

AREA PLANS SUB-COMMITTEE SOUTH

2 March 2016

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Epping Forest District Council

Agenda Item Number 1



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Application Number:	EPF/0134/16
Site Name:	Chigwell Green GF Chigwell Village Green High Road Chigwell IG7 6NT
Scale of Plot:	1/1250

Report Item No: 1

APPLICATION No:	EPF/0134/16
SITE ADDRESS:	Chigwell Green GF Chigwell Village Green High Road Chigwell Essex IG7 6NT
PARISH:	Chigwell
WARD:	Chigwell Village
APPLICANT:	Telefonica UK Ltd
DESCRIPTION OF PROPOSAL:	Prior notification of proposed telecommunications radio base station comprising of the erection of a 15 metres high Elara streetpole housing 6 no. integral antennas, together with two ground level cabinets, and landscaping. The site is on Chigwell Green, 2.8 metres from the back edge of pavement, and opposite the Volvo showroom and garage at 177 High Road.
RECOMMENDED DECISION:	Prior Approval Required and Granted

Click on the link below to view related plans and documents for this case:

http://planpub.epingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581999

CONDITIONS

None

This application is before this Committee since it needs to be decided in 55 days and the proposal may attract either an objection from the parish council or more than 2 objections from third parties, which are material to the planning merits of the of the proposal (pursuant to the constitution part three: planning directorate – delegation of council function, schedule 1 appendix A (f) and (g)).

Description of Proposal:

Determination as to whether prior approval is required for a telecommunications installation comprising of the erection of a 15m high Elara street pole, coloured green, together with 2 ground level cabinets.

Description of Site:

The application site is located on a small part of Chigwell Green opposite the Volvo showroom and garage at no.177 High Road – which lies to the south of the shops in Brook Parade. The installation, comprising a street pole and two cabinets, would be sited 2.85m behind the pavement on the east side of the High Road.

Relevant History:

EPF/2869/14 proposed the same development on a small wedge of green at the front of Shrubs and Tubs Garden centre on the High Road. This application was refused - but a way forward was suggested in that the Parish Council felt that an alternative siting on Chigwell Green was more likely to be approved. This application follows on from discussions on this alternative Chigwell Green location.

Policies Applied:

U5 - masts and aerials under 15m.
NPPF – paras 42 to 46

Policy U5 is compliant with the NPPF - although the latter is more supportive of telecommunications development and its role in achieving sustainable economic growth.

Summary of Representations:

CHIGWELL PARISH COUNCIL – this application will be considered at the Parish Council meeting on 25/2/16, so the views of the Parish will be reported verbally at the Area Plans Sub Committee meeting. In pre application discussions the parish have indicated that a location on Chigwell Green was likely to be supported.

NEIGHBOURS – 114 properties consulted. The 21 day period for reply ends on 23/2/16 whereas this report was drafted on the 17/2/16. Two replies have been received to date, and any further replies will again be reported verbally at Committee.

185, HIGH ROAD – object - this base station is not necessary, a 15m height is an overkill, and there are plenty of other better locations where this mast could be erected without affecting visual amenity in Chigwell village and in the children's park on the Green.

PARK VIEW, STATION ROAD – object – the siting of this mast and utility cabinets will have a detrimental impact on the street scene of the village green. We have uninterrupted views over the village green and the proposed siting will be a major loss of amenity to ourselves and the local community. This form of installation has been refused elsewhere and alternative sites need to be explored.

ESSEC CC HIGHWAYS – from a highway and transportation perspective the Highway Authority has no comment to make on this proposal as it is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policies ST4 and ST6 of the Local Plan.

EFDC TREES AND LANDSCAPE SECTION. – Trees lie close to the installation but no information has been supplied to show how these trees will be protected. We therefore object to this proposal – see below.

Issues and Considerations:

Planning permission is not required for telecommunication masts, columns or poles that do not exceed 15m in height. However, a prior approval application needs to be submitted and a council has 55 days to decide whether the siting and appearance of the proposal is acceptable. If no decision is made within 55 days then the installation can be erected on the basis that deemed consent has been granted. This application was received on 18/1/16. To report the application to the 31/3/16 Area Plans South Committee would have meant going beyond the 55 day deadline, and hence it is expedient to report this application to the 2/3/15

Committee – and any objections received in the remainder of the consultation period will be reported verbally.

This telecommunications pole and equipment system is to be used by two mobile phone providers ie Telefonica (O2) and Vodafone. The pole will provide better mobile phone reception in an area of Chigwell that is not well served at present, including the tube station, and it will also provide 4G services.

The proposed pole will be 15m high and painted green so as to blend in more with nearby trees. It will be 31 cm in width for some two thirds of its height, but at the top the shroud, containing O2 and Vodaphone antennae, will be 51cm in width. The nearest house at Station House (on the corner of the High Road and Station road), does not have first floor side facing windows and hence this house will not have clear or direct views over the installation. The residents of the neighbouring house at Parkview, Station Road have lodged objections and the pole and cabinets will have some effect on their outlook. However trees will partly screen their views of the installation and views of it will be at an angle. For these reasons the loss of outlook will not be significant. Residents in flats above the shops in Brook Parade will also have angled views of the installation but again the loss of outlook would not be material.

The pole will be 15m high and it will be a fairly conspicuous feature in the setting of the Green. However it is positioned in the south west corner of the Green well away from the children's playground, and nearby trees will partly screen and reduce the impact of the installation. Landscaping is also proposed on the High Road side of the cabinets so as to mask their appearance when viewed from Brook Parade.

In respect of tree protection there are trees near the proposed installation but not next to it. It is expected that appropriate measures can be taken to protect these trees from building works, and the applicant will be providing details in this respect.

The application is accompanied by an ICNIRP declaration that certifies that this installation complies with radio frequency standards, and the Government makes it quite clear that if such a certificate is provided then only planning issues of siting and appearance can be considered in assessing the proposal, with health issues being excluded.

Conclusions:

The Government encourages local authorities to take a constructive approach in dealing with these 'permitted development' prior approval applications - because they provide an important communications service. It is acknowledged that this installation will have some impact on visual amenity in this locality. However, its position relative to dwellings, and the existence of trees to soften its appearance, means that its impact will not be at a level which justifies a further refusal. For these reasons, and those outlined in the above report, it is recommended that the applicants be informed that prior approval for this installation is both required and that it is granted.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

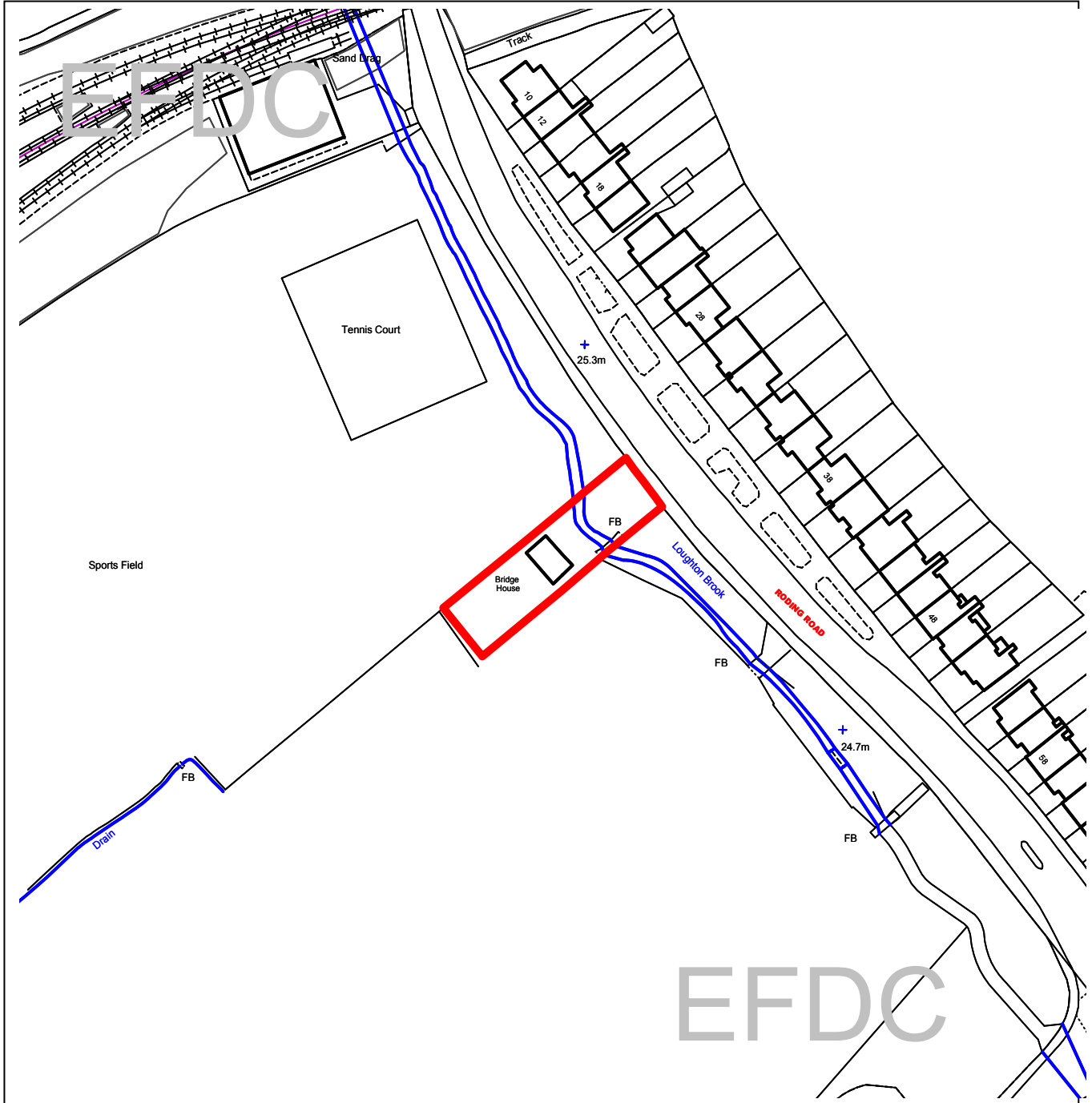
***Planning Application Case Officer: David Baker
Direct Line Telephone Number: 01992 564514***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 2



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Application Number:	EPF/1997/15
Site Name:	Bridge House, Roding Road, Loughton, IG10 3ED
Scale of Plot:	1/1250

Report Item No: 2

APPLICATION No:	EPF/1997/15
SITE ADDRESS:	Bridge House Roding Road Loughton Essex IG10 3ED
PARISH:	Loughton
WARD:	Loughton Roding
APPLICANT:	Mrs Rekha Galot
DESCRIPTION OF PROPOSAL:	Demolition of existing house and erection of 3 two bedroom and 3 one bedroom flats in three storey block
RECOMMENDED DECISION:	Refuse Permission

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=578335

REASON FOR REFUSAL

- 1 The proposed development is located within Flood Risk Zone 2 and it cannot be demonstrated that there are no alternative sites within the District within Flood Risk Zone 1 where it could take place. The application has therefore failed the Sequential Test undertaken by the Council regarding the increased use of this site for a more vulnerable development within Environment Agency Flood Risk Zone 2. As such, there is no justification as to why the proposed development cannot be located on another site in areas with a lower probability of flooding. Furthermore, the proposal fails to include a suitable flood risk assessment demonstrating adequate flood resistance. Accordingly, the proposal is contrary to the adopted Local Plan and Alterations policy U2A, which is consistent with the policies of the National Planning Policy Framework.

This application is before this Committee since it has been 'called in' by Councillor Angold-Stevens (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(h))

Description of Site

Bridge House is located within the built up area of Loughton. The existing building is a two storey detached dwelling situated within a relatively large plot. Roding Road runs to the immediate east of the site. There are no neighbouring dwellings adjacent to the site but there are a large number of dwellings opposite on the other side of the road. Loughton Brook runs adjacent to the site itself, in close proximity to the application property. The Brook is bridged to allow access to the dwelling. The proximity to the Brook has included the site within the

Environment Agency's flood zone 2. The application site is not within the boundaries of the Metropolitan Green Belt and it is not in a conservation area.

Description of proposal

The proposed development is to demolish the existing detached dwelling and to erect a three storey block to contain three, two bedroom flats and three, one bedroom flats.

This application was reported to this Sub-Committee on 25 November 2015 when Members decided to defer the application in order that Officers can assess a Sequential Test submitted to Members prior to the meeting.

Relevant history

EPF/0980/14 - Demolition of existing house and erection of 3 two bedroom and 3 one bedroom flats in three storey block – Withdrawn by applicant

EPF/2398/14 - - Demolition of existing house and erection of 3 two bedroom and 3 one bedroom flats in three storey block - Refused

Policies Applied

CP1 – Achieving Sustainable Development Objectives
CP2 – Protecting the Quality of the Rural and Built Environment
CP3 – New Development
CP4 – Energy Conservation
CP5 – Sustainable Building
CP6 – Achieving Sustainable Urban Development Patterns
CP7 – Urban Form and Quality
DBE1 – Design of New Buildings
DBE2 – Effect on Neighbouring Properties
DBE3 - Design in Urban Areas
DBE6 – Car Parking in New Development
DBE8 – Private Amenity Space
DBE9 – Loss of Amenity to Neighbouring Properties
ST1 – Location of Development
ST2 – Accessibility of Development
ST4 – Road Safety
ST6 – Vehicle Parking
H2A – Previously Developed Land
H3A – Housing Density
H4A – Dwelling Mix
LL11 – Landscaping Schemes
U2A – development in Flood Risk Areas

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 214 states that due weight should be given to the relevant policies in existing plans according to the degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight

Consultation carried out and summary of representations received

9 Neighbours consulted –

18 Roding Road – OBJECTION – The development is out of character with the street scene and it will cause significant harm to the existing parking situation.

