

**Report Item No: 1**

<b>APPLICATION No:</b>	EPF/1458/06
<b>SITE ADDRESS:</b>	Land between 42 and 44 Ongar Road Lambourne Romford Essex
<b>PARISH:</b>	Lambourne
<b>APPLICANT:</b>	Mrs R Kaitell
<b>DESCRIPTION OF PROPOSAL:</b>	Retention of change of use of land from agriculture to garden, erection of two timber outbuildings and erection of new gates to front.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**CONDITIONS**

- 1 The land the subject of the application site shall be used as residential garden incidental to the enjoyment of no.44 Ongar Road only and not for any separate residential use.
- 2 The outbuildings hereby approved by this notice shall be used as ancillary to the dwelling known as 44, Ongar Road, Abridge and for no commercial purposes or to provide any sleeping accommodation.
- 3 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 E shall be undertaken without the prior written permission of the Local Planning Authority.

**Description of Proposal:**

This application is for the retention of a change of use of land from agriculture to domestic garden, and for the erection of two timber outbuildings and for the erection of new front vehicle access gates.

**Description of Site:**

The application site comprises a parcel of land located on the south-western side of Ongar Road. Although in the Green Belt, the site is very close to the edge of the village envelope, and

residential properties border the site to the south. The land is screened from Ongar Road by hedges and bushes, however open fields lie to the north-east.

### **Relevant History:**

EPF/68/02 – Retention of vehicular access.

Granted permission on 24/4/02.

EPF/178/02 – Temporary siting of caravan for use in connection with the maintenance of the land.

Refused permission on 24/2/02.

EPF/2352/02 – Outline application for one detached dwelling.

Refused permission and dismissed on appeal on 14/11/03.

### **Policies Applied:**

Countryside Policy from the Essex and Southend on Sea Replacement Structure Plan:-

C2 – Development within the Metropolitan Green Belt.

Green Belt, Design, Amenity, Landscaping and Highway Policies from Epping Forest District Council's Replacement Local Plan:-

GB2A – Development in the Green Belt.

GB4 – Extensions to residential curtilages.

DBE1 – Design of new buildings.

DBE2 – Effect of new buildings on surroundings.

DBE4 – New buildings within the Green Belt.

DBE9 – Amenity considerations.

LL1 – The countryside.

ST4 – Highway safety.

### **Issues and Considerations:**

The main issues with this application relate to the appropriateness of the change of use and buildings in the context of the Metropolitan Green Belt, the appearance of the buildings and gates, and any effects on highway safety.

#### **1. Green Belt.**

Green Belt Policies permit the extensions of residential curtilages providing that it would not have an adverse effect on the open character of the landscape, it would relate well to the curtilages of surrounding properties and would not be excessive in size. The area of land the subject of this application fits directly between the main curtilage of No. 44, and that of No. 42 London Road, whilst it accounts for a large area, it relates well to surrounding curtilages. As a consequence of the bush screening from London Road, it will not adversely affect the open character of the landscape, and given the use of post and rail fencing (that has been installed along the eastern perimeter of the site), does not detract from the openness of the site when viewed from wider agricultural land. Some hardstanding and a deck area have been provided (in addition to the two buildings the subject of this application), which do not (by their sheer nature) have an effect on the openness of the surroundings.

The timber buildings are located on the site of buildings that were in situ during the site's established use as a poultry farm. This can be confirmed by reference to Ordnance Survey mapping data, and it appears that these occupied a larger floor area than those the subject of this application. The screening surrounding the site, and their position within the plot means that they

are not unduly visible features and do not detract from the openness of the surrounding Green Belt. At heights of 3.2 and 3 metres respectively, their height is not excessive and will not harm the objectives of the Green Belt.

Removal of permitted development rights in respect of outbuildings will ensure that no further structures can be erected without the control of the Council. The provision of the deck area and hardstanding are acceptable domestic features in this instance.

## 2. Design issues

Aesthetically, the buildings are finished in timber and are stained a dark colour. Their appearance is conventional for a large garden or rural style outbuilding, and poses few design concerns. Their height is not excessive and the screening from the surroundings ensures they are not overly dominant.

