Forest Housing Needs Survey) that the demand for flats is 54% compared with other accommodation. Flats are under represented in the stock at 17.8% and therefore this scheme addresses this identified need in housing demand.

On balance, it is considered by Housing Services that the balance between affordable and market housing is unlikely to be exactly met, although this scheme does meet the spirit of the Section 106 agreement of the outline permission as approved. Accordingly the mix of affordable accommodation proposed is appropriate to the development and locality that would be a positive contribution to meeting the need for affordable accommodation in the District.

3. Impact on neighbouring properties

Concerns have been raised from residents in the locality and the Parish Council regarding the scale of the new properties. In particular, the general scale being too overbearing and tightly packed in light of the existing properties in the area. However, the majority of the larger 3 storey apartments (and the single 4 storey block) are located to the north west of the site and are located some distance from the existing residential streets. Accordingly, while the new development will clearly have its own character, it would not be an unduly sharp contrast with the established local character.

More specifically, number 40 Hampden Close has objections to this proposal due to the close proximity of the apartments located in plots 6 to 11. There is however some 17m separating the rear of these apartments and the elevation facing this property is only 6m in width. There is not therefore considered to be a significant impact upon the visual amenities enjoyed by this property.

There have also been queries regarding the accuracy of the submitted plans. In particular the actual dwelling size of the 'Sandown' housing and the height of the apartments occupying plots 6 to 11. These discrepancies have subsequently been addressed and amended plans have been received from the developer.

Overall, the development would have a positive relationship to surrounding residential development that would not be harmful to amenity.

4. Landscaping and effect on preserved trees

The development site contains many preserved trees and this scheme proposes to retain 19 of them. The trees that are to be removed are of a poorer quality and appropriate landscaping can be secured on the site to compensate for their loss through the imposition of appropriate conditions on any consent granted.

Numerous representations have been received from local residents regarding the loss of green space and wildlife associated with this development. Whilst this site in its derelict state may have encouraged wildlife in the locality, this site is in a poor state of repair and has no usability for local residents as a public open space. This scheme will dramatically improve the appearance of this previously developed site, to the benefit of residents of surrounding properties. The most valuable aspects of this area from a nature conservation perspective, the 19 preserved trees, are to be retained.

The site area of this development does include a narrow strip of land to the north that remains in the ownership of the Local Authority together with a small strip of land to the east of the site, directly north of the site access that has not been sold to the developer. It is proposed that these

areas will be dealt with by including them within an overall landscaping scheme for the development.

6. External materials and finishes

It has been previously agreed with the Officers that a mix of brick and rendering is generally the preferred finishing for the housing on this development. The scheme provides that the finish of dwellings for affordable housing would be the same as that for open market housing in order to ensure there is no visual distinction between dwellings of different tenure.

In addition to the above, other materials of construction have been discussed with the developer, including weatherboarding on the prominent garages and appropriate roof tiling. These issues can all be addressed through the imposition of the relevant planning conditions should consent be granted.

7. Highways and other considerations

The means of access and linkages on site have already been agreed as part of the original planning consent granted in 2002. On this basis the highways authority do not object to this reserved matters application, subject to specific detailed conditions to ensure adequate highway safety on site. (This includes the provision of clear sight splays and appropriate surface materials).

Numerous concerns have been raised from those residents in close proximity to the electricity substation to the south east of the site. These concerns relate to the increased noise nuisance likely to occur as a result of the use of a proposed parking area required to be provided by the Section 106 Agreement that is outside the application site. While these concerns are recognised, and the construction of a fence to screen properties 31 – 33 York Road might be justified, this application does not directly relate to this area. An additional application will be necessary prior to the occupation of the site to deal with the details of off site car parking areas required by the planning obligation.

Many representations have been received regarding the inadequate infrastructure in the village and the lack of community facilities to be provided as part of the scheme. However, these issues are not material considerations for this reserved matters application and have already been addressed as part of the original outline application, such as through the requirement to make financial contributions to education provision and off-site highway works.

Conclusion:

The concerns of residents in the locality, the Parish Council and other representations have been given due consideration, but it is concluded that this reserved matters application is acceptable.