28 Roding Road – OBJECTION – The trees will be removed, there will be significant harm to the existing traffic situation and cause overlooking.

32 Roding Road – OBJECTION – Insufficient parking provision on site, outlook will be restricted by the development, the design is out of character with the surrounding area, the building will overlook our property.

34 Roding Road – OBJECTION - The design is not in keeping with houses nearby. There is not enough space for the proposed number of dwellings and residents or parking space. There should be a house or houses on the site rather than a block of flats.

2 Stonards Hill – OBJECTION – The development will harm the character and appearance of the street scene and the parking is insufficient. Access to the site is a danger.

Loughton Residents Association – OBJECTION – The design is out of character with the surrounding area and the development will overlooking neighbours opposite and the playing fields.

Loughton Town Council – OBJECTION - Unsuitable development for urban open space land contrary to planning policies LL5 and LL6 of the Adopted Local Plan and Alterations. Members considered that the playing fields behind would be unacceptably overlooked by this bulky and overbearing development which was also considered to be unsympathetic to the street scene contrary to policies DBE9 and DBE10 of the Adopted Local Plan and Alterations. Also concern about highway safety as parking provision is inadequate with no visitor parking. Concern about arriving and leaving the site onto the heavily congested Roding Road and the pavements are in constant use from people going to shops and local schools.

Issues and Considerations

The new block of flats will provide a good standard of living accommodation for new residents. Therefore the main issues to consider when assessing this application are the principle of the development, the effects of the proposal on the living conditions of neighbours, potential flood risk, the design of the proposal in regards to the existing building and its setting, the highway and parking issues, the amenity space and refuse storage.

Principle of development

The application site is located within close proximity to Loughton Underground station and other forms of public transport which will encourage sustainable methods of transport. Furthermore Sainsbury's superstore is located within comfortable walking distance of the site and the High Road is also not far. Consequently the development will be located within a sustainable location which will have good access to various shops, services and methods of transport. Solely in terms of its location within an urban area, therefore, the principle of residential development on this site is acceptable. Other issues and site specific constraints are considered below.

Living conditions of neighbours

There are no neighbours adjacent to the site and there will be no potential for the new block to overlook any neighbours opposite given that they are a significant distance from the new building. As such there will be no harm to living conditions.

Design

The proposed block is of a modern flat roofed design, finished with yellow brick, dark blue metal panels and significant amounts of glazing.

The neighbouring dwellings opposite the application site on Roding Road are characterised by hipped roofed detached and semidetached dwellings, which contrast with the proposed building in terms of form and detailed design. However, the building will be significantly set back from Roding Road in a visually isolated location with a robust screen of trees on the front edge of the site interrupting views from Roding Road. The orientation of the proposed block is such that the majority of its bulk does not directly face Roding Road and rather, its smaller elevation faces the public carriageway. The design itself although modern is appropriate to its location where it stands alone and would not appear at odds within its setting and in relation to the scale and form of residential setting on the opposite side of Roding Road. It is therefore concluded the proposal would appear appropriate in the street scene.

Landscaping issues

There is a prominent oak tree within the site which is protected by a TPO. An Arboricultural Report has been submitted. However, given that the root protection area of the TPO'd Oak tree covers the whole of the site frontage there must be careful monitoring of the site during the works. The Arb report has demonstrated that, subject to conditions the proposal could be carried out without harming the protected oak tree on site.

Highways and Car Parking

The Essex Highway authority has raised no objection to the development, subject to the imposition of planning conditions. The access has good visibility onto Roding Road and the minimal increase in traffic will not cause any detriment to highway safety, capacity or efficiency at this location. The applicant has proposed six car parking spaces to serve the flats. Given that they are to serve one or two bedroom flats and that Loughton Underground Station is less than 5 minutes walk away, the car parking provision is adequate and the size of the spaces is also adequate.

Amenity Space

Due to the significant spatial constraints of the site the applicant can offer no meaningful private amenity space in connection with this development. However there are multiple areas of public open space within walking distance of the site and therefore the provision of private amenity space is not necessary.

Refuse Storage

The refuse storage bin is accessible for residents and for refuse collection. However it is located at the front of the site and could be clearly visible from public areas of the street scene. Therefore it is considered necessary to impose a landscaping condition to reduce its potential impact on the visual amenity of the street scene. The refuse team have raised no objection to the application and the proposed storage facility is adequate.

Flood Risk

This is a revised application following a refusal of planning permission under reference number EPF/2398/14 and EPF/0661/15. The previous applications were refused for the following reason:

The proposed development is located within Flood Risk Zone 2 and it cannot be demonstrated that there are no alternative sites within the District within Flood Risk Zone 1 where it could take place. The application has therefore failed the Sequential Test undertaken by the Council regarding the increased use of this site for a more vulnerable development within Environment Agency Flood Risk Zone 2. As such, there is no justification as to why the proposed development cannot be located on another site in areas with a lower probability of flooding. Furthermore, the proposal fails to include a suitable flood risk assessment demonstrating adequate flood resistance. Accordingly, the proposal is contrary to the adopted Local Plan and Alterations policy U2A, which is consistent with the policies of the National Planning Policy Framework.

The site does not lie within an Epping Forest District Council flood risk assessment zone. However the development is of a size where it is necessary to avoid generating additional runoff and the opportunity of new development should be taken to improve existing surface water runoff. This can be secured through a planning condition. The applicant is advised that the proposal is within eight metres of an open or piped watercourse therefore drainage consent is required.

However the site is located within Flood Zone Two as designated by the Environment Agency. Planning policy in relation to the matter of flood risk is primarily set out in the NPPF and Local Planning policy is consistent with the NPPF. Paragraph 100 states development should be directed away from areas at highest risk and advises weight should be given to EA advice. The EA has added that the Middle Roding Model (August 2012) shows significant fluvial flood risk on site, even with the presence of flood defences. Surface water flood mapping also shows that the site is subject to significant surface water flooding.

Furthermore the NPPF requires LPA's to apply a Sequential Test to all development outside of Flood risk Zone 1, as such the test must be applied in this instance. Guidance on the application of the Sequential Test is given in the Technical Guidance to the NPPF at paragraphs 3 to 5. Essentially, this proposal can only pass the sequential test if it can be demonstrated there are no other suitable sites for the erection of a block of flats within Flood Risk Zone 1. The relevant area of land within Flood Risk Zone 1 is understood to be all such land within the District that is not constrained by other considerations, for example, by being situated within the Green Belt.

Since large areas of Loughton and neighbouring urban areas are within Flood Risk Zone 1 and are not in the Green Belt, it is very unlikely that a development of this scale could not take place on another site within the District that is in Flood Risk Zone 1. Indeed, much of the development that is permitted within the District is infill development and there are current applications and unimplemented consents for development of a similar scale within Flood Risk Zone 1.

The applicant has submitted additional information since the previous committee meeting, highlighting sites within Flood Zone 1 from the Councils Strategic Land Availability Assessment and addressing why they are not suitable for a development of this size. There are a number of sites within the submitted document whose capacity is far in excess of the development proposed in this application (Queens Road, Buckhurst Hill (55), Loughton Car Park, Old Station Road (160), Debden Car Park, Chigwell Lane (244) as well as number of others). These sites have been dismissed by the applicant as 'site area and capacity too large and not a comparative alternative site'. However these identified sites could clearly accommodate a development of this size, albeit that the size of the development in this

application would not fill the entirety of the sites capacity. Nevertheless they would still be capable of accommodating the size of this development and as a result it has not been demonstrated that there are no alternative sites within Flood Zone 1.

The application therefore fails to pass the required Sequential Test and would put a higher amount of people at risk of flooding than the current situation. Therefore the application fails to comply with policy U2A and the objectives of the National Planning Policy Framework.

Conclusion

The otherwise acceptable development fails to pass the Sequential Test in relation to flood risk and consequently would unnecessarily put a higher amount of people at risk of flooding. Therefore it is recommended that planning permission is refused.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: James Rogers
Direct Line Telephone Number: 01992 564 371***

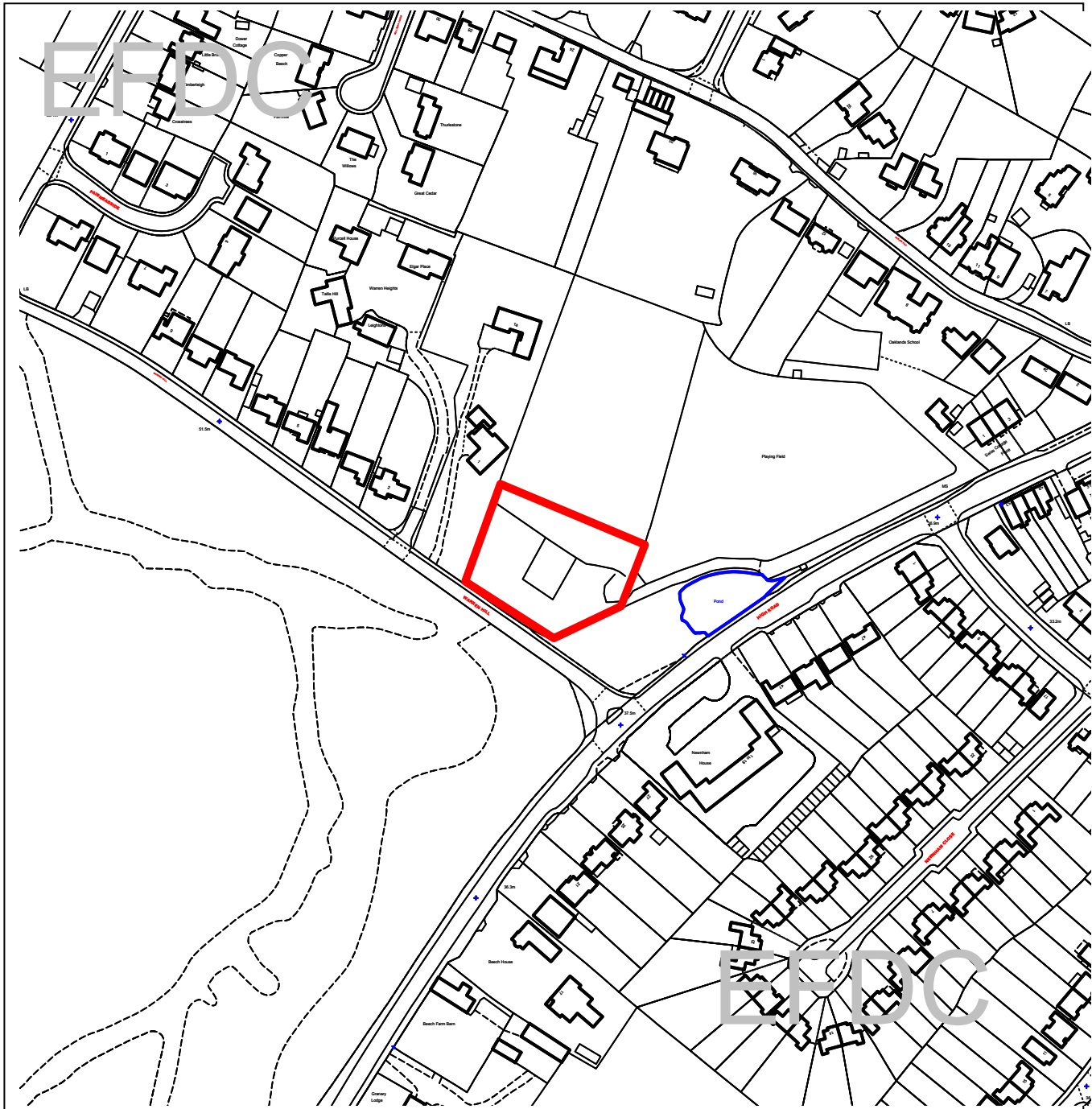
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Epping Forest District Council

Agenda Item Number 3



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Application Number:	EPF/2774/15
Site Name:	Land adjacent to Warren Hill, Loughton, IG10 4RA
Scale of Plot:	1/2500

Report Item No: 3

APPLICATION No:	EPF/2774/15
SITE ADDRESS:	Land adjacent to Warren Hill Loughton Essex IG10 4RA
PARISH:	Loughton
WARD:	Loughton Forest
APPLICANT:	Mr M Hagger
DESCRIPTION OF PROPOSAL:	Provision of 34 space car park and dropping off area for use by Oaklands School only, formation of related vehicular access from Warren Hill and provision of associated landscaping and increase in school roll from 243 to 273 pupils.
RECOMMENDED DECISION:	Grant Permission (With Conditions) Subject to Legal Agreement

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580293

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 Before any works commence on site details of materials to be used on the surfaces of the proposed car park and drop off facility, together with those to be used on the proposed pathway to the school, shall be submitted to and approved by the Local Planning Authority, in writing. These details shall include any proposals for lighting of the car park and footpath. Once approved the development shall be implemented in accordance with the approved details.
- 3 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. This shall include the carb parking area and the pedestrian pathway to the school buildings. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.

- 4 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.

- 5 No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for the following all clear of the highway:
 - safe access into the site
 - the parking of vehicles of site operatives and visitors
 - loading and unloading of plant and materials
 - storage of plant and materials used in constructing the development
 - wheel and underbody washing facilities

- 6 Prior to the first beneficial use of the car park the access, visibility splays, parking and turning arrangements, as shown on drawing no.SK06 Rev B, will be implemented and maintained as such in perpetuity.

- 7 There shall be no discharge of surface water onto the Highway.

- 8 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

- 9 Prior to the commencement of any works a reptile presence/likely absence survey shall be undertaken in accordance with guidelines from Natural England (or other relevant body). This shall should be submitted to and approved by the Local Planning Authority.

- 10 A grass snake has already been confirmed present on site during the Phase 1 ecological survey. Prior to the commencement of any works a reptile Mitigation Strategy (RMS) shall be submitted to and approved by the Local Planning Authority. The detail of the RMS will be informed by the results of the reptile presence/absence survey (condition 1).