The front gates are approximately two metres tall, and are constructed out of wood panelling that is stained a dark colour. Their appearance is considered acceptable in the rural context of the site, and when viewed against the tall tree and bush screening along the site's perimeter with the road, do not appear out of scale.

## 3. Highway issues.

Highways Officers have raised no objections to the application, as the gates are set back sufficiently from the carriageway. The use of the site as domestic residential garden in association with No. 44 would not give rise to excessive traffic movements.

## Conclusion

Whilst a relatively large area of land is the subject of this application, the relationship between it and the surroundings is such that it would not result in harm to the objectives of the Green Belt. The concerns of the Parish Council have been carefully considered, however the nature of this site and its close proximity to the main built up part of Abridge means that on balance this is considered acceptable. The Committee will be aware that each case has to be considered on its own merits, and in this particular instance the application is considered to be acceptable and is recommended for approval.

## **SUMMARY OF REPRESENTATIONS:**

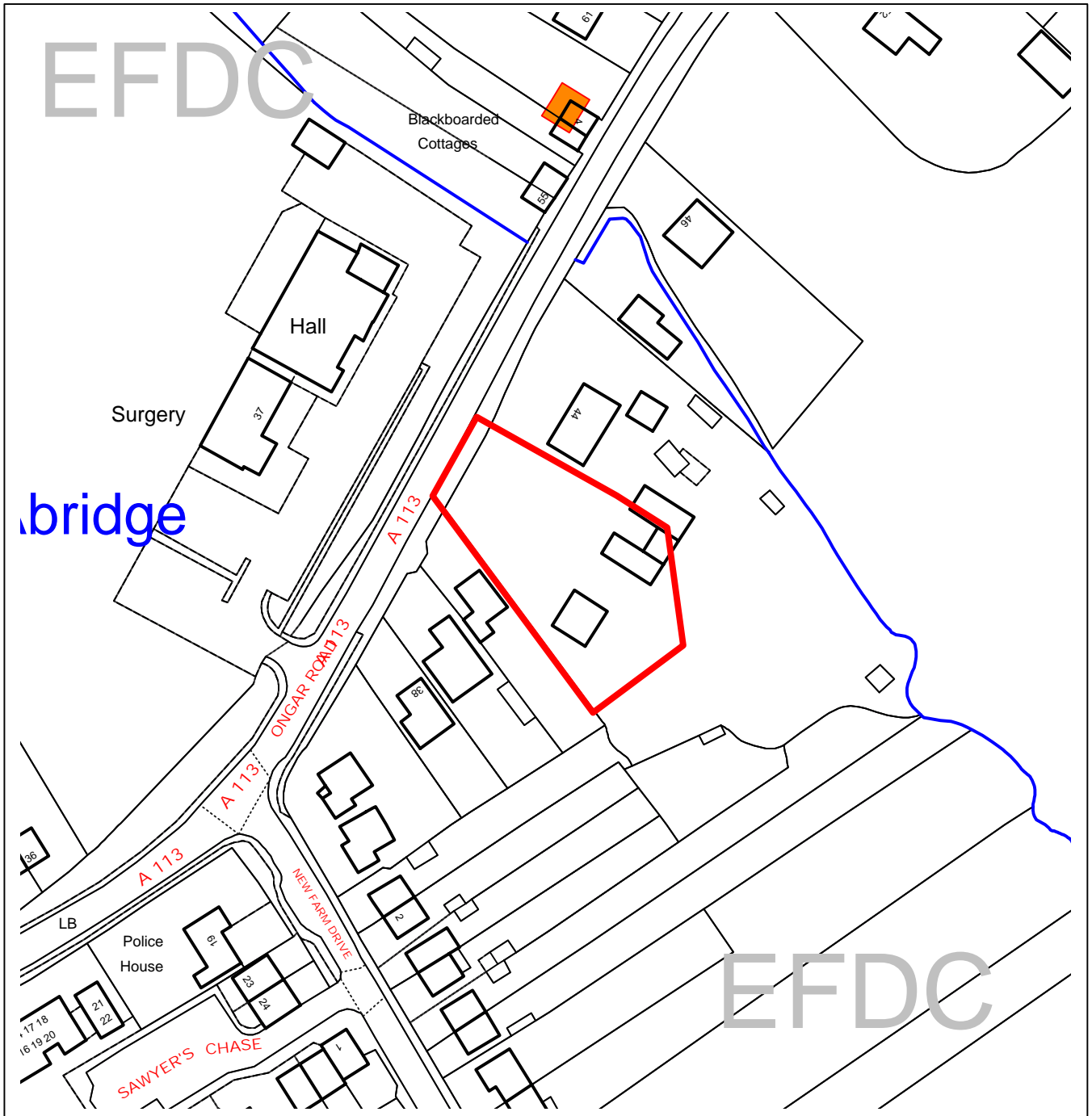
PARISH COUNCIL – Object to this application most strongly. This is a change of use from agricultural which has always been turned down on similar applications within the village and on green belt and is against the Council's policy. These buildings were put up without permission and should be taken down. There is also a dropped kerb outside the property and we are not sure if this has had the appropriate permission. We would like to remind EFDC that Grove Cottages who had undertaken a similar project were asked to remove the barns that they had erected. Similar applications along the Ongar Road have also been turned down.

