

**SITE PLAN ATTACHED**

**07. DEVELOPMENT SITE AT FORMER MOUNTNESSING SCRAP YARD ROMAN ROAD MOUNTNESSING ESSEX**

**RESERVED MATTERS APPLICATION (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) FOLLOWING OUTLINE APPLICATION 14/01446/EIA (OUTLINE APPLICATION FOR CONSTRUCTION OF 85 RESIDENTIAL UNITS TOGETHER WITH COMMERCIAL BUILDING (CLASS B1A OFFICE), OPEN SPACE, PARK/CHILDRENS PLAY AREA, RIVERSIDE WALK, CAR PARKING AND LANDSCAPING (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE RESERVED MATTERS).**

**APPLICATION NO: 16/00713/REM**

<b>WARD</b>	Ingatestone, Fryerning & Mountnessing	<b>8/13 WEEK DATE</b>	08.08.2016
<b>PARISH</b>	Mountnessing	<b>POLICIES</b>	NPPF NPPG CP1 H17 T2
<b>CASE OFFICER</b>	Mrs Charlotte White	01277 312500	
<b>Drawing no(s) relevant to this decision:</b>	2643-PP-02 /A; 2643-PS-01 ; 2643-PP-01 ; 2643-PP-03 /A; 10.03 /A; 10.04 /A; TRANSPORT STATEMENT ; PLANNING STATEMENT ; ARBORICULTURAL IMPACT ASSESSMENT ; DESIGN AND ACCESS STATEMENT ; 05.01 ; 10.04 REV A; 10.02A ; 25.01 ; 25.05 ; 25.04 ; 25.03 ; 25.02 ; 25.06 ; 25.12 ; REFUSE VEHICLE ENTERING SITE ; FIRE ENGINE ENTERING SITE ; REMOVAL VAN ENTERING SITE ; 25.08 ; 25.07 ; 25.09 ; SK01 ; 25.11 ; 25.10 ; 35.02 ; 35.01 ; 5240-D a; 5122/02 ; 5122/01 ; 5122/03 ; 5122/04 ; SCHEDULE OF ACCOMMODATION ; ;		

**1. Proposals**

This application seeks approval of the appearance, scale, layout and landscaping reserved as part of the outline planning permission reference 14/01446/EIA for the construction of 85 residential units together with a commercial, office building (class B1(A)), open space, park/children's play area, riverside walk, car parking and landscaping, granted outline planning permission, subject to conditions and a S106 agreement on 3rd February 2016. The access details were approved as part of this outline permission.

The proposed layout constitutes the provision of 10x 3 and 4 bedroom, detached and link-detached houses on the northern part of the site. These houses will all be for market sale.

The southern part of the site will accommodate 75 dwellings ranging from 1-bedroom FOG (flat over garage) units to 4-bedroom houses. The B1(a) unit is also proposed on the larger, southern part of the site; at the entrance to the site. Dwellings have been designed to front onto Roman Road, Widvale Road and the roads within the site. The 22 affordable units proposed on the southern part of the site will be provided in small groups, with some facing Widvale Road and some affordable units to the south-eastern corner, however, the majority of the affordable units will be located in the south-western corner of the site. There will be a woodland area in the south-western corner of the site, a green in the centre of the site and a pocket park at the eastern side of the site. Each dwelling is provided with a private amenity area. Parking is provided on site or in small courtyards with each unit provided with 2 parking spaces, apart from the 1-bed FOG units which are provided with 1 parking space each and some of the 4-bedroom dwellings on the northern part of the site will be provided with three parking spaces. 28 visitor parking spaces will be provided; 10 to the northern part of the site and 18 to the southern part of the site. The B1(a) unit is provided with 8 parking spaces.

The scale of the development proposed is between 2-2.5 storeys.

In terms of appearance, the development comprises a mix of detached, semi-detached and terraced dwellings. The development utilises a mixed palette of traditional materials, including facing brickwork, render, timber cladding, slate, tiled roofs and detailing including expressed eaves, gables and dormers.

In terms of open space and landscaping, the proposal includes a woodland area, pocket park, a central green and a riverside walk. The landscaping proposals include the retention of the well-vegetated character to the periphery areas of the site, provides street trees and seeks to improve the planting along the river banks to provide ecology benefits.