- 11 Prior to the commencement of any works a fish presence/likely absence survey shall be undertaken on the pond located to the east of the application site in accordance with guidelines from Natural England (or other relevant body). The results of this survey will inform the Habitat Suitability Index (HSI) assessment of this pond's suitability for great crested newt. They shall be submitted to and approved by the Local Planning Authority.

- 12 If no fish, or only a minor population of fish, are discovered then full great crested newt surveys of the pond will be required in accordance with Natural England (or other relevant body). These surveys shall be submitted to and approved by the Local Planning Authority. Should the surveys reveal the presence of great crested newts, then an appropriate and proportionate detailed mitigation and compensation strategy must be written in accordance with any guidelines available from Natural England (or other relevant body) and submitted to and approved by the Local Planning Authority.
Should a Natural England European Protected Species licence (EPS) be required then this shall also be submitted to the Local Planning Authority. The licence will be granted if the activity conforms with the Habitats Regulations Regulation 53 Three Stage Test and Local Authority consent has been granted. All works shall then proceed in accordance with the approved strategy with any amendments agreed in writing.

- 13 No removal of vegetation shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the Local Planning Authority.

- 14 The site enhancement as recommended in the Phase 1 Ecological Report submitted by DF Clark Bionomique (July 2015) shall be undertaken. This involves a 2m margin of wildflower and rough grass managed on a three-year-rotation topping regime, screen planting of native shrub and hedgerows, log pile recycling, dead wood allowance and stag-beetle logger. A full plan and management proposal shall be submitted to the Local Planning authority for approval.

- 15 If any lighting is to be installed during the construction or occupational phases then the recommendations in the Ecological survey (para 5.7.3) shall be followed.

- 16 No development or preliminary groundworks of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

- 17 The development hereby permitted will be completed strictly in accordance with the approved drawings number SK06 REV B, site location plan, and an Extended Phase 1 Habitat Study dated 13/7/15.

And, subject to the completion, within 3 months of the date of this meeting, of a new S106 which will restrict the school roll to a maximum of 273 pupils - together with the revocation of the previous S.106 agreement linked to planning permission EPF/1097/09.

This application is before this Committee since the recommendation is for approval contrary to a) an objection from the local town council which is material to the planning merits of the proposal, and b) because objections to it have been received from more than 2 neighbours (pursuant to the 'constitution, part three: planning directorate – delegation of council function, schedule 1, appendix A (g) and (f).

Description of Site:

The site has an area of some half a hectare and is located adjoining the bottom part of Warren Hill close to its junction with the High Road. It is owned by Oaklands School at 8 Albion Hill but unlike the adjoining playing fields/playground it is not currently used by the school and it is given over to rough grassland. The west boundary of the site is a fence bordering Oaklands - a roadway which serves a cul de sac of some 6 modern houses. The site is screened by mature trees, particularly on its road frontage with Warren Hill.

Description of Proposal:

Construction of a 34 space car park and dropping off area for use by Oaklands School only, formation of related vehicular access from Warren Hill, and provision of associated landscaping. Together with increase in school roll from 243 pupils to 273 pupils.

Relevant History:

EPF/1474/83 gave planning permission to a single storey front extension to the school but was subject to a S.52 agreement which restricted the school roll to 243.

EPF/2066/06 was a refusal of permission for the change of use of 6, Albion Hill for educational purposes as classrooms, library, offices and kindergarten. The school roll would have been increases to 280. Grounds of refusal related to the traffic problems, delays, and hazards that an increase in children attending the school would give rise to in Albion Hill and at its junction with the High Road. This refusal was subject to an appeal. This was dismissed on grounds that the inspector agreed that increase in the school roll would be likely to increase car journeys to the site and would exacerbate the unsatisfactory highway conditions increasing the risk of accidents, particularly to pedestrians outside and near the school. He did not feel however that traffic flows would be materially affected, or that highway safety problems at the junction with the High Road would be worsened.

EPF/1097/09 gave planning permission for the change of use of the house at 6, Albion Hill for additional school classrooms - with a new S.106 agreement being signed restricting the school roll to the same figure of 243 pupils that was included in the 1983 S.52 agreement.

Policies Applied:

CP2 – Protecting the quality of the rural and built environment.

DBE9 – Loss of amenity

ST4 – Road Safety

ST6 - Vehicle parking.

NC4 – Protection of established habitat

LL10 – Adequacy of provision for landscape retention

The National Planning Policy Framework (NPPF). Has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. With the partial exception of NC4 the above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

LOUGHTON TOWN COUNCIL – The Committee objected to the increase in the school roll because the last planning consent in 2014 (for increased classrooms) was only meant to accommodate the current school roll numbers. The Committee considered the proposed car park layout was satisfactory only if the following criteria were also included:

- 1) The Warren Hill car park was the designated dropping off space and was properly managed by staff to receive the children so drivers briefly pulled up, preferably without getting out of the vehicle, and then drove off within a designated one way system.
- 2) There was no mention of the collection of pupils in the scheme or how this was going to be achieved. The Committee considered this was an integral part of the success of the scheme that needed to be addressed and properly managed.
- 3) The dropping off/collection of pupils (or parking) to be prohibited in Albion Hill

LOUGHTON RESIDENTS ASSOCIATION PLANS GROUP – Object . We can see the advantages of the car park but feel that the school has not sufficiently made out a case for this e.g. it is not clear that parents will use this facility in practice, and 34 spaces appears to be significantly below the number which would be needed for the around 80 school staff, and visitors, and parents wishing to pick up children. We would be happy to consider a revised proposal which deals with these issues. We object to an increase in the school roll there have been previous applications for extra accommodation and we are concerned that more will follow.

NEIGHBOURS – 113 properties were consulted, including properties in Warren Hill and the top of Spring Grove. Some 22 replies have been received from the following addresses Albion Hill - nos 3, 28, 2, 16, 35, Hunters Lodge, and two unspecified house numbers; Albion Park - nos. 12, 17, 7, 5, and 15; Warren Hill - no.9, Warren Heights, Elgar Place, and Oaklands House; High Road - nos 25, 19, 21, 23, and 27; 23 Spring Grove - no.79 and one unspecified house number; Longfield - no.17. The majority of these letters raise objections to the proposal, and comments can be summarised as follows:

An increase in school pupils numbers will exacerbate congestion in Albion Hill where many cars inconsiderately block the one pavement available for pedestrians, they block drives, park on zig zag lines, and block the passage of service and delivery vehicles.

Overall the schools location, and impact on local traffic, makes it inappropriate for further expansion – in the 1960's there were just 80 pupils now there are 243.

Siblings are already given preference - so 30 more spaces will lead to a proportionate increase in traffic movements to the school.

The proposed car park should have been a separate application and not directly linked to an increase in the school roll. Several objectors support the provision of a car park because it may alleviate conditions in Albion Hill but they object to any increase in school numbers.

What assurance is there that the proposed car park will be implemented if the school roll increases?

How will the drop off/pick up work in the new car park? – particularly on pick up when cars will inevitably wait for children and would block other cars. A walk is involved across the school site from the proposed car park – this could discourage dropping off in the new car park, especially where young toddlers are involved or on wet days. Parents may ignore the new car park and problems of inconsiderate car parking in Albion Hill could be further worsened.

Problems of congestion and parked cars would be shifted from Albion Hill to Warren Hill. Cars parked on Warren Hill would leave space for only one car to pass and consequently would lead to tail backs. The junction of Warren Hill and the High Road is a difficult one particularly for cars turning right towards Buckhurst Hill, and incidence of accidents would increase. The proposed car park should be used for staff car parking but not as a dropping off point.

An increase in the school roll will encourage the addition of more classrooms for the school. Also previously the applicant has stated that the school roll would not be increased but this assurance has not been kept.

Building a car park on land verging Epping Forest would set a precedent for further development, and it would be an eyesore. Previously the school owners said a car park could not be provided in this location because of great crested newts.

ESSEX COUNTY COUNCIL HIGHWAYS – This is an acceptable proposal. The applicant has submitted a robust Transport Statement (TS) with the application that demonstrates to the satisfaction of the Highway Authority that the above proposal will be acceptable in highway terms. The proposal will benefit the local area by removing the traffic/pedestrian conflict off a narrow residential road (Albion Hill) and utilising Warren Hill that facilitates two way movement and has better capacity. The school children will be dropped off within the private car park where their safety can be better supervised. Consequently, this scheme will be highly beneficial to highway safety and efficiency on Albion Hill and will not cause any detriment to highway safety or efficiency on Warren Hill. The proposal is therefore satisfactory subject to conditions.

CITY OF LONDON – as Conservators of Epping Forest we object to the creation of this car park. It would intensify use of land adjacent to the Forest, increasing traffic noise and pollution, and would breach the NPPF in that tranquil landscape would lose value. The car park would be sited 8m from Epping Forest and the site is buffer land to the Forest which requires protection. A restrictive covenant on this form of land prevents the erection of buildings – while the current proposal for a car park would not seem to be in breach of this restrictive covenant we consider that the development of such a car park would be on the verge of creating a fixed engineered structure which would constitute such a breach. Finally,

notwithstanding our clear objection if permission is granted then a S.106 agreement should be required to restrict any future/buildings/development.

ESSEX CC HISTORIC ENVIRONMENT SECTION – It is possible that archaeological deposits could be disturbed by the proposal, and a condition on any consent is needed requiring a written scheme of investigation to be submitted and approved.

EFDC TREES AND LANDSCAPE SECTION – a tree report has been submitted. We have no objection to the proposal subject to conditions requiring a tree protection plan and details of hard and soft landscaping.

EPPING FOREST COUNTRYCARE – an ecological survey has been submitted. The proposal is acceptable subject to conditions requiring a reptile mitigation strategy to be submitted, along with a survey for great crested newts with mitigation proposals if relevant, plus a survey of birds' nests, and that the proposed site enhancement be implemented.

Issues and Considerations:

Car parking and access issues.

The main issue raised in this application is whether the provision of a car park and dropping off point in Warren Hill, together with an increase in the school roll from 243 to 273 pupils, would confer a net benefit in terms of dealing with issues of congestion, on street car parking - some of which is inconsiderate, and conditions of highway safety on local roads and junctions

Because of its primarily residential nature, narrow width, and gradient, Albion Hill is not a suitable road for parking and setting down and picking up school children. The school also has very limited off street spaces and hence most staff that travel by car have to park in nearby streets. The school has tried to reduce congestion and parking problems by introducing an informal one way system whereby parents drive up Warren hill or Upper Park, then along Nursery Road, and then drive down Albion Hill. A caretaker assists in helping children out of cars as they park in the roadway. Up to 7 cars can be backed up in this manoeuvre in the peak period of 8.30am to 8.45 am, and clearly movements of residents' cars, and service /delivery vehicles is hampered in this period. Staggered school opening and closing times have also been introduced in order to reduce congestion, and for some years a second pedestrian access to the school has been created from the High Road facilitated by an Essex CC funded road crossing officer. This secondary access has facilitated parents and children accessing the school by foot, although it is apparent that some parents park their cars at the top of Spring Grove, or in Warren Hill, and then accompany their children to the school via this secondary side access. The school also provides a caretaker at this secondary side entrance to assist children entering the school grounds.

The school has not increased its school roll for 30 years and currently it is at full capacity - and even some siblings of existing pupils have to be denied a place because of the legal agreement requiring a maximum school role of 243 pupils.

This application proposes the creation of a car park and dropping off point near the foot of Warren Hill. Children set down at this point would walk 120m across the school grounds to the school buildings, or round a perimeter path with a length of 170m. The applicants point out that 15 cars could queue in the circulatory track in the car park thus avoiding any waiting cars from spilling back on to Warren Hill. A caretaker would be assigned to assist in children demounting and a far quicker and safer setting down on private land would take place - in contrast to the existing setting down in the roadway of Albion Hill where only one car is

'emptied' at a time because of safety concerns on a public highway. The applicants state that a minimum of 50% of cars dropping off of pupils would take place in the new car park, and clearly this would considerably improve congestion and setting down problems in Albion Hill. The age of pupils in the school ranges between 2 and a half years and 11 years, and some parents of the younger children will prefer to continue to drop their children off in Albion Hill.

In terms of staff car parking the school employs a total of 60 teachers but only 25 to 30 are at the school at any one time. Some walk but a majority of 20/25 teachers currently park in Albion Hill, Warren Hill or Spring Grove. However, provision of a 34 space car park will enable all these teachers to park off street, which would clearly cause less congestion, and reduce nuisance to nearby residents.

A full transport statement has been submitted with the application, and Essex CC as Highway Authority agree with its basic findings and conclude the proposals will provide a significant improvement to parking and access issues. A third benefit of the proposal is that Warren Hill is a straighter road with a greater capacity than Albion Hill. It also provides far better driver visibility sightlines at its junction with the High Road, whereas the sight lines at the angled junction of Albion Hill with the High Road are very poor, particularly looking south west towards Buckhurst Hill. In this context the removal of at least 50% of cars dropping off children from Albion Hill to Warren Hill, together with relocation of teachers cars parked in Albion Hill, will provide for a safer movement of vehicles thus reducing the likelihood of accidents.. Although concerns have been raised by objectors about merely moving congestion and safety problems from Albion Hill on to Warren Hill, Essex CC agree with the transport consultant's report that Warren Hill has the capacity to accommodate additional vehicular movements. There is also the added benefit that many parents would not drive up Warren Hill and Upper Park so as to enter Albion Hill from Nursery Road – instead they will just drive some 70m from the High Road up Warren Hill to the new car park access.

Is the increase in school role acceptable?