2 NEW FARM DRIVE – Support – This application does not affect our property or lives in any way, shape or form. I support this application completely and wish for every success.



# Epping Forest District Council

## Area Planning Sub-Committee



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<b>Agenda Item Number:</b>	<b>1</b>
Application Number:	EPF/1458/06
Site Name:	Land between 42 and 44, Ongar Road, Abridge
Scale of Plot:	1/1250

**Report Item no. 2**

<b>APPLICATION No:</b>	EPF/1792/06
<b>SITE ADDRESS:</b>	1 & 2 Brook Road Epping Essex
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	Mr Darren Hunt
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of existing two detached houses and erection of a terrace of 7 no. 2/3 bedroom homes. (Revised application)
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**CONDITIONS**

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 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.
- 4 The development must not commence until the trees indicated as being retained on the approved plan are protected in accordance with the Arboricultural Method Statement of August 2006 prepared by Tim Moya Associates. The trees shall be so protected in accordance with the agreed statement throughout the period of development, unless otherwise agreed in writing by the Local Planning Authority.
- 5 The development, including site clearance, must not commence until a scheme of landscaping and a statement of the methods of its implementation have been submitted to the Local Planning Authority and approved in writing. The approved scheme shall be implemented within the first planting season following the completion of the development hereby approved.

The scheme must include details of the proposed planting including a plan, details of species, stock sizes and numbers/densities where appropriate, and include a timetable for its implementation. If any plant dies, becomes diseased or fails to thrive within a period of 5 years from the date of planting, or is removed, uprooted or destroyed, it must be replaced by another plant of the same kind and size and at the same place, unless the Local Planning Authority agrees to a variation beforehand, and in writing.

The statement must include details of all the means by which successful establishment of the scheme will be ensured, including preparation of the planting area, planting methods, watering, weeding, mulching, use of stakes and ties, plant protection and aftercare. It must also include details of the supervision of the planting and liaison with the Local Planning Authority.

The landscaping must be carried out in accordance with the agreed scheme and statement, unless the Local Planning Authority has given its prior written consent to any variation.

- 6 Prior to the commencement of the development details of the proposed surface materials for the parking area and access ways shall be submitted to and approved in writing by the Local Planning Authority. The agreed surface treatment shall be completed prior to the first occupation of the development.
- 7 The parking area shown on the approved plan shall be provided prior to the first occupation of the development and shall be retained free of obstruction for the parking of residents and visitors vehicles.
- 8 The 'traffic calming' illustrated on drawing BRD/06/047/tc1 shall be implemented prior to the first occupation of the dwellings hereby approved.
- 9 The existing access from Brook Road shall be permanently closed in a manner and at a time to be agreed by the Local Planning Authority prior to first occupation of the dwellings hereby approved.
- 10 Prior to the commencement of development details of screen walls, fences or such similar structures including a permanent barrier to the railway line shall be agreed in writing by the Local Planning Authority, and shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 11 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.
- 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 Holidays unless otherwise agreed in writing by the Local Planning Authority.