This application is presented to Committee given the nature and scale of the development. The outline consent (ref. 14/01446/EIA) was previously approved by the Planning Committee.

## **2. Policy Context**

National Planning Policy Framework (NPPF)

National Planning Policy Guidance (NPPG)

Local Plan Policies including CP1, H17, T2

### 3. Relevant History

- 14/01446/EIA: Outline application for construction of 85 residential units together with commercial building (Class B1A Office), open space, park/childrens play area, riverside walk, car parking and landscaping (Appearance, Landscaping, Layout and scale reserved matters). -Approve (Subject to Section 106)

### 4. Neighbour Responses

24 neighbour letters were sent out, four site notices were displayed and the application was advertised in the press.

Correspondence has been received from one resident who had some queries regarding ecology. However, after clarification was provided, this resident has confirmed that having read the report by Ecology Solutions and having noted that condition 29 has been discharged, had no further comments.

### 5. Consultation Responses

- **Arboriculturalist:**

16/00713/REM The proposals in respect of the arboricultural report are acceptable and should be conditioned in the entirety. Landscape proposals will ensure the development is able to form an identity. One key will be post planting care and maintenance to encourage suitable growth rate.

- **County Archaeologist:**

The Historic Environment advisor of Essex County Council has been consulted on the above planning application. This application has no archaeological implications and there is no requirement for any archaeological investigation for this application

- **National Planning Casework Unit:**

No response received

- **Parish Council:**

Mountnessing Parish Council note the design changes made since outline permissions were given. However, there remain major concerns over the parking available for the terrace houses faced onto Lower Road on the southern side. Private parking is right around in the back of the development sometimes in double gang bays. This is unlikely to be convenient to residents and will lead to road parking on Lower Road which is a busy road especially in the mornings, it would make sense to provide roadside lay-bys at this point (if necessary with some controls on use to prevent all day parking by commuters). If this issue is not addressed appropriately then there will be parking on the footway/cyclepath leading to further traffic chaos and in the morning rush hour before the roundabout.

- **Highway Authority:**

The transport assessment and statement and other accompanying information have been considered in detail. The residential proposal is expected to generate similar volumes of traffic to the previously consented commercial scheme. Improvements are proposed to public transport infrastructure and pedestrian and cycle facilities to encourage residents of the scheme to travel by sustainable modes of transport. The county road network has sufficient capacity to accommodate the expected traffic generation from this site.

Therefore, from a highway and transportation perspective the impact of the proposal would be acceptable to the Highway Authority, subject to the conditions requiring:

1. A Construction Method Statement.
2. A pedestrian island in Widvale Road
3. Visibility splays.
4. Site access roads to have a minimum width of 5.5 metres with two x 2.0 metre width pedestrian footways.
5. The access road to the B1 land use area shall have a minimum width of 5.0 metres for the first 6.0 metres.
6. The developer shall construct a 2.5 metre wide footway / cycleway from the southern development to link to the proposed footway / cycle route around the A12 to Chelmsford Road.
7. Cycle parking facilities shall be provided.
8. Each vehicular parking space shall have minimum dimensions of 2.9 metres x 5.5 metres.
9. Residential Travel Information Pack.
10. There shall be no discharge of surface water onto the Highway.

- **Environmental Health & Enforcement Manager:**

No comments.

- **Environment Agency:**

Thank you for your consultation received on 31 May 2016. We have inspected the application, as submitted, and have no specific concerns.

- **Design Officer:**

Background:

The reserved matters as above, have been subject to Preapplication advice; my comments regarding areas to be developed following the initial designs included advice on the layout, which sought to position all of the affordable housing in one strip along the south of the site adjacent to the A12; the frontages and their siting - in particular the articulation of the corner treatments and the long views into the site; the design and scale of the office building and boundary treatments. Landscaping was also raised as a concern and intent for materials was discussed further - the roofscape being of importance given the extent of development, although materials are subject to the Discharge of a separate Condition.