Although some objectors do not object to the provision of the car park and dropping off point in Warren Hill there is almost a unanimous view that the school roll should not be increased by 30 pupils - because of the problems caused over many years, and because previous assurances have been given that there would be no further increase in the school roll. Objectors also do not agree that some of the 30 new spaces will be used by siblings of existing pupils (and hence give rise to less additional car movements) - pointing out that siblings are currently given priority for school places. The principal of the school has responded to these concerns as follows:

We have shown in our application that increasing the number by 30 does not equate to increasing cars by 30. The travel survey and traffic plan submitted with the application show that 30% of children walk to school. 70% use a vehicle currently, but 14% of these car share.

Even though there are currently 242 children in the school, there are only 170 families. This is because there are many families with 2 or 3 children at the school. Oaklands has a siblings priority policy to help families with 2 or 3 children at the school, but has been forced to reject even siblings recently due to the constraint on its numbers.

Therefore we anticipate that the additional 30 children would:

- a) Be mainly siblings whose parents are already bringing another child to the school

- b) Be of sufficient age to use the 'drop and go' service that the internal track (around the school grounds from the proposed car park) is designed to incorporate
- c) Be from the immediate local vicinity to walk (as with the current 30% of children)
- d) Take up one of our many before or after school clubs so that the start and end of the day is staggered (ie not all families arrive or depart at the same time)

Putting all this together, we anticipate that the 30 extra children would only generate around 10 more vehicular movements – staggered at different times.

In addition the Transport Statement commissioned by EAS (our transport consultants) in May 2015 showed that of the 70% of families who use vehicles to travel to and from the school, only 38% used Albion Hill. Parents are already used to parking elsewhere and then walking to the school. Many currently park at the bottom of Warren Hill, at the top of Spring Grove, The Crescent, and along the High Road. Providing the proposed drop- off facility in Warren Hill would alleviate these areas too.

In the light of the above there are clearly different views about the amount of additional car movements an extra 30 pupils would give rise to. Whether it is 10 as the school state, or higher as objectors fear, officers are of the opinion that the provision of a 34 space car park, and safer off street drop off facility, will provide considerable net benefit – in particular on Albion Hill it would reduce congestion, inconsiderate parking, and the need for pedestrians to walk in the road.

Environmental issues

With the exception of an asphalt concrete entrance way to the proposed car park, the car park will be surfaced with a plastic cellular system which will allow for a grassed surface to be provided. Also more vegetation will be planted on the north and west sides of the car park to complement existing screening to be retained on the Warren Hill frontage and south side of the car park. It is acknowledged that this land has 'buffer land' status bordering the Forest – however the appearance of the car park in this sensitive location will be acceptable.

A tree study and protection plan, together with an ecological survey, have been submitted with the application. The Councils Trees and Landscape section, and Country Care section, have no objections to the proposal subject to conditions being applied.

Will 30 additional pupils lead to a need for more building to provide classrooms?

The school principal states that there are 19 classes in the school covering 8 age ranges, and that an additional 1 or 2 children would be added to each class depending on where the need lies - therefore no further classrooms are anticipated. In any event further planning permissions would be required for more classrooms, and given the infrastructure issues raised in this report planning permission could well be denied for further building expansion.

Role of the school in the area.

43% of children attending the school come from the IG10 Loughton postcode, and 30% live within a one mile radius of the school. Therefore the school does provide for local need – and demand for school places in Loughton has increased in recent years as evidenced by the planned expansion of schools in Staples Road and Alderton Hall Lane schools. Although

clearly over many years the school has caused acute problems and inconvenience to local residents its role in providing a service for the local community should also be recognised.

The section 106 agreement

Should approval be granted to an increase in the school roll a fresh legal agreement would need to ensure that the proposed car park and drop off facility is in fact built and available for use before the school numbers are increased. Additionally, the legal agreement would need to ensure that the car park and drop off facility is retained for use on a permanent basis.

Conclusions:

The proposed car park and drop off facility would provide a much need infrastructure improvement for Oaklands School. It would significantly reduce longstanding congestion, parking problems, and road safety issues in Albion Hill. For these reasons, and those outlined in the report above, it is recommended that planning permission be granted, and that consent be granted via a new S.106 agreement to increase the school roll by 30 pupils to a total 273 pupils – but subject to clauses ensuring that the new car park and drop off facility is provided before the school roll is increased, and that they are retained on a permanent basis.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: David Baker
Direct Line Telephone Number: 01992 564514***

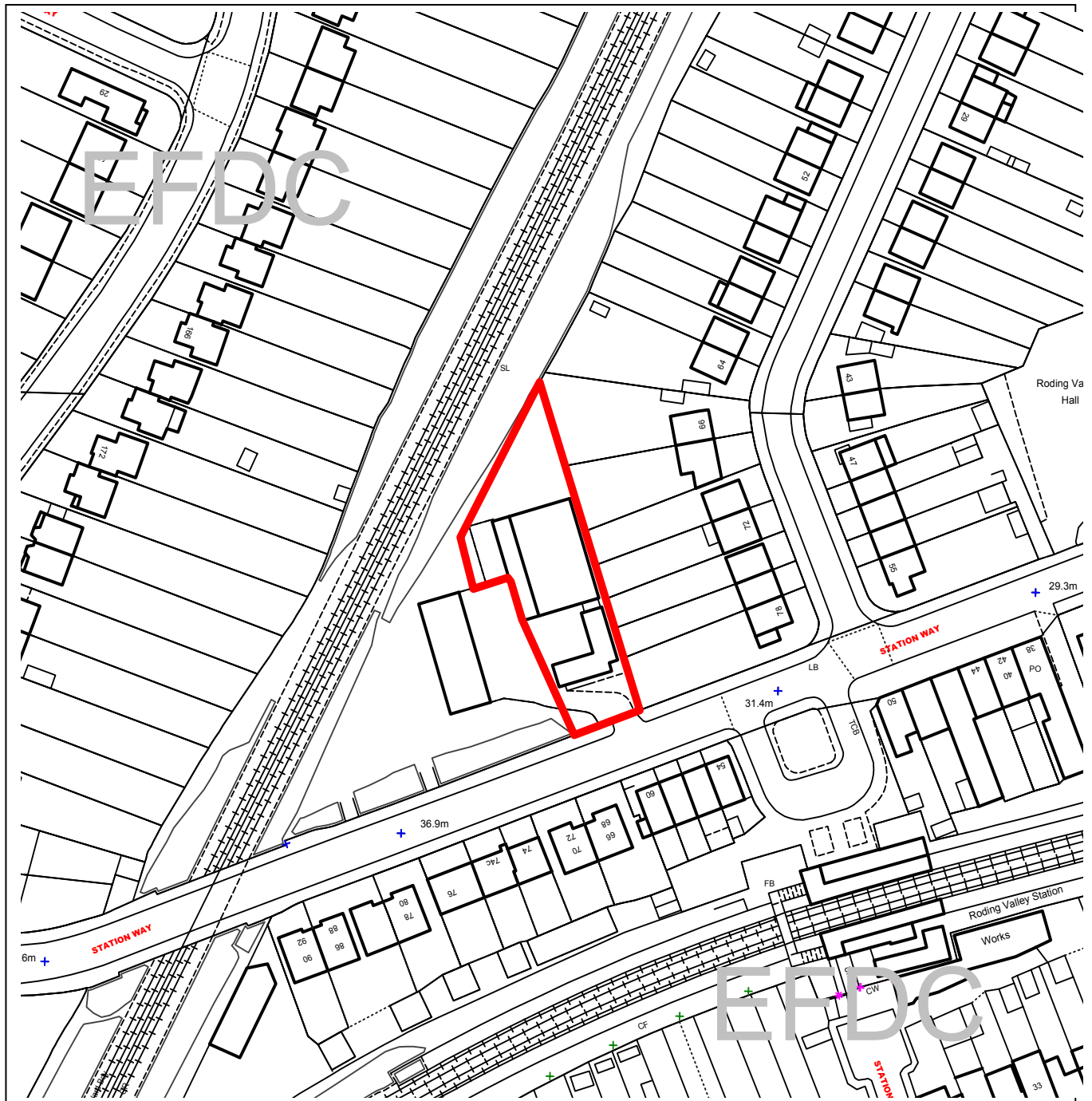
***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***

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Epping Forest District Council

Agenda Item Number 4



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Application Number:	EPF/2794/15
Site Name:	Former Electrical Substation Station Way Buckhurst Hill Essex IG9 6LN
Scale of Plot:	1:1250

Report Item No: 4

APPLICATION No:	EPF/2794/15
SITE ADDRESS:	Former Electrical Substation Station Way Buckhurst Hill Essex IG9 6LN
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill East
APPLICANT:	SJT Limited
DESCRIPTION OF PROPOSAL:	Form new basement level to development approved under EPF/2696/13 and form 3 no. additional flats with revised parking arrangements to provide 4 no. additional parking spaces, 16 in total.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580334

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 1580.9, 10 rev A, 11 rev A, 12 (basement and first floor and 12 (second floor and roof)
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 4 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 5 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 6 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 7 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

- 8 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 9 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 10 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
1. The parking of vehicles of site operatives and visitors
 2. Loading and unloading of plant and materials
 3. Storage of plant and materials used in constructing the development
 4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 5. Measures to control the emission of dust and dirt during construction, including wheel washing.
 6. A scheme for recycling/disposing of waste resulting from demolition and construction works.
- 11 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 12 All bedrooms within the development hereby approved shall be provided with sufficient double glazing and acoustically treated trickle ventilators, or other means of ventilation that will provide adequate ventilation with the windows closed, to ensure that the occupiers are provided with reasonable resting/sleeping conditions with reference to British Standard BS8233: 1999 - Sound insulation and noise reduction for buildings - Code of practice (or such other standard which may supersede it from time to time)

- 13 Details of the double glazing and acoustically treated trickle ventilators, or other means of ventilation, referred to in Condition No 12 shall be submitted to and agreed in writing by the Local Planning Authority and installed before any of the proposed residential development is occupied.
- 14 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan and Arboricultural Method Statement in accordance with BS:5837:2005 (Trees in relation to construction) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved Tree Protection Plan and Arboricultural Method Statement unless the Local Planning Authority gives its written consent to any variation.
- 15 A flood risk assessment and management and maintenance plan 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 best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.
- 16 The development hereby approved shall not be commenced until details of the proposed refuse and cycle store including details of security to the cycle store indicated on the approved plan have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 17 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 18 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 19 Prior to first occupation of the development hereby approved, the proposed window openings in the east facing flank elevations shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the rooms in which the windows are installed and shall be permanently retained in that condition.
- 20 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Travel Information and Marketing Scheme for sustainable transport approved by Essex County Council.

- 21 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 22 Prior to first occupation of the development, the proposed private drive shall be constructed to a minimum width of 5.5 metres for at least the first 6 metres within the site, tapering down to any lesser width.
- 23 The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.
- 24 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(d)). It is also before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g)), and since it is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(f).)

Description of Site:

The site lies to the north side of Station Way and has historically been used as operational land by London Underground. The original operational site has now been subdivided, the eastern part comprises the application site and demolition of the original building has commenced in preparation of implementing the previously permitted scheme for redevelopment of 11 flats. The western part is retained by TfL and houses the more modern and operational sub-station. The two parcels share the existing access up a steep slope to Station Way which rises east to west at this point to a railway bridge.

The application site is adjoined by residential properties on its east side and the railway line runs along the north west boundary. Directly opposite on Station Way are further residential units although Roding Valley Station and local shops are in close proximity.

Description of Proposal:

The application seeks to create a basement level to the building already approved and to provide three additional flats. The applicants have stated that the demolition of the existing building has revealed a deeper basement than was previously indicated and this provides an opportunity to provide additional dwellings rather than backfilling the site.

The proposed flats follow the layout of the floor above, a single aspect rear facing unit and two dual aspect units to east and west sides. The eastern unit will also be provided with a lightwell in front of the building. To the rear and west sides, the external amenity area will be finished at the basement level.

The frontage area will also be reconfigured. Parking for 15 vehicles will be provided including two disabled spaces with side transfer zones. Abutting the access ramp, a two storey structure will be constructed to provide a cycle store at the lower level accessed from the car park and a refuse store above accessed from the top of the access ramp, in a location which enables refuse and recycling material to be collected without the need for the refuse vehicle to enter the site.

Relevant History:

- EPF/2652/10 Demolition of sub-station and erection of a $\frac{3}{4}$ storey block of 11 x 2 bed flats. This application was refused and a subsequent appeal dismissed on design, impact on neighbours and poor living conditions. The Inspector did not support a reason for refusal based on car parking, specifically stating that the area could accommodate a level of overspill parking.
- EPF/2249/13 Demolition of existing sub-station and erection of $\frac{2}{3}$ storey block of 11 flats – withdrawn.
- EPF/2696/13 Demolition of existing sub-station and erection of $\frac{2}{3}$ storey block of 11 flats (revised application) – approved subject to conditions and legal agreement for education contribution.

Policies Applied:

- CP1 Achieving Sustainable Development Objectives
- CP2 Protecting the Quality of the Rural and Built Environment
- CP3 New Development
- CP4 Energy Conservation
- CP5 Sustainable Building
- CP6 Achieving Sustainable Urban Development Patterns
- CP7 Urban Form and Quality
- RP4 Contaminated Land
- H2A Previously Developed Land
- H3A Housing Density
- H4A Dwelling Mix
- DBE1 Design of New Buildings
- DBE2 Effect on Neighbouring Properties
- DBE3 Design in Urban Areas
- DBE6 Car Parking in New Development
- DBE8 Private Amenity Space
- DBE9 Loss of Amenity
- LL11 Landscaping Schemes
- ST1 Location of Development
- ST2 Accessibility of Development
- ST4 Road Safety
- ST6 Vehicle Parking

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 63

Site notice posted: 04 December 2015

Responses received: Comments have been received from occupiers of six nearby properties – 61 and 174 Forest Edge, 74 and 76A Station Way and 66 and 68 Walnut Way raising the following issues:

- Overdevelopment of the site
- Impact on surrounding residents – general issues of noise and activity, overlooking, potential subsidence and damage to vegetation in adjoining gardens
- Parking concerns – adequacy of provision and usability of on site parking, potential overspill, provision of visitors and disabled parking bays, and whether residents would be entitled to park in residents parking bays on Station Way.
- Living conditions of the proposed basement flats
- Access to and maintenance of amenity areas within the development
- Others issues not relevant to the application including disturbance during construction (largely controlled by other legislation), access for emergency vehicles (a building control issue) and impact on water supply pressure have been raised.