### **Description of Proposal:**

Consent is being sought for demolition of the existing dwellings and the erection of a terrace of 7 cottages with 14 car parking spaces. This is a revised application where the previous scheme was

withdrawn in order for the applicant to address concerns of neighbours particularly in regard to access matters.

The terraced cottages are each 3 bedroomed and have staggered roof heights as Brook Road rises towards the railway bridge. They are traditionally designed and have their third bedroom in the loft space with a rear dormer window.

Access would be via the new development at No. 61, Allnutts Road.

### **Description of Site:**

Deep plot located on the north side of Brook Road, some 15m east of the railway bridge. Currently the site is occupied by two detached dwellings. To the west lies the tube line and to the east a pair of semi detached dwellings. A three storey flat roof rear extension has been added to the nearest neighbour, No.3 Brook Road. The land rises not only from east to west but from south to north, with the rear of the site being some 1.5m high than the front. Four large trees at the rear to remain.

### **Relevant History:**

EPF/1090/91 – Construction of vehicular access and drive – Refused (inadequate sight lines)

EPF/750/05 – Demolition of existing dwellings and erection of 10 no. flats in two blocks with associated parking – Withdrawn due to concerns regarding access of Brook Road

EPF/1274/05 – Demolition of existing dwelling and erection of 4 no. one bedroom flats (approved and recently constructed at No. 61 Allnutts Road which is pertinent as it allows access through to the subject site)

EPF/2262/05 – Demolition of existing and erection of 10 flats with associated parking – Refused due to height and bulk of building and parking congestion at the rear. An appeal has been submitted against this decision.

EPF/1095/06 – Demolition of existing and erection of 7 houses - Withdrawn

### **Policies Applied:**

#### **Structure Plan Policies:**

BE1 – Urban Intensification

H2 – Housing development- the sequential approach

H3 – Location of Residential Development

H4 – Development Form of New Residential Development

T1 – Sustainable transport policy

T3 – Promoting accessibility

T6 – Walking and cycling

T7 – Road hierarchy

T12 – Vehicle parking

#### **Local Plan Policies:**

H2A and H3A – Housing location and density

DBE1 – Design of development

DBE2 – Effect of new buildings on surrounding area

DBE6 – Layout of car parking in new residential developments

DBE8 – Amenity Space

DBE9 – Amenity Considerations

ST4 and ST6 – Highway safety and parking

## **Issues and Considerations:**

The main issues here relate to:

1. Suitability of the site for development
2. Impact on the streetscene, design, siting and landscaping
3. Effect on the amenities of adjacent neighbouring properties
4. Access, parking and other highway issues

### Suitability of the site

The site is within a residential area, and is currently occupied by two detached dwellings and ancillary outbuildings. This part of Epping is predominantly residential, and the site is not identified for any other alternative use in the adopted Local Plan. In light of this, and given the residential character of the surrounding area, redevelopment for housing is considered acceptable.

Both Government guidance (in the form of PPG3) and Structure Plan policies promote intensified development in urban areas together with higher densities (subject to acceptable design and appearance). The number of units proposed equates to a density of approximately 60 dwellings per hectare, a level considered appropriate under PPG3 for accessible central locations such as this. This proposal represents a good balance of more efficient use of a site and a development in character with the surrounding area.

Seven small dwellings appear to be able to be accommodated on the site providing adequate amenity space for each house and parking spaces such that the proposal cannot be regarded as overdevelopment.

Concerns were raised with the earlier application regarding the suitability of the site for flats and that has now been overcome by this revised application.

### Impact on the street scene, design and siting and landscaping

The proposed terrace of cottages maintains the existing building line on Brook Road with the front wall of the terrace in line with the adjacent houses and no closer to the road than the two existing houses.