#### Discussion:

Having now assessed the submission, I advise revisions have been undertaken by the Project Architect which are acceptable in terms of design. In the first instance the relocation and scattering of affordable units is a marked improvement. The scale, siting and frontages are more considered; particularly in the long view from Widvale Road- please refer to Drawings annotated as 'Proposed Street scenes 1 &2). The scheme has an intent derived from the Essex Vernacular; the supporting Design and Assess statement (DAS) demonstrates a contextual appraisal has been undertaken in respect of the typologies proposed here, these are all acceptable but materials require further discussion as do the details for windows and eaves etc.

I note the B1 Office building (type G) refer to drawing WH175/15/P/25.11 is much improved given the overall scheme, with the prominence of this building at the entrance to the new development, I advise a timber feather edge weatherboard should be specified not composite material on the façade, the brickwork and the bond should also be reviewed throughout the proposals.

The arboricultural officer will be able to provide you with detailed advice in respect of the landscaping.

In summary I advise this application is accepted in design terms.

- **Highways England:**

Offer no objection.

- **Fire Authority:**

The proposal does not appear to affect fire service access to existing premises in the vicinity.

- **ECC SUDS:**

The application to discharge condition 21 related to Flood Risk and Drainage will be submitted separately in due course. As such we will not be providing specific comments to the REM application. We look forward to be consulted on the Flood Risk and Drainage Condition as soon as you receive the relevant application.

## 6. Summary of Issues

This application relates to reserved matters relating to scale, layout, appearance and landscaping only. The principle of the development has been established at outline stage (ref. 14/01446/EIA) and as such the main considerations in the determination of this proposal are; design and impact on the character and appearance of the area, residential amenity, living conditions, landscaping and parking and highway considerations:

## Design and impact on the character and appearance of the area

The scale of the development proposed is acceptable; a maximum of 2.5 storeys are proposed.

The layout has been amended compared to the indicative site plan submitted with the outline application and has been subject to pre-application advice. The layout proposed is acceptable with small areas of affordable housing within the development, rather than the affordable housing being completely grouped together. The layout is acceptable with dwellings orientated to front Roman Road and Widvale Road, with the majority of dwellings within the site fronting onto the roads within the site. The B1(a) office unit is located close to the roundabout providing access into the southern part of the site which will mark the entrance of the site. The layout retains a woodland area, central green and pocket park and provides visitor parking spaces throughout the site. Parking is provided adjacent to dwellings or in small parking courts. The Design Officer considers the layout to be acceptable and the Highway Authority have raised no objection to the layout proposed, subject to conditions.

In terms of design detailing and appearance, the Design Officer has commented that the design intent is derived from the Essex vernacular and the house types proposed are all acceptable. The B1(a) office building design and appearance is acceptable.

In terms of materials, a condition has already been imposed on the outline consent; ref. 14/01446/EIA; condition 6 and as such does not require duplication here. However, additional conditions can be imposed here relating to a sample panel and window and eave details. Such details relate to the appearance of the development and it is therefore reasonable to impose such conditions here.

The applicant has made a commitment to provide brick wall boundary treatments to key vistas, rather than timber fencing, which is positive. However, within the submitted plans there are areas that would also benefit walls rather than fence boundary, such as to the garden boundaries of plots 78 and 81. However, condition 4 of the outline consent required full details of the boundary treatments and as such this can be controlled via this existing condition.

The design, appearance, scale and layout of the development are therefore all considered acceptable in this regard and the development would not harm the character or appearance of the area. No objection is therefore raised to the proposal in terms of Chapter 7 of the NPPF or Policies CP1(i) and CP1(iii) of the Local Plan.

## Residential amenity and living conditions

Given the location of the proposed houses, in relation to the existing, adjoining dwellings, the development would not result in any material harm to the residential amenity of the existing adjoining residents in terms of dominance, an overbearing impact, loss of light and outlook or loss of privacy and overlooking.

In terms of dominance and an overbearing impact, it is evident that the proposed dwellings have been carefully sited to ensure that the new dwellings do not result in any significant or material dominance or an overbearing impact to each other.

In terms of overlooking, the development has been designed to minimise overlooking as much as possible. In a large residential development of this nature a degree of overlooking is to be expected and the distances between dwellings do not always meet the guidance in the local plan. However, the dwellings have been orientated to limit overlooking and overall it is considered that the layout proposed would not result in any material overlooking or loss of privacy to the new dwellings.