Buckhurst Hill Parish Council: Object to the application citing the following

- Overdevelopment of the site
- Unclear arrangements as regards parking which would appear to be inadequate
- Concern regarding view from Station Way
- Concern regarding maintenance of undeveloped land ie amenity area and access to it

If the application is granted, would request that the same conditions are applied as to the previous application.

Main Issues and Considerations:

In considering this application, it is important to bear in mind that this is not a reconsideration of the previous application but an assessment as to whether the site is suitable for three additional units and the associated activity that goes with this. A number of comments raised in the consultation responses, particularly around the access to amenity areas are identical to what has already been approved and will remain the same irrespective of whether this application is approved.

Design and general impact – The additional accommodation is provided wholly within a new basement area. The application drawings confirm that the building above existing ground levels is the same height as originally approved and the design and materials are unchanged. From the front, the only visual sign of the additional accommodation will be a lightwell while for neighbours to the east, the overall visible height and mass is unaltered, the new lower level being concealed by the boundary wall. It may be argued that residents to the north west in Forest Edge will be able to see this as a four storey building but views from

these properties are at an angle and the railway land in between contains a heavy tree presence and is a minimum of 25m in width where it abuts the site.

It is noted that a previous application for a 3 / 4 storey development on the site was refused and that the arguments on scale and design were upheld on appeal. Officers consider there are significant differences between the two schemes however; the rejected scheme was a flat roof box with all four floors above existing ground level with significantly greater visual presence within the site and area.

Taking these matters into account, a refusal on amenity grounds would therefore be extremely difficult to justify.

Parking and forecourt areas – The revisions to the scheme have enabled the arrangements at ground level to be reassessed. The approved scheme included 12 parking spaces, 2 designated for disabled drivers, two racks of cycle stands and a refuse store at car park level. Subsequently, it has become apparent that the refuse store was unworkable as operatives would not move bins from the lower level up the ramp for collection.

The revised scheme provides the same proportion of on-site parking as the previous scheme – one space for each unit plus one additional, including two disabled bays. Essex Parking Standards allows for reductions in parking provision where development is located within an urban area that has good links to sustainable transport

Residents have raised concerns at the size of parking bays but these are a minimum of 5m deep x 2.5m wide which meets generally accepted guidance.

This has been achieved by making a far more efficient bin and cycle storage arrangement. The cycle store provides capacity for 16 cycles in a fully enclosed store (as opposed to open shelters) providing better security for residents. The refuse store is readily accessible to the collection vehicle.

Officers have also had regard to the implications of overspill parking. The Inspector in 2010 was clear that the area was not subject to undue parking stress and that the presence of public transport services in the area was a material factor. Although that decision was made in 2011, public transport services remain largely unchanged and there has not been significant additional development in the area that would have noticeably increased parking stress. While the appeal decision related to 11 flats and the current application in effect relates to 14, officers do not consider that this materially alters the Inspectors conclusions on this issue.

Other matters –

Education – the previous application was subject to a Unilateral Undertaking that secured an education contribution reflecting increase demand for school places arising from the development that could not be met through existing capacity. There remains a shortfall in capacity and the applicants have agreed in principle to a revised agreement to reflect additional demand arising from the scheme. However, under the provisions of the Community Infrastructure Levy Regulations 2010, the education authority is restricted in the number of pooled contributions they can take for a single project and the County Council have raised concerns that if the two contributions arising from this development cannot be linked, this may prevent them taking a larger contribution from a future scheme in the area. At the time of preparing this report, these discussions had yet to be completed and an update will be given at the meeting.

Contaminated land – the previous uses increase the likelihood of the land being contaminated and an initial survey has been submitted pursuant to conditions attached to the previous application. Officers would intend re-imposing standard conditions on this matter and to deal with the details already submitted by way of further discharge of conditions. A similar approach will also be adopted to other details previously submitted.

Amenity space access – representations from residents and the Parish Council refer to access to amenity areas around the building including for maintenance. Officers consider such matters have little weight however. The footprint of the building has not altered and the pinch point between the north west corner of the building and the railway boundary has previously been agreed. Issues of maintenance will be for the occupiers and management company to resolve. In relation to the living conditions of the 'basement' flats, their setting at lower ground level would allow for adequate light and ventilation with good outlook to an enclosed private amenity area.

Conclusion:

In order to justify refusing this application, Members would need to be clear as to the additional harm that would arise from the development. Officers would argue that no additional harm arises from the building where the height and dimensions above ground are unchanged. The parking ratio of one space per unit and one over is maintained and there are clear improvements to cycle and refuse storage arrangements

Officers do acknowledge that the level of development is more intensive but consider that it would be difficult to argue that this is so significantly more harmful that it would justify refusal.

Accordingly, subject to the completion of a any suitable legal agreement that may be required to secure the additional contribution to local education provision, the application is recommended for approval.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

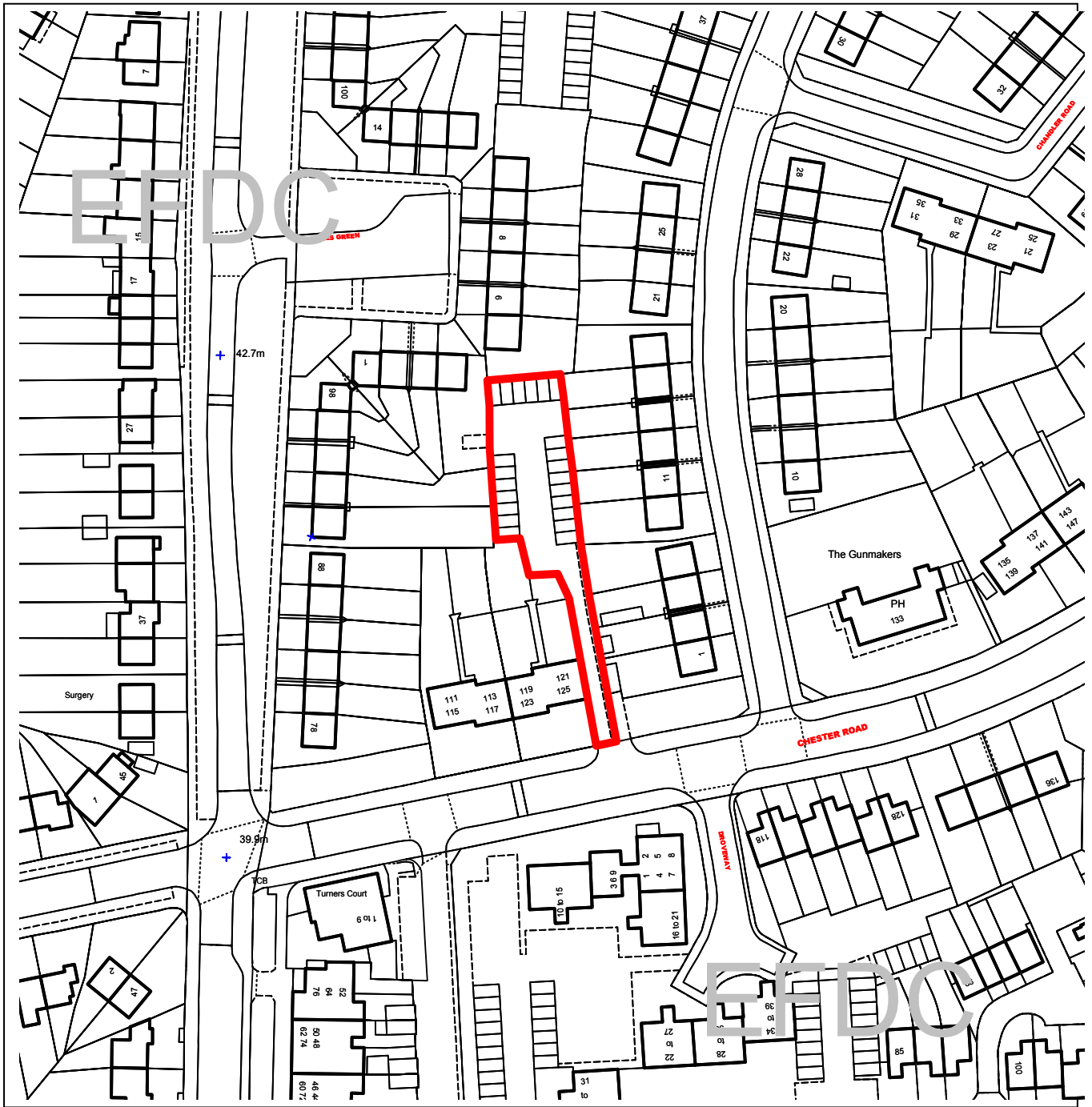
***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 5



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Application Number:	EPF/2590/15
Site Name:	Garages rear of 119-125 Chester Road Loughton Essex IG10 2LR
Scale of Plot:	1:1250

Report Item No: 5

APPLICATION No:	EPF/2590/15
SITE ADDRESS:	Garages rear of 119-125 Chester Road Loughton Essex IG10 2LR
PARISH:	Loughton
WARD:	Loughton Fairmead
APPLICANT:	East Thames Housing Group
DESCRIPTION OF PROPOSAL:	3 affordable homes with 7 parking spaces
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=579859

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612 057 PL01, PL02, PL03A, PL04B, PL05C and PL06A
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 4 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 5 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 6 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 7 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

- 8 A flood risk assessment and management and maintenance plan shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. The assessment shall demonstrate that adjacent properties shall not be subject to increased flood risk and, dependant upon the capacity of the receiving drainage, shall include calculations of any increased storm run-off and the necessary on-site detention. The approved measures shall be carried out prior to the substantial completion of the development hereby approved and shall be adequately maintained in accordance with the approved management and maintenance plan.
- 9 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 10 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 11 No development shall take place until details of external lighting to the access and parking areas have been submitted to and approved by the Local Planning Authority. The development shall be completed prior to first occupation in accordance with the agreed details.
- 12 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, and use of porous materials where practicable. The 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.
- 13 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.

- 14 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 15 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 16 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 17 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 18 The area identified on the approved plan for refuse storage on collection day shall be identified for such purpose prior to first occupation of the dwellings and shall be thereafter retained solely for that purpose.
- 19 Prior to the occupation of the development hereby approved non-illuminated signage advising that parking of vehicles is prohibited on the access drive to the site off Chequers Road shall be displayed along the access drive. Such signage shall be displayed permanently.
- 20 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no extensions to the houses or enlargements to their roofs generally permitted by virtue of Classes A and B of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 21 Other than the side window shown on the approved plans, no flank windows shall be installed within the development hereby permitted without prior consent from the Local Planning Authority

This application is before this Committee since it is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(f).) and since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application relates to a site of around 0.8 hectares currently housing 22 garages. The site entrance lies on the north side of Chester Road abutting 119 – 125 Chester Road, a 2 storey building comprising 4 flats and along the side of gardens to houses in Grosvenor Drive. At the time of the application, around 75% of the garages were occupied. At the time of the site visit, there was some evidence of flytipping on the site and a full skip was present.

The site is adjoined on all sides by two storey residential properties. One property in Pyrles Lane to the west has a vehicle access into the site and a number of properties in Grosvenor Drive have pedestrian access gates onto the slip road.

Description of Proposal:

The application proposes the replacement of the garages with a terrace of three affordable dwellings and seven surface parking spaces. The dwellings each comprise a two bedroom, two storey unit with a hipped pitched roof over the upper floor is set into the roof slope to reduce eaves and ridge height. The terrace is located towards the northern end of the site with private gardens at the rear.

Relevant History:

None

Policies Applied:

CP1	Achieving Sustainable Development Objectives
CP2	Quality of Rural and Built Environment
CP4	Energy Conservation
CP5	Sustainable Building
DBE1	Design of new buildings
DBE2	Effect on neighbouring properties
DBE3	Design in Urban Areas
DBE6	Car parking in new development
DBE8	Private Amenity Space
DBE9	Loss of Amenity
ST4	Road safety
ST6	Vehicle parking

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: Seventy eight

Site notice posted: 09 November 2015

Responses received: Letters of objection have been received from 10 properties – 8 Ashfields, 113 Chester Road, 3, 11 and 15 Grosvenor Drive, 2 and 6 Pyrles Green and 92 and 96 Pyrles Lane. Residents raise a number of common issues on amenity grounds as under:

- Overall scale and density, both of the site and in the context of the surrounding area.
- Overlooking and loss of privacy; one resident specifically refers to overlooking from side windows, however there is only one side window in the scheme, to a ground floor bathroom.
- Overshadowing and loss of light
- Visual impact – from the appearance of the dwellings being out of character and as a result of general loss of open outlook
- General noise and disturbance – both during construction and from future occupiers

In terms of the loss of garages and traffic and parking, residents have made the following comments;

- Development will lead to displacement of parking into the surrounding area which is already heavily parked
- Proposal will increase traffic on local roads
- Suitability of access
- Two garage users object to the loss of their current parking.
- Concern at access for emergency vehicles

Other general matters raised include:

- Impact on local schools (the development is below the threshold to consider such matters)
- One resident refers to a boundary issue between them and the Council as land owner (this is not a planning matter)
- Impact on property values (not a planning matter)
- One resident suggested other sites in the area should be considered for development, including some green areas (Members can only consider the application before them)

Loughton Residents Association (Plans Group) Objection, raising the following issues:

- Overdevelopment against the original design concept of the area
- Two storey development is excessive
- Overlooking
- Suitability of the access for residential traffic and for emergency vehicles
- Parking stress in the area from displacement
- The lack of street lighting on the land

In the event the application is approved, LRA suggest conditions on street lighting, planting, removal of asbestos, working hours and wheel washing.