The density of the development is acceptable given the mix of housing type and dual access to the south of the site. The level of affordable housing is in accordance with the Section 106 Agreement and there is not considered to be a material impact upon the amenities of existing properties. In terms of design and layout, the proposal would be a high quality development that would respect the established local character while safeguarding amenity.

Highways and access issues have already been agreed as part of the original outline application and the provision of good landscaping can be achieved through the imposition of appropriate planning conditions.

SUMMARY OF REPRESENTATIONS:

PARISH COUNCIL - Object, this proposal represents overdevelopment on site. Housing densities are above government guidance and 3 to 4 stories not in keeping with the area. The Parish Council would not consider housing numbers above those agreed in the earlier outline consent.

Insufficient screening between properties and large new structures create overshadowing.

Highway access inappropriate and the primary access should be via Blenheim Way with a secondary route via York Road. A third emergency access is recommended via Merlin Way.

Development does not include provision of new community facilities and the impact on existing facilities is a concern (e.g. education).

The development would use the remaining capacity of sewerage facilities.

The Parish Council recognises the need to retain adequate screening and an environmental audit is required on site.

A flood risk assessment is required as well as a crime prevention audit on site.

Also inaccuracies on the plan.

BASSETTS GREEN RESIDENTS ASSOCIATION - Object due to highway safety concerns regarding York Way. Also development has a lack of new community facilities, inappropriate design, overdevelopment of the site and will result in increased occurrence of anti social behaviour.

CAMPAIGN TO PROTECT RURAL ESSEX - Have concerns regarding the percentage of affordable housing.

The provision of infrastructure will need consideration for example water and sewerage and bus service

ST ANDREWS PRIMARY SCHOOL - Concerns regarding growing number of children in the village and associated pressure on the school. Assistance for works to the school requested from the developer.

IT DOES LIMITED LIGHTING DESIGN - Church Lane and Lancaster Road in need of relighting.

53 HAMPDEN CLOSE - North Wealds existing roads cannot cope. Also inadequate provision of local surgeries and water resources.

64 YORK ROAD - Too many houses for the area and concerns regarding an increased risk of flooding and traffic congestion. Also increased pressure on reservoirs and local infrastructure.

4 HAMPDEN CLOSE - Main road is too narrow to accommodate extra vehicles and the proposed development will impact on schools and medical facilities in the area.

20 HAMPDEN CLOSE - Inappropriate development not in keeping with the area and insufficient infrastructure in the area.

29, 31, 33 and 35 HAMPDEN CLOSE - The removal of the existing substation will create a loss of privacy. In addition objections are raised to the increased noise from the extra traffic and associated highway safety issues. The sewerage system is also deemed to be inadequate to cope with the extra homes. This representation also details general concerns regarding the scale of new buildings, which will lead to an invasion of privacy.

Wider issues relating to public transport provision and wildlife retention are discussed within the letter and are believed to require more thought and consideration.

The residents request that if consent is granted then a high wall is erected in place of the demolished substation.

29 HAMPDEN CLOSE - York road is too small to accommodate the existing traffic. The new car park in place of the electricity substation will cause a blind spot to those using the existing car park. It is also felt there will be a general increase in traffic problems and the opening of North Weald train station would help the problem. A loss of wildlife and lack of infrastructure are detailed as requiring more consideration in the letter.

31 HAMPDEN CLOSE - This house is currently screened by the existing electricity substation although this is to be removed as part of the scheme. The resulting effect will compromise the privacy of the property and increase disturbance from traffic.

The impact of increased use of York Road will also magnify traffic problems in the surrounding area. Speed restriction and traffic humps are suggested to mitigate the above. Also the provision of high wall be placed at the boundary of the car park (in place of the substation) be provided.

32 HAMPDEN CLOSE - Object due to the development impacting on tranquillity of the area. Also concerns regarding the construction and demolition on site. More specific issues are raised with regard to incorrect elevations to the rear of this property.