In terms of garden areas, a large number of the garden areas proposed are below that recommended in the appendices of the Local Plan. However, there are differing sized gardens across the site, which should accommodate the needs of differing people and there are a number of communal open spaces within the site, which will provide further outside amenity spaces for residents. As such, it is considered that the development would provide adequate outside amenity space for the future residents of the site.

All of the dwellings satisfy the minimum size requirements of the technical housing standards (nationally described standards).

As such the design and layout of the proposed dwellings will provide adequate living conditions for any future occupiers of the site and the development would not result in any material harm to the residential amenity of the adjoining residents.

## Landscaping

Landscaping plans and landscaping information has been submitted with this reserved matters application. Arboricultural reports and surveys have also been submitted. The Council's Arboricultural Officer has commented that the arboricultural reports submitted are acceptable and that the landscape proposals will ensure the development is able to form an identity. As such the landscaping proposed is acceptable and no objection is raised on this basis.

## Parking and highway considerations

The Highway Authority have commented that the development is acceptable to the Highway Authority subject to conditions relating to a construction method statement, provision of a pedestrian island, visibility splays, road widths, cycle/footways links, cycle parking facilities, minimum parking space sizes, no discharge of water onto the highway and the provision of travel information packs.

However, some of the conditions requested have already been attached to the outline permission (ref. 14/01446/EIA); including the requirement for a construction method statement (condition 9), the provision of a pedestrian island (condition 10), visibility splays (condition 12), cycle/footpath links (condition 13) discharge of surface water onto the Highway (condition 18) and residential travel information packs (condition 15) and as such these conditions do not require duplication here.

As such subject to the necessary conditions discussed above, the layout and design is considered acceptable from a highway safety perspective. No objection is therefore raised on this basis.

## Other matters

The site is located in the Green Belt, however, it has already been accepted (ref. 14/01446/EIA) that this site can accommodate 85 dwellings and a commercial unit. The density, mix of units and level of affordable housing proposed has also already been agreed and is subject to a S106 agreement. Likewise, flood risk, drainage, ecology, noise and contamination issues have already been considered and are subject to conditions.

## Conclusion

The details submitted with this application in relation to the reserved matters; layout, scale, appearance and landscaping of outline planning permission ref. 14/01446/EIA are acceptable and as such this application is recommended for approval, subject to conditions.

## **7. Recommendation**

The Application be APPROVED subject to the following conditions:-

1 DRA01A Development in accordance with drawings  
The development hereby permitted shall not be carried out except in complete accordance with the approved drawing(s) listed above and specifications.

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

2 U13560

No development above ground level shall take place until a sample panel of the proposed brickwork of no more than 500mm in height has been erected on site and subsequently been approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order to safeguard the character and appearance of the area.

3 U13561

No development above ground level shall be undertaken until additional drawings showing details of the proposed windows and eaves to be used by section and elevation at scales between 1:20 and 1:1 as appropriate have been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with the approved details.

Reason: In order to safeguard the character and appearance of the area.

4 U13562

The proposed site access roads to both north and south developments shall have a minimum width of 5.5 metres with two x 2.0 metre width pedestrian footways.

Reason: In the interest of highway safety.

5 U13563

The access road to the B1 land use area shall have a minimum width of 5.0 metres for the first 6.0 metres from the main site access road.

Reason: In the interest of highway safety.

6 U13564

Cycle parking facilities shall be provided in accordance with the EPOA Parking Standards for all dwellings without a private garage. The approved facilities shall be secure, convenient, covered and provided prior to occupation and retained at all times.

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

7 U13565

Each vehicular parking space shall have minimum dimensions of 2.9 metres x 5.5 metres.

Reason: To prevent on-street parking, in the interests of highway safety.

## Informative(s)

### 1 INF04

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

### 2 INF05

The following development plan policies contained in the Brentwood Replacement Local Plan 2005 are relevant to this decision: CP1, H17, T2 the National Planning Policy Framework 2012 and NPPG 2014.

### 3 INF21

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

## *BACKGROUND DOCUMENTS*

## **DECIDED:**