Loughton Town Council: Objection. The application which was considered contrary to Policy DBE1 of the Local Plan & Alterations on the following grounds:

1. The proposal was an overdevelopment of the site
2. The height of the properties would be overbearing on the neighbouring properties in Pyles Green – one or two bungalows would be more appropriate.
3. The long, narrow, single track access road to the plot was considered inadequate for vehicles.
4. The loss of the existing garages would only serve to displace the parking of these vehicles onto neighbouring roads, where there is no capacity for additional parking.
5. The proposal for the collection of the occupants refuse bins from the site entrance was considered unacceptable in view of 3 above.

Main Issues and Considerations:

The main issues in this case are the principle and intensity of development of the site, impact on surrounding occupiers., design issues and highways and parking considerations,

Principle of development - The site lies within the built up area close to amenities and adequately served by public transport, thereby rendering this a sustainable location for residential development. In terms of overall housing development, the proposal would achieve a density of 37.5 dwellings per hectare, towards the lower end of the range set out in policy H3A meaning it could not be described as an over intensive development of the site.

Each dwelling is provided with a reasonable sized private garden, the smallest of which measures 50 sq m which accords with policy objectives and seven parking spaces are provided off-street.

The development also delivers much needed affordable housing, details of which are dealt with through the land issues and do not require a legal agreement attached to a planning permission

Officers consider therefore this to be an appropriate location for residential development and an appropriate level of development for a site of this size.

Impact on surroundings – It is acknowledged that the constraints of the site raise the possibility of development impacting on surrounding residents and amendments have been made to reduce the height of the buildings to reflect this. Further, the dwellings are provided with hipped roofs to further reduce the potential impact on surrounding properties. The height at eaves as now proposed is only around 4.2metres and this is significant in considering impact on daylight and sunlight. The closest property lies to the north- west in Pyles Green and is around 12 metres from the nearest point of the building, sufficiently far to ensure minimal potential loss of light. The flank of the building does abut the side of the garden and will have a visual impact but this must be considered in the context of the scheme overall. Properties to the east lie 15 metres from the buildings and properties to the west 30 metres away and similar considerations arise, there will be a limited visual impact but certainly no loss of daylight or sunlight.

Some residents raise issues of overlooking. Habitable room windows face front and rear only and predominantly face over gardens; buildings directly facing in Chester Road have building to building separation distances in excess of 35 metres. No flank windows are proposed at first floor. No habitable room windows are therefore directly overlooked to an unacceptable degree.

Thus, other than limited visual impact from introducing two storey buildings on to the site, it is difficult to argue that the scheme has a significant or material impact on surrounding residents such that refusal would be justified.

Design – The design and form of the buildings is entirely consistent with the character and form of local built development. The buildings do not exceed two storeys in height, they are constructed using brick, render and tiled roofs and are of a conventional form with front entrances and principle windows in the front and rear elevation. Thus, the scheme is entirely consistent with the built form in the surrounding area.

Highways and parking considerations – The application provides 7 parking spaces within the site to serve the three dwellings. This is entirely appropriate provision for the level of development proposed.

Greater concern has been expressed in consultation responses over the displacement of parking and the suitability of the access road. Surveys indicate that all of the existing garages are used and although it may be argued that some garages are not actually used for vehicles but for other storage, a number of vehicles will be displaced on to the local road network. However, these will be dispersed over a wide area, currently only three garages are let to tenants who adjoin the site and only 9 to residents within 400 metres of the site entrance. Dispersal over such a wide area will therefore have a negligible effect on wider traffic movement or parking stress.

The access to the site currently serves potentially more than 20 vehicles without any evidence of risk to road safety or pedestrians and there is no obvious reason why it should not be capable of serving the seven spaces proposed, the Highway Authority have certainly not raised any concerns in this regard. Natural surveillance of the route is improved with one dwelling having windows facing directly down the access but officers do acknowledge the comments in respect of further improving safety by introducing lighting into the access, this can be done by condition.

Other matters – In light of historic use on the land and the potential for asbestos to be present, contaminated land assessments is appropriate and conditions are recommended in this regard.

Provision is made for refuse and recycling bins to be stored in front of the building and a designated location is identified for these to be moved to on collection day. A condition in this regard can be included and this arrangement is acceptable to the refuse service.

The Highway Authority have suggested an informative in respect of fire tender access. This matter is covered in detail by the Building Regulations and the agents have indicated they believe this can be achieved. As such no further consideration of the matter is required as part of the planning application process.

Conclusion:

While officers acknowledge the constraints caused by the backland nature of the site, the development proposed is of an appropriate density and intensity on a site of this overall size. The buildings seek to reflect local character being two storeys and built from traditional materials. The overall height has been reduced to minimise the impact on surrounding occupiers and while the buildings will be visible, they will not be unduly obtrusive nor will there be any substantive loss of daylight and sunlight to habitable areas. On site parking is sufficient for this number of dwellings and for the reasons given, displaced parking will be widespread with little identifiable harm to safety and parking stress.

Overall, the scheme provides good quality affordable housing to meet local demand that meets national and local policy.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

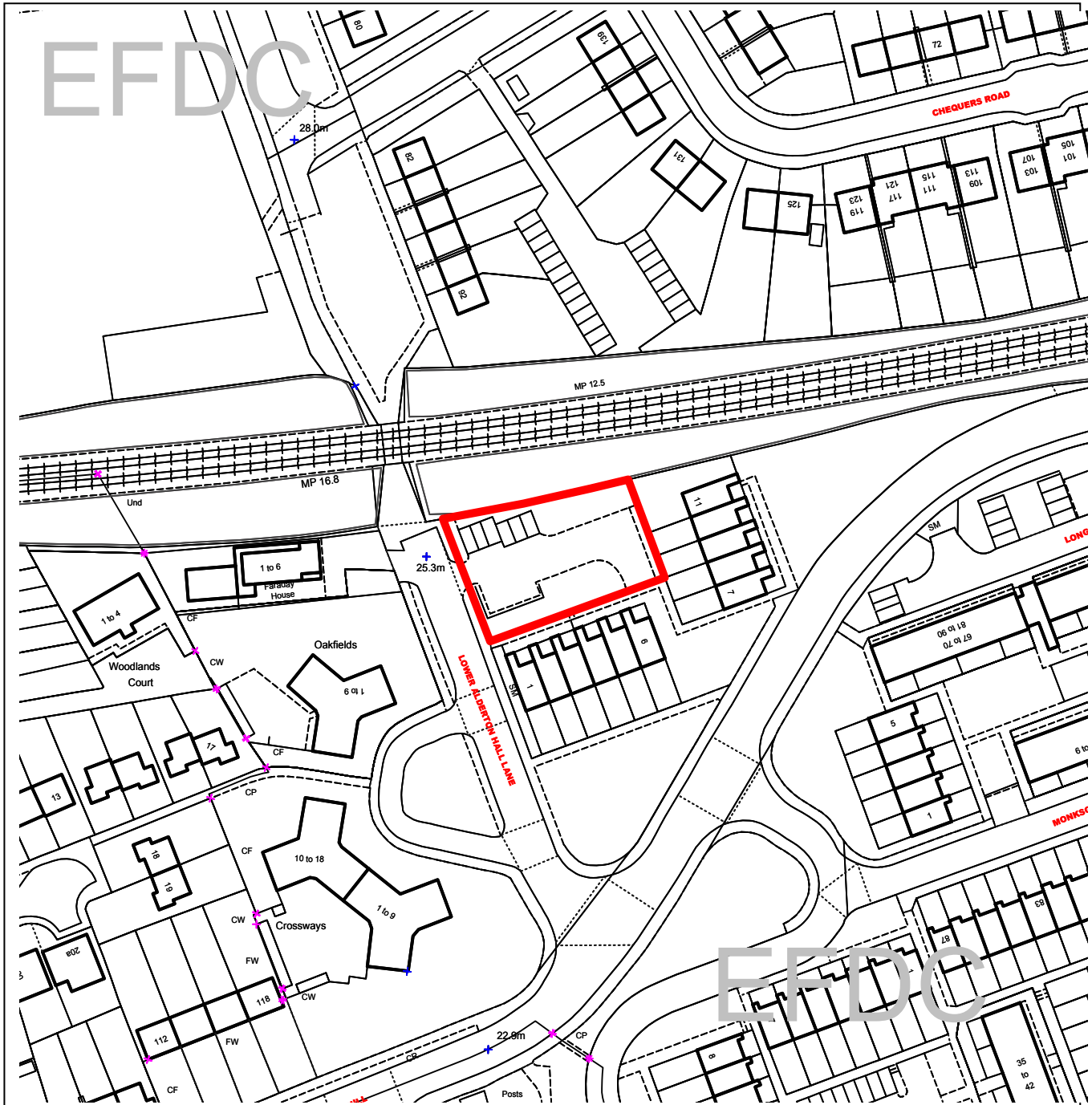
**Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481**

**or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk**



Epping Forest District Council

Agenda Item Number 6



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Application Number:	EPF/2620/15
Site Name:	Garages Lower Alderton Hall Lane, Loughton Essex IG10 3HA
Scale of Plot:	1:1250

Report Item No: 6

APPLICATION No:	EPF/2620/15
SITE ADDRESS:	Garages at Lower Alderton Hall Lane Loughton Essex IG10 3HA
PARISH:	Loughton
WARD:	Loughton Alderton
APPLICANT:	East Thames Housing Group
DESCRIPTION OF PROPOSAL:	2 affordable homes with 13 parking spaces
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=579955

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612/055/PL01, 02, 03 rev A, 04 rev A, 05 and 06
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

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[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 6 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 7 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

- 8 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
provide details on all structures
accommodate the location of the existing London Underground structures
demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
demonstrate that there will at no time be any potential security risk to our railway, property or structures accommodate ground movement arising from the construction thereof
mitigate the effects of noise and vibration arising from the adjoining operations within the structures
The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.
- 9 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 10 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 11 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) and implementation programme (linked to the development schedule) have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.

- 12 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 13 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
- 14 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 15 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 16 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 17 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no extensions generally permitted by virtue of Class A of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.

This application is before this Committee since it is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(f).)

Description of Site:

This application relates to a site located to the rear of properties 1- 11 Lower Alderton Hall Lane. The site lies immediately south of the railway embankment on the east side of the road. The site comprises around 900 sq. metres and currently includes a block of six garages on the north side, four marked parking bays on the south side, an amenity green containing a mature lime tree and a turning head where vehicles are regularly parked.

Properties abutting the site comprise two terraces of houses, the southern block 1-6 have their front doors facing on to the site and the eastern block 7 – 11 have rear gardens facing this way, all of which have pedestrian access only at the rear.

On the west side of Lower Alderton Hall lane lie 3 storey flatted blocks in Oakfields and Crossways. The railway embankment to the north is relatively high and features a number of trees, the pedestrian link through to Alderton Hall lane abuts the site western boundary.

Description of Proposal:

Permission is sought for two detached two bedroom affordable dwellings on the northern side of the site and reconfiguration of the parking area in front. The two houses are roughly square with flat roofs and designed for four occupants. Garden areas wrap around the rear and side of the buildings, the main space on the west side. A brick finish is indicated.

The parking area will also be upgraded; the existing six garages demolished, two of the existing parking spaces removed to reconfigure the amenity green around the lime tree and the turning head is removed. Five parking spaces are provided on the north side of a central access road, four between the two houses and one in the north eastern corner of the site and on the south side six new spaces are created and two retained. The existing vehicle access to the road is retained unchanged.

Relevant History:

None

Policies Applied:

CP1	Achieving Sustainable Development Objectives
CP2	Quality of Rural and Built Environment
CP4	Energy Conservation
CP5	Sustainable Building
DBE1	Design of new buildings
DBE2	Effect on neighbouring properties
DBE3	Design in Urban Areas
DBE6	Car parking in new development
DBE8	Private Amenity Space
DBE9	Loss of Amenity
ST4	Road safety
ST6	Vehicle parking

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 44

Site notice posted: 06 Nov 16

Responses received: Objections have been received from 5 properties – 2, 4, 5, 8 and 11 Lower Alderton Hall Lane. Objections raise a number of common concerns as under:

- Parking capacity – all objectors refer to the existing levels of vehicle parking, that existing parking facilities are heavily used including vehicles parked at night in the vicinity of the garages and in the turning head. One resident has a motor home that they park in the courtyard that they state would require two parking bays length and another specifically to residents parking business vans. It is suggested that the application is misleading in respect of existing parking levels and the consequent net loss of parking that results. It is noted that the defined parking bays. The site also comes under pressure from parking associated with the nearby school. These matters are dealt with below.
- Loss of outlook – residents currently have an unimpeded view of trees on the railway embankment which will be lost.
- Overlooking – concern is raised at overlooking from new windows

Other specific comments include:

- Impact on trees, particular concern is raised at incursion into root protection areas and stability of trees on the railway embankment. Officers are satisfied that with suitable conditions in relation to defining root protection areas, development will not harm existing trees.
- Access for refuse vehicles – it is argued that the proposals make the site more difficult for refuse vehicles to access the site to service existing properties, notwithstanding the proposals to serve the new dwellings. However, the refuse supervisor has confirmed that refuse vehicles currently drive into the site and reverse out and this arrangement will not be affected.
- Concern is raised that the fencing to the garden abutting the road will create a blind spot affecting safety. The garden fencing is in excess of 2 metres from the back edge of the footway behind an existing planting area and pedestrian visibility is not compromised..
- Other matters relating to drainage and contamination can be dealt with by condition where relevant.

Loughton Town Council: No objection to the application

Main Issues and Considerations:

The main issues relate to parking issues, the design and appearance of the development and the impact on surrounding occupiers.