33 HAMPDEN CLOSE - Major concerns regarding the proposed access road and the increased traffic, which will pass in front of this property. This will also create a blind spot for users of the existing car park. More general reservations are detailed regarding the overdevelopment of the site.

34 HAMPDEN CLOSE - Development not in keeping with the culture of the village. Also concerns regarding privacy and noise from the removal of the bunker.

35 HAMPDEN CLOSE - Has concerns regarding environmental issues, (wildlife on site), Sewerage provision, the route planning for contracting vehicles, car parking in place of the substation (headlights disturbing residential properties), the width of York Road as a primary access, too much affordable housing, policing, the principle site access, public transport provision and the amount of housing changing the character of the village.

40 HAMPDEN CLOSE - Strongly object to the siting of plots 6-11 in close proximity to this property. These plots should be located further north.

51 HAMPDEN CLOSE - Concerns regarding the size of the development and noise and pollution. The access road to rear of this property is viewed as unacceptable and it is felt that compensation should be given.

61 HAMPDEN CLOSE - Strongly oppose the cutting back of mature and established trees on site. In addition, the height of buildings greater than 2 storeys is likely to devalue existing properties in the vicinity.

11A LANCASTER ROAD - The number of dwellings seems excessive for the small area of land. The area appears to be inadequate for the parking of cars and there is likely to be an overflow of vehicles on surrounding roads. There are no facilities provided for young children/families.

37 LANCASTER ROAD - Overdevelopment on the site, which would result in a detrimental quality of life for neighbouring properties. The loss of established flora and fauna will have an environmental impact. Parking problems associated with the access and generally North Weald is a village with limited resources and this development will overstretch them.

40 LANCASTER ROAD - Erosion of the historic village and lack of infrastructure in village to cope with the extra housing

29 YORK ROAD - Scale of housing too big creating a strain on local infrastructure. Unhappy with the positioning of the access and associated parking problems.

29 YORK ROAD - Unhappy that the level of infrastructure is insufficient with the scale of the village, particularly the extra traffic on local roads.

49 YORK ROAD - Blenheim Road is not adopted and it is questionable how this can be a secondary access. The increased volume of traffic is felt to impact on local streets with associated road safety implications. It is felt that the height of the new houses at 3 or 4 stories would create an invasion of privacy and overshadowing.

The loss of established trees is noted, as is the impact of noise and pollution from this large development. The development puts extra strain on infrastructure of the area.

52 YORK ROAD - Questions the use of Blenheim Way as a secondary access road and York Road as a primary access road. Furthermore the construction of 3 or 4 story buildings will overshadow existing properties in the surrounding area. The scheme will involve the removal of trees and will place an unacceptable increase and strain on the existing infrastructure.

68 YORK ROAD - Object on highway grounds. York way is unsuitable as the only access road and Merlin Way would be a more suitable alternative.

9 WELLINGTON ROAD - Access via York Road is unsuitable to support the volume of extra traffic. The increase in noise and pollution from the extra homes is also of concern as are the scale of the proposed buildings. It is also highlighted that North Weald does not have adequate facilities to accommodate the new numbers of housing.

11 WELLINGTON ROAD - The proposed primary site access is viewed to be totally inadequate, with already poor visibility at the junction of York Road and Wellington Road. The proposed 3 and 4 storey buildings are of a scale out of character with the surrounding village. The number of trees to be destroyed would be a disaster for local wildlife. Insufficient facilities as a result of the new development.

11 WELLINGTON ROAD - Access road is not practical, with York Road being too narrow. Also concerned about the increase in social housing. Not enough facilities in North Weald and the site is also home to numerous types of wildlife.

17 WELLINGTON ROAD - Object to the amount of 'problem family accommodation' and the primary access provision, (road too narrow).