The cottages are designed to reflect the late 19<sup>th</sup> century/early 20<sup>th</sup> century design of nearby properties giving a traditional appearance, but with projecting first floor gables in weather-boarding. The scale of the building reflects the scale of the adjacent two-storey dwellings, some with a third floor in the roof. The development will sit comfortably within the street scene and will appear attractive in itself.

The earlier application for flats was refused permission because of the bulk and height of the blocks, particularly the one at the front of the site, but this scheme has addressed the relationship with the scale of the existing adjacent dwellings such that the reason for refusal has been entirely overcome.

Four large, preserved trees at the rear of the site are being retained. There is no room for additional planting at the front of the site, but the layout includes some additional tree planting at the rear.



## Effect on the amenities of the neighbouring properties

The terrace itself would have little impact upon the amenities of adjacent properties. The only property near enough to be affected is no.3, Brook Road but the new dwellings are no deeper than that house, and the flank wall of the terrace is about 3m away from the flank of no.3. There are no windows to habitable rooms in its flank wall.

## Access, parking and other highway issues

The area of greatest concern with the application for flats was parking congestion in Allnutts Road at the rear. All access is from Allnutts Road, since access from Brook Road close to the railway bridge would not meet sightline requirements. There is an existing access serving one of the houses on the site off Brook Road but this will be closed to improve highway safety.

The application proposes to create a parking area at the rear of the houses enjoying natural surveillance from the properties. The parking area would be directly accessible from each of the 7 houses through their rear gardens. Fourteen car parking spaces are proposed – a 200% provision – which is more than the adopted parking standards would indicate. However, with the concern that the development should not result in any additional parking at the kerbside in Allnutts Road, a 200% provision can be justified.

The access is alongside the recent development of 4 flats that has taken place at no.61 Allnutts Road (developed by the same applicant and under their control). The submission includes proposals for ensuring that vehicles can pass each other on the access way and for encouraging a safe route through traffic calming measures and signage within the site.

No objections have been raised to these arrangements from Highway officers because the proposals meet their requirements for off-street parking and the access arrangements are on a private site and not the public highway.

A reason for refusal of the flats scheme was the anticipation that 10 flats with 14 parking spaces would lead to increased parking in Allnutts Road and in congestion at the entrance to the site. This scheme, reducing the number of units so as to provide 2 spaces for each should minimise the need for kerbside parking either in Allnutts Road or Brook Road and the measures to ensure smooth passage to the parking area reduces possibility of congestion at the end of Allnutts Road, thus answering that reason for refusal.

Full provision has been made for refuse storage arrangements at the front of the site in a non-intrusive fashion because the site levels enable bins to be located at pavement level but enclosed by the rising land.

## Conclusion

The applicant has sought to address the reasons for refusal of the previous scheme for flats by entirely changing the proposals to a terrace of traditional two storey cottages. The height and bulk of the building now complements that of the nearby houses and efforts have been made to address the concerns over access and parking, though any development of this site must rely upon access along Allnutts Road.

The design and appearance of the scheme will enhance the street scene at this point, which at present is marked by somewhat run-down properties that under-use this sizeable site.

Following the revisions to the scheme and the efforts made by the applicant to address the concerns of the Council, Town Council and local residents, the application is recommended for approval.

**SUMMARY OF REPRESENTATIONS:**

TOWN COUNCIL – No objection to this application but concern expressed regarding the parking situation in Allnutts Road and requested the District Council to take this into consideration.

61B ALLNUTTS ROAD – Objection based upon access should not be from Allnutts Road to properties with Brook Road addresses; increased traffic flow; road safety concerns; impact upon community of Allnutts Road and environmental impacts of increasing site from 2 houses to 7.