Parking issues – It is evident from resident's objections that parking capacity is a significant issue in this location. It is noted that 5 of the garages are currently in use, 3 being used by residents in the immediate vicinity although photographs submitted by a resident shows vehicles parked in front of the garages, suggesting that all may not be used regularly for vehicle parking. It is evident that casual parking takes place outside the existing marked bays including in the hammerhead hence comments from residents that there will be a net loss in parking. In fact, there are only 10 designated parking spaces on the site, the 6 garages and 4 marked bays opposite.

The application proposes 13 marked bays, all of 2.5m minimum width with the access between a minimum of 6 metres wide to allowing turning without the need for a hammerhead. Taking account of the requirements to provide adequate amenity space to the units, the retention of the mature tree on the site with a grassed area around and other landscaping, this represents the most efficient use of the site in terms of parking provision and site layout.

It is expected that some parking displacement will in any event result. However, the applicants have submitted a Transport Assessment that concludes that parking stress in the area is not at an unacceptable level. While residents have disputed this conclusion, Essex County Council as highway authority have accepted the results and take the view that displaced parking will not be detrimental to highway safety or efficiency in this location or on the wider highway network.

Design issues – The buildings are designed to reflect the style of the existing houses opposite, being low two storey properties with flat roofs and tile hung at first floor. As such, the buildings are appropriate in this location. Private gardens are provided for both dwellings each of a minimum of 50 sq. m which compares favourably with the existing pattern of development in the area.

This represents a low density development as a result of the site constraints that is in officers view a suitable response to those constraints.

Impact on surroundings – The properties lie on the northern site boundary and are a minimum of 18 metres from 1-6 Lower Alderton Hall Lane to the south and 15 metres from properties to the east (nos. 7-11). These separation distances are sufficient to ensure no overshadowing results. Officers also consider this sufficient to overcome any perception of overlooking.

In terms of overall activity, the two dwellings are entirely consistent with local character and will not generate such activity as would be considered detrimental to amenity.

Other matters – The potential for contaminants to be present on the site has been identified and officers are satisfied that these can be dealt with by imposing conditions.

London Underground have been consulted and have requested conditions be attached that requires their approval of foundations and any installations below ground in order to safeguard the embankment.

Conclusion:

Considered in isolation, the proposal involves creation of two affordable homes that are consistent with the character and scale of buildings in the area and which have little direct impact on immediate neighbours.

The loss of the existing garages can be justified by the introduction of an alternative formal parking layout that provides 13 spaces but does alter the existing arrangement where a greater number of vehicles appear to use the site on a random, ad hoc basis. While officers have had regard to the existing situation, the highway authority has accepted that the surrounding area can accommodate any displaced parking and it is concluded in these circumstances, a refusal of loss of informal parking is difficult to support.

In such circumstances, the application is considered to satisfy relevant planning policy and it is recommended that planning permission be granted

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

**Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481**

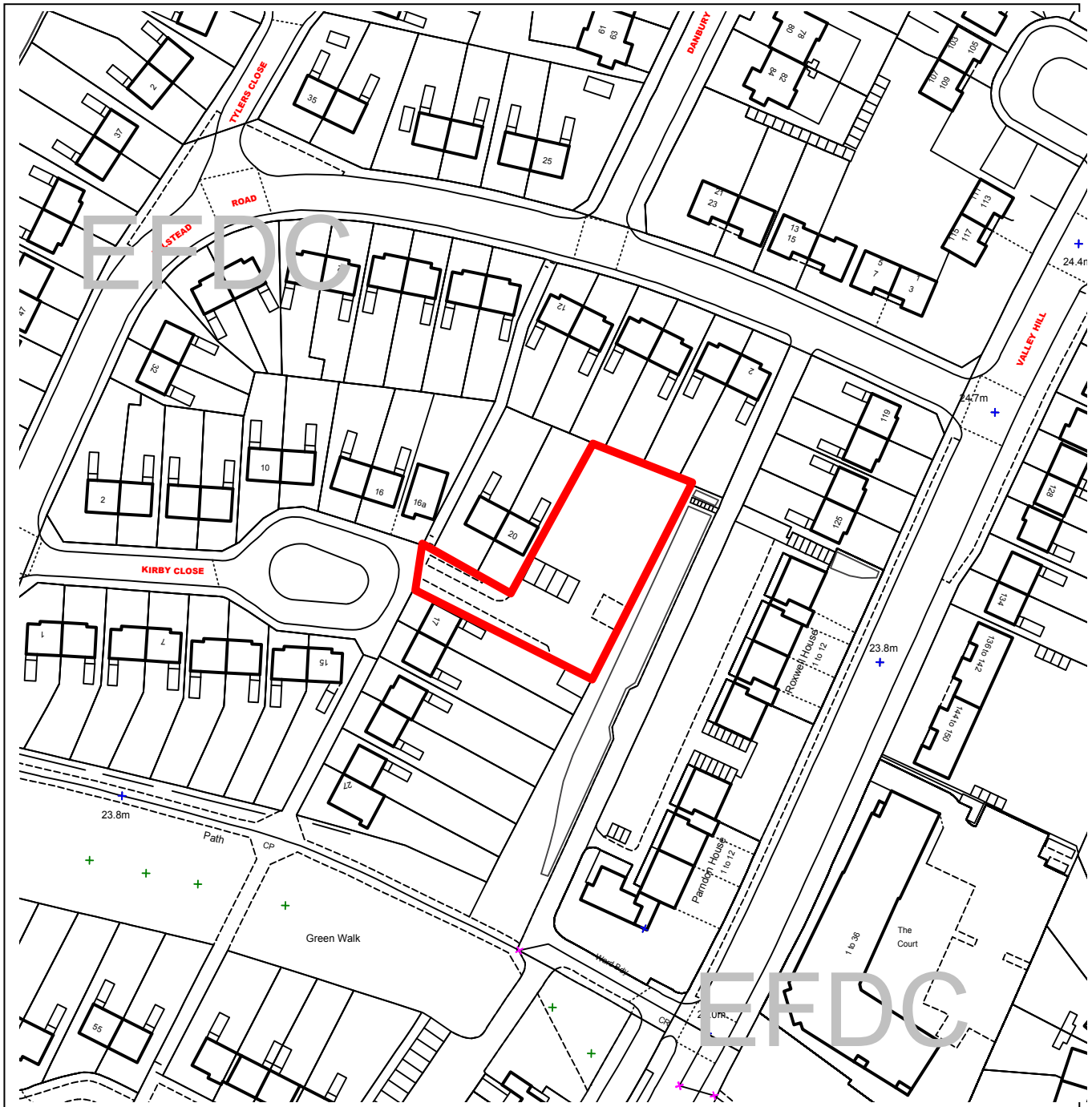
**or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk**

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Epping Forest District Council

Agenda Item Number 7



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Application Number:	EPF/2996/15
Site Name:	Land and Garages Kirby Close, Loughton Essex IG10 3BA
Scale of Plot:	1:1250

Report Item No: 7

APPLICATION No:	EPF/2996/15
SITE ADDRESS:	Land and garages at Kirby Close Loughton Essex IG10 3BA
PARISH:	Loughton
WARD:	Loughton Roding
APPLICANT:	East Thames Housing Group
DESCRIPTION OF PROPOSAL:	4 affordable homes with 10 parking spaces
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580843

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612 053 PL01, PL02, PL 03 A, 04 B, 05B, 06A and 150044-061
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 4 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 5 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 6 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 7 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

- 8 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 9 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 10 No development shall take place until details of external lighting to the access and parking areas have been submitted to and approved by the Local Planning Authority. The development shall be completed prior to first occupation in accordance with the agreed details
- 11 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 12 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 13 All construction/demolition works and ancillary operations, including vehicle movement on 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.

- 14 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 15 No development shall take place until details of the replacement steps to the east side of the site, including handrails, have been submitted to and approved by the local planning authority. The works as agreed shall be fully implemented prior to first occupation of the dwellings hereby permitted.
- 16 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 17 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site is accessed from an entrance at the eastern end of Kirby Close. The site currently house a single block of four garages fronting on to the access and it appears that the site previously comprised 24 further garages which were demolished and the bases retained for open parking. The site overall comprises around 0.12ha.

The surrounding area is wholly residential; properties in Kirby Close comprise two storey houses of which around 40% have front garden parking. To the east, there is a steep embankment leading down to the rear of Roxwell House, a three storey block of flats fronting Valley Hill.

The site falls relatively steeply from west to east such that the western boundary is around 1 metre higher than the east.

Description of Proposal:

The application proposes a stepped gable ended terrace of four affordable houses, each of two storeys and comprising two bedroom, four person units, each with private gardens at the rear. The building frontage will align with the adjacent pair of houses in Kirby Close. The buildings are shown as built brick with tiled rooves and solar panels on the front roof slope.

The new terrace is set away from the adjoining house to allow an access road to be provided to serve two existing rear vehicle accesses into properties in Felstead Road to the north. Parking for 6 vehicles will be provided on the frontage of the new dwellings and a grass

verge opposite will be removed to provide a further four spaces for general use. New planting is introduced around these bays.

Relevant History:

None

Policies Applied:

CP1	Achieving Sustainable Development Objectives
CP2	Quality of Rural and Built Environment
CP4	Energy Conservation
CP5	Sustainable Building
DBE1	Design of new buildings
DBE2	Effect on neighbouring properties
DBE3	Design in Urban Areas
DBE6	Car parking in new development
DBE8	Private Amenity Space
DBE9	Loss of Amenity
ST4	Road safety
ST6	Vehicle parking

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 37
Site notice posted: 11 December 2015
Responses received: No response received from neighbours.

Loughton Residents Association (Plans Group) have objected to the scheme describing it as a backland site. The LRA argue that this constitutes an overdevelopment of the site, in particular at two storeys the buildings would affect the open outlook enjoyed by surrounding residents and resulting in overlooking. The scheme would also involve the loss of trees from the site. The objection also refers to a lack of street lighting. If the application is to be approved, conditions are requested in respect of external lighting, landscaping, safe removal of asbestos, wheel washing and working hours.

Loughton Town Council: Objection. The Committee objected to the application and considered the housing development would have a serious detrimental effect on the neighbouring properties, even if it had been for bungalows.

Members voiced their concern over the loss of parking provision to existing residents and the use of a narrow access road for this scheme. There was additional concern over the loss of outlook to occupants of the flats bordering the plot and the loss of amenity to neighbouring residents.

Main Issues and Considerations:

The merits of the application should be considered in respect of the principle of redevelopment and the level of development proposed, impact of surrounding properties, design issues and parking and traffic issues.

Principle and level of development – National and local policy seeks to bring forward under utilised sites within the urban area in order to relieve pressure in more sensitive locations. The site is surrounded by residential buildings, the majority being two storeys. Thus, the development is acceptable in principle.

The level of development that can be achieved is restricted by the need to retain vehicle access to adjoining properties to the north resulting in a low density of around 33 dwellings per hectare. Each property has a private garden of at least 53 sq.m and is provided with access to parking immediately in front of the dwellings.

The overall level of development is therefore considered entirely appropriate for the site.

Impact on surrounding occupiers – Taking account of the separation from the adjoining property due to the access road, the siting of the buildings is such that there is minimal impact from on daylight and sunlight. There is back to back separation with properties to the north of in excess of 30 metres while the property to the south lies at right angles.

The elevated position in relation to properties to the east will make the development visually prominent when viewed from adjacent flats but with a separation of some 30 metres from these flats, it is difficult to argue that this could be considered intrusive. That relationship complies with the Essex design Guide.

As described above, this is a low intensity development where the level of general activity is comparable to the local area with little impact on the area.

Design issues – The scheme is heavily influenced by the change in ground level across the site. The stepped arrangement of the terrace seeks to ensure there is level access to each dwelling. The buildings are constructed of traditional local materials and are gable ended thereby consistent with patterns of development in the area. The introduction of parapets is a legitimate design tool where properties are stepped in this way. Overall, the design and built form are acceptable in this location.

Parking and traffic issues – Other than the four garages on the site, there is evidence that the surface area is used for some casual parking. While this is not replaced in whole, the application is proposing four parking spaces outside the immediate curtilage for general usage. The provision of these spaces will also see improvement to the access onto Kirby Close where the formal arrangement of spaces will remove potential for ad hoc parking on the existing grass verge. The level of vehicular activity likely to be generated by the development, including parking for the development and the retained rear access to Felstead Road properties will not generate sufficient vehicle movements to be considered a risk to pedestrian and highway safety on Kirby Close or beyond.

Evidence of consequence for parking stress in the locality has been submitted with the application. A parking survey found current average levels of parking stress in the locality at 32%, and not exceeding 41%. The impact of the development is calculated to increase it to an average of 51% and that it would not exceed 67% in a worst case scenario. It is therefore concluded that the proposal will not have a significantly harmful impact on levels of parking stress in the locality.

A request from a consultee for lighting is acknowledged and this would improve general pedestrian safety and a condition in this regard can be included.

Other matters – Consultations raised the issue of loss of trees from the site, however there are no substantive trees on the site that would warrant retention.

There is currently a staircase from the site down to the backs of properties in Valley Hill which will be located close to the eastern dwelling on the scheme. This staircase will be removed and a replacement built further south in a more public location, this can be secured by condition.

Historic use of the site raises the possible presence of contaminants and conditions are recommended to ensure this is adequately surveyed and remedied.

Conclusion:

This is a low density proposal to provide 4 good quality affordable homes on an otherwise under utilised site that follows the pattern and scale of the local area. Officers have considered in detail the relationship of the development with the surrounding area and conclude there will be no discernible harm to residential amenity. The proposal also makes adequate provision for vehicle access in terms of parking for the development, additional parking bays for general use and preserving a usable access to existing accesses to adjoining properties.