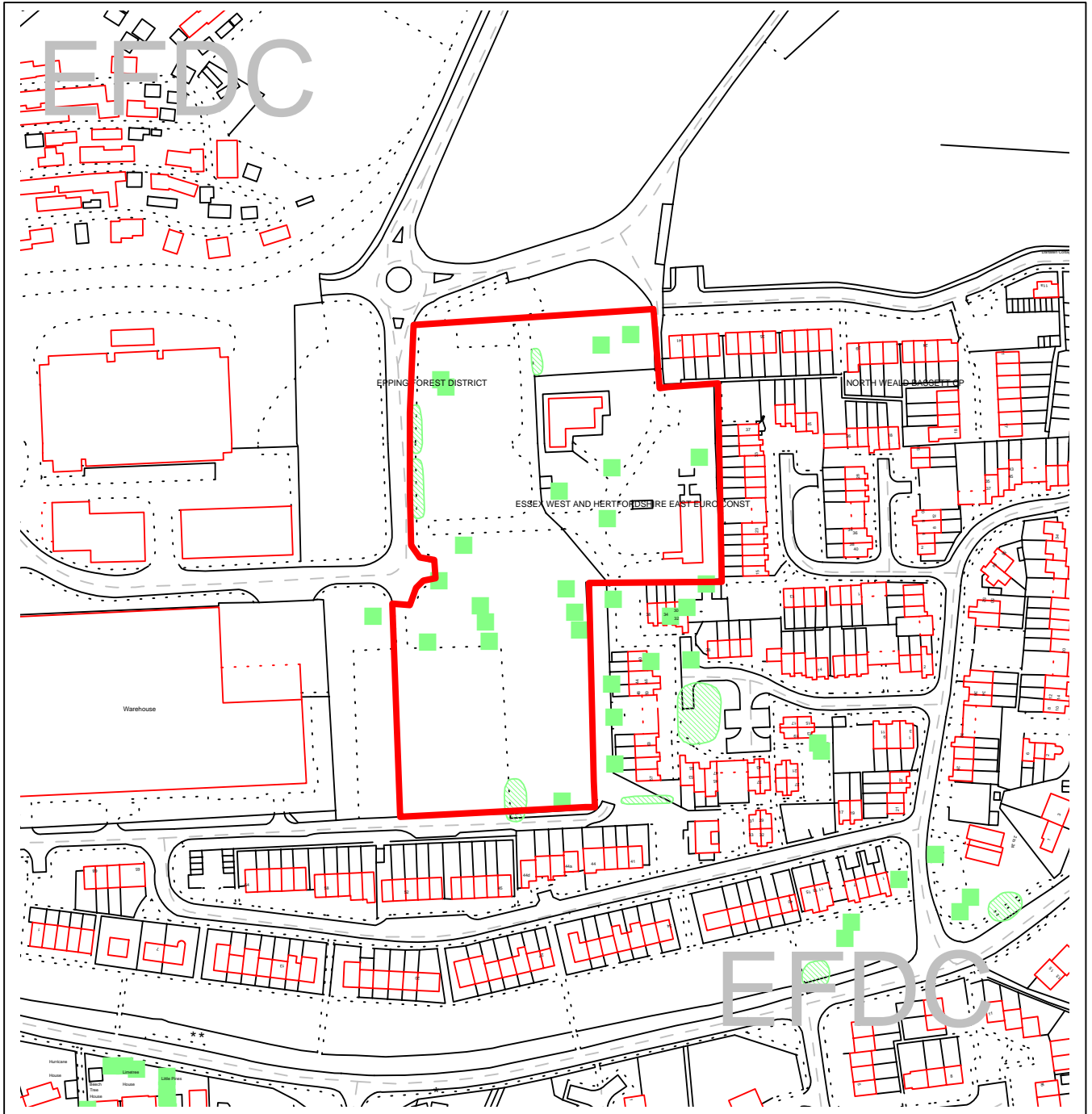
19 WELLINGTON ROAD - Lack of infrastructure for example drainage, schools and increased traffic. Also the positioning of the primary access is inappropriate and would be better opening onto Merlin Way, Lancaster Road, Blenheim Way or Hurricane Road.

THE BRIARS - Application is overdevelopment of the area and tall flats are inappropriate in the village. The condition of the sewers in the village is also raised, as is the provision of other infrastructure in the village.



Epping Forest District Council

Area Planning Sub-Committee B



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Site Name:	Former Parade Ground, Merlin Way, North Weald
Scale of Plot:	1:2500