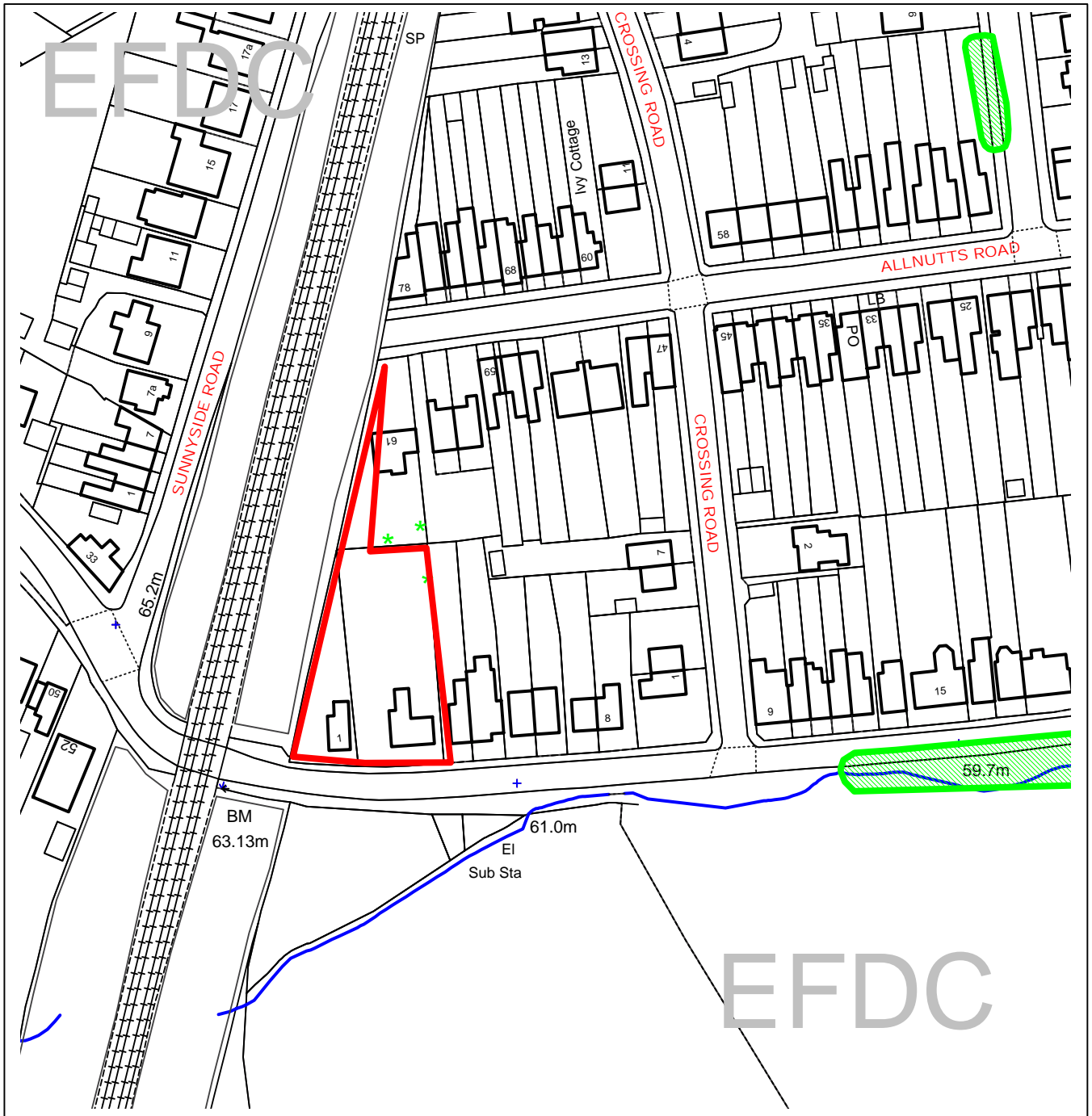
7 STEWARDS GREEN ROAD – Objections based on increased noise; increased traffic congestion; parking problems; raised traffic levels involving children walking to Ivy Chimneys School; and inappropriate with respect to rural environment immediately adjacent to the railway bridge.

8 BROOK ROAD – unkempt appearance and state of site at present does not demonstrate concern for local amenities from the owners; refuse collection at hazardous location on Brook Road; seven houses too many; car parking problems on Brook Road; conversion of existing houses or single luxury house preferred alternative.



# Epping Forest District Council

## Area Planning Sub-Committee



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Agenda Item Number:	2
Application Number:	EPF/1792/06
Site Name:	1 and 2, Brook Road, Epping
Scale of Plot:	1/1250