Officers conclude therefore that this is a suitable development for this site.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

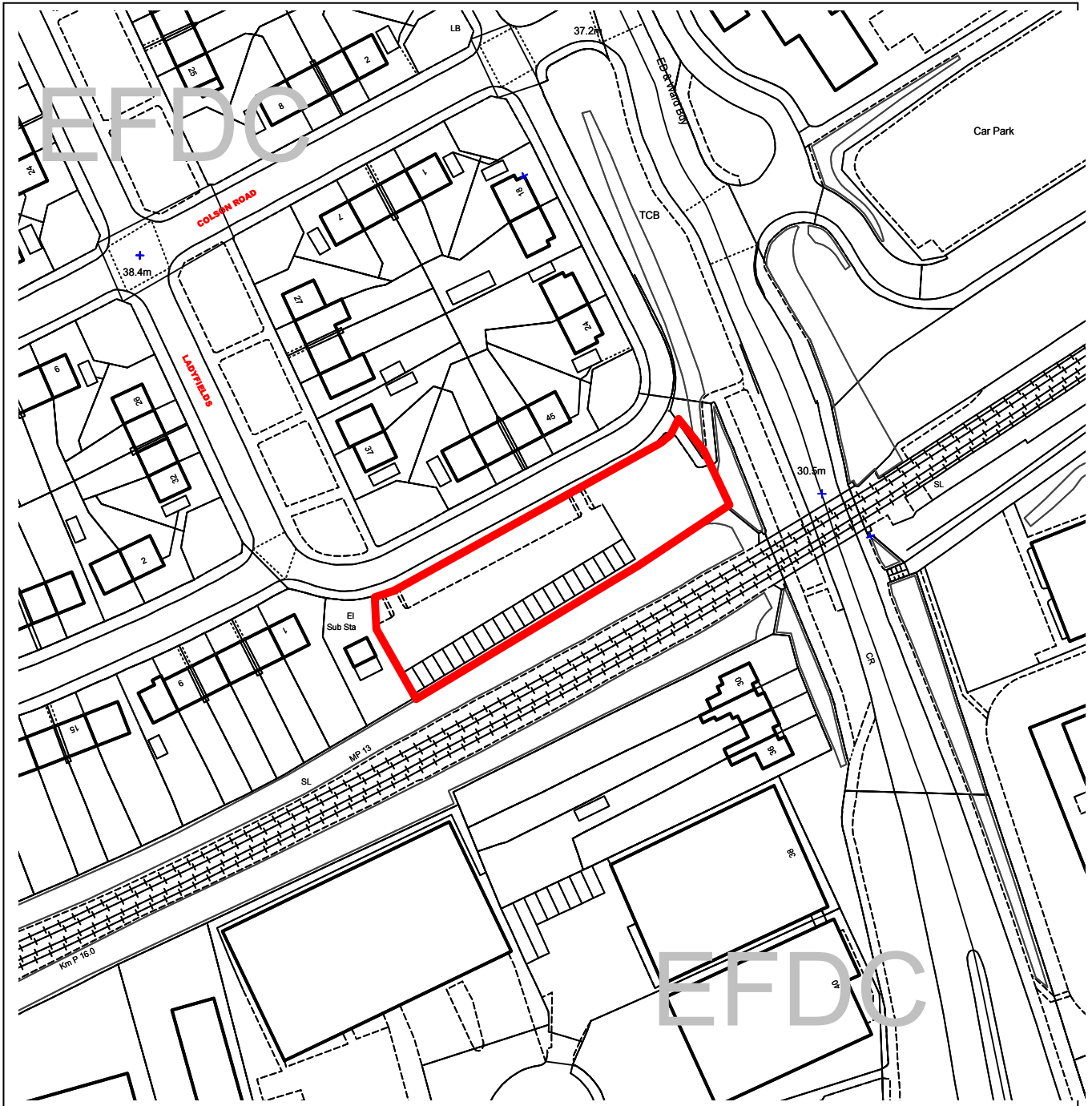
***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 8



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Application Number:	EPF/2997/15
Site Name:	Land and Garages, Ladyfields Loughton Essex IG10 3RP
Scale of Plot:	1:1250

Report Item No: 8

APPLICATION No:	EPF/2997/15
SITE ADDRESS:	Land and Garages opposite 39-45 Ladyfields Loughton Essex IG10 3RP
PARISH:	Loughton
WARD:	Loughton Alderton
APPLICANT:	East Thames Housing Group
DESCRIPTION OF PROPOSAL:	7 affordable homes with 14 parking spaces
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580844

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612 054 PL01, 612 054 PL02, 612 054 PL03 C, 612 054 PL04 B, 612 054 PL05 A, 61 054 PL06, 612 054 PL07 and 15-044-068
- 3 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 4 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.

- 5 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.

- 6 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 7 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]

- 8 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall

be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.

[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]

- 9 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 10 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.
- 11 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 12 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 13 Prior to the first occupation of the development the access arrangements and vehicle parking areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access and parking areas shall be retained in perpetuity for their intended purpose.

- 14 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 15 There shall be no discharge of surface water onto the Highway.
- 16 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 17 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 18 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
- provide details on all structures
 - provide details on the use of tall plant and scaffolding
 - accommodate the location of the existing London Underground structures
 - demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
 - demonstrate that there are no opening windows to the elevation with London Underground
 - „h demonstrate that there will at no time be any potential security risk to our railway, property or structures
 - accommodate ground movement arising from the construction thereof
 - mitigate the effects of noise and vibration arising from the adjoining operations within the structures
- The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(d))

Description of Site:

The application site is a roughly rectangular, Council owned garage court of 22 flat roof garages in one block with informal parking and a grass verge with trees to the front. The site is located adjacent to Chigwell Lane opposite 39 – 45 Ladyfields. The houses on Ladyfields are in the main two storey terraced properties. The site backs onto the London Underground line with a gated access to the underground line which is to be retained as part of the application and there is an electricity substation to west of the site. There are a number of trees within the London Underground site which have canopies that spread over the garages. Of the 22 garages 11 are vacant. The site is not within the Metropolitan Green Belt or a Conservation Area.

Description of Proposal:

The application seeks consent for the demolition of the existing garages and construction of 6 x 2 bed and 1 x 3 bed two storey affordable homes with 14 parking spaces. The new dwellings will form 3 pairs of semi-detached properties and one detached property. Each property will have two parking spaces located to the side of the properties (end to end parking spaces). The properties will be set back from the pavement edge by 2m and one tree will be retained which was located on the grass verge.

Relevant History:

No relevant history at this site. However there are a number of Council owned garage sites in the Loughton and Buckhurst Hill area under consideration or recently decided for similar housing schemes. Such proposals have either already been reported or will be reported to this Committee as necessary in the course of the next few months.

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment

CP3 – New Development

CP5 – Sustainable Building

CP6 – Achieving sustainable urban development patterns

CP7 – Urban Form and Quality

DBE1 – Design of New Buildings

DBE2 – Effect on Neighbouring Properties

DBE3 – Design in Urban Areas

DBE8 – Private Amenity Space

ST1 – Location of Development

ST4 – Road Safety

ST6 – Vehicle Parking

H2A – Previously Developed Land

H4A – Dwelling Mix

LL10 – Adequacy of provision for landscape retention

LL11 – Landscaping schemes

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

LOUGHTON TOWN COUNCIL: The Committee NOTED the contents of a letter of objection.

The Committee expressed concern over the loss of these garages for the existing residents, which would only serve to displace the parking of these vehicles onto neighbouring roads where there was no capacity for additional parking, owing to its close proximity to Debden Underground Station.

The Committee requested replacement trees elsewhere on the site for those removed at the front to accommodate the proposed development.

10 Neighbours consulted:

3 LUSHES ROAD - Objection – currently rent a garage for parking and parking is very difficult in surrounding roads due to proximity to station, parking blocks the road for refuse collections and emergency vehicles.

LOUGHTON RESIDENTS ASSOCIATION (PLANS GROUP) – Objection – overdevelopment, 6 dwellings would be more appropriate, loss of the two front trees, houses very close to pavement edge, insufficient parking, insufficient amenity space

Issues and Considerations:

The main issues with this proposal relate to suitability of site, design, impact on amenity and highway/parking issues.

Suitability of Site

Ladyfields is located within the built up area of Loughton and the site is classed as previously developed land (a brownfield site). The site is located opposite to Debden Station and a very short walk to the shops, services and facilities of Debden Broadway and is considered a very sustainable location.

The proposal is for 6 x 2 bed and 1 x 3 bed houses and therefore a minimum of 60m²/80m² of private amenity space should be provided for each dwelling.

The garden sizes vary from approximately 60m² to well over 100m² and therefore meet the standards as set in DBE8. Due to the relatively shallow depth of the site plot 6 in particular will have a the canopy of a tree on neighbouring railway land covering the majority of the garden. That is not ideal, but the constraint has to be weighed against the benefit arising from provision of affordable housing within the District. Given the circumstances of this application and particularly since the garden is of an acceptable size the form of garden provision is acceptable. This matter is also relevant to potential landscaping and the visual amenities of the locality, which are considered below under the landscape heading.

Design

The proposal creates a row of properties with the 3 pairs set back 2m from the road edge with the detached property set 5m back from the road edge. The materials for all 7 properties are similar. The detached property will have a gable front with a flat roof canopy porch. The semi-detached properties will have gable ends with flat roof canopy porch roof and will have the addition of timber slat screen features across the first floor front windows.

Although different in design and material choices to the surrounding properties, the proposal is generally considered an acceptable design and one that adds a contemporary element to the existing streetscene. Additionally, the proposal will be viewed in relative isolation from surrounding properties due to the separation aided by the existing electricity sub-station.

Parking is proposed to the sides of the proposed dwellings which is not out of keeping with the streetscene and landscaping is proposed to the front of the properties which will soften the appearance and mitigate the loss of the existing grass verge.

One tree is to be removed from the grassed verge area to facilitate the development but the second tree will be retained between plot nos. 1 and 2 and again this will soften the appearance of the overall development.

Amenity

The nearest neighbours to this development are those directly opposite at 39 – 45 Ladyfields, there will be 15m separation between the front of the existing properties and the proposed 2 x bed properties. Clearly the view from these properties will change.

The 15m is however considered a sufficient level of separation given the set back from the road edge to avoid any significant loss of light or outlook to the existing properties opposite.

In terms of privacy if any loss of privacy occurs this is only to the front more public areas of the existing properties. To mitigate against the perception of overlooking the first floor windows of the semi-detached properties are proposed to include a timber slatted screen feature which will prevent any clear views and help to maintain a level of privacy for both the existing and proposed dwellings.

Highways

A key issue with this application is the consequence of the loss of the garages. A transport statement and information with regards to the current letting was included with the application. It states that 11 of the 22 garages are currently rented with the others vacant, it is not known what the rented garages are used for (although from the neighbour objection it is clear that some are definitely used for parking). Of those garages rented, 9 of these are currently rented out to people who live within 200m of the site.

Parking stress on the surrounding area (within 200m of the site) is currently 35%, if all 22 garages were used for parking and displaced onto the surrounding streets the parking stress would increase to 45% and therefore there would still be spare capacity to accommodate any potential displacement. However, records show that only a maximum of 11 garages are currently rented out in any event, lessening this overall pressure. Further to this, a study completed by Mouchel in 2007 on behalf of Essex County Council (quoted within the Transport Statement and the 2009 Essex Parking Standards) suggested that 78% of rented garages are not used to store vehicles but for general storage/utility instead.

Essex County Council Highways have assessed the submitted information and have no objection to the scheme subject to conditions. The Highways Officer has noted that parking restrictions are soon to be implemented on Barrington Green (Chigwell Lane). However, even with these soon to be implemented restrictions the parking stress would only increase to 53%. It is acknowledged that due to the proximity to the underground station parking can be an issue. However, this application does not have a significant impact on this existing situation.

The proposal provides 14 spaces for 7 units which meets the recommended 2 per a unit as designated by the Essex Parking standards. The proposal does not include visitor parking which should result in a further two spaces, however as shown above there is available on street parking if required. The proposal is therefore not considered contrary to policies ST4 and ST6 of the Local Plan.

Other issues

Affordable Housing:

Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable housing. This would be of benefit to the overall housing provision within the district.

Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not considered necessary in this instance to secure this by way of a legal agreement.

London Underground:

Due to the proximity to the Underground line, Transport for London were consulted on this application. They have no objection to the principle of the proposal subject to a condition ensuring the design and method of construction is acceptable.

Waste/Bins:

The proposal includes areas for the storage of waste and the location and size is acceptable.

Landscaping:

The Tree and Landscape Officer has raised an objection to the scheme. Although the submitted reports demonstrate that the proposal is feasible without harm to the trees on neighbouring land adjacent to the rear boundary of the site, the Landscape Officer has raised concerns that these trees are incompatible with the small garden sizes due to the crown spread. It is the Officer's view that the crowns could be compromised due to future occupants wanting the trees to be cut back to achieve more light into the gardens and this would alter the shape and condition of the trees.

Notwithstanding the Landscape Officer's view, it is not the intention of this application to cut back the trees on the neighbouring land. Moreover, since the Council will manage the completed development it will have control on how it responds to requests from future residents to carry out work to trees. As stated above any potential harm to these trees has to be weighed against the proposed provision of affordable housing within the District. In these specific circumstances it is not considered that potential future cutting back of the trees on neighbouring land is justification to refuse the application on this basis.

Contaminated Land:

Due to the use as domestic garages and the presence of the made ground there is the potential for contaminants to be present on site. Therefore the Contaminated Land Officer has requested the standard contaminated land conditions.

Conclusion:

The proposal is considered an acceptable addition with limited impact on amenity and the existing parking situation. Although the gardens are partly covered by tree canopy and therefore this may result in pressure to cut back the trees in the future, on balance, given

that this application will provide affordable housing in the District on a previously developed site approval is recommended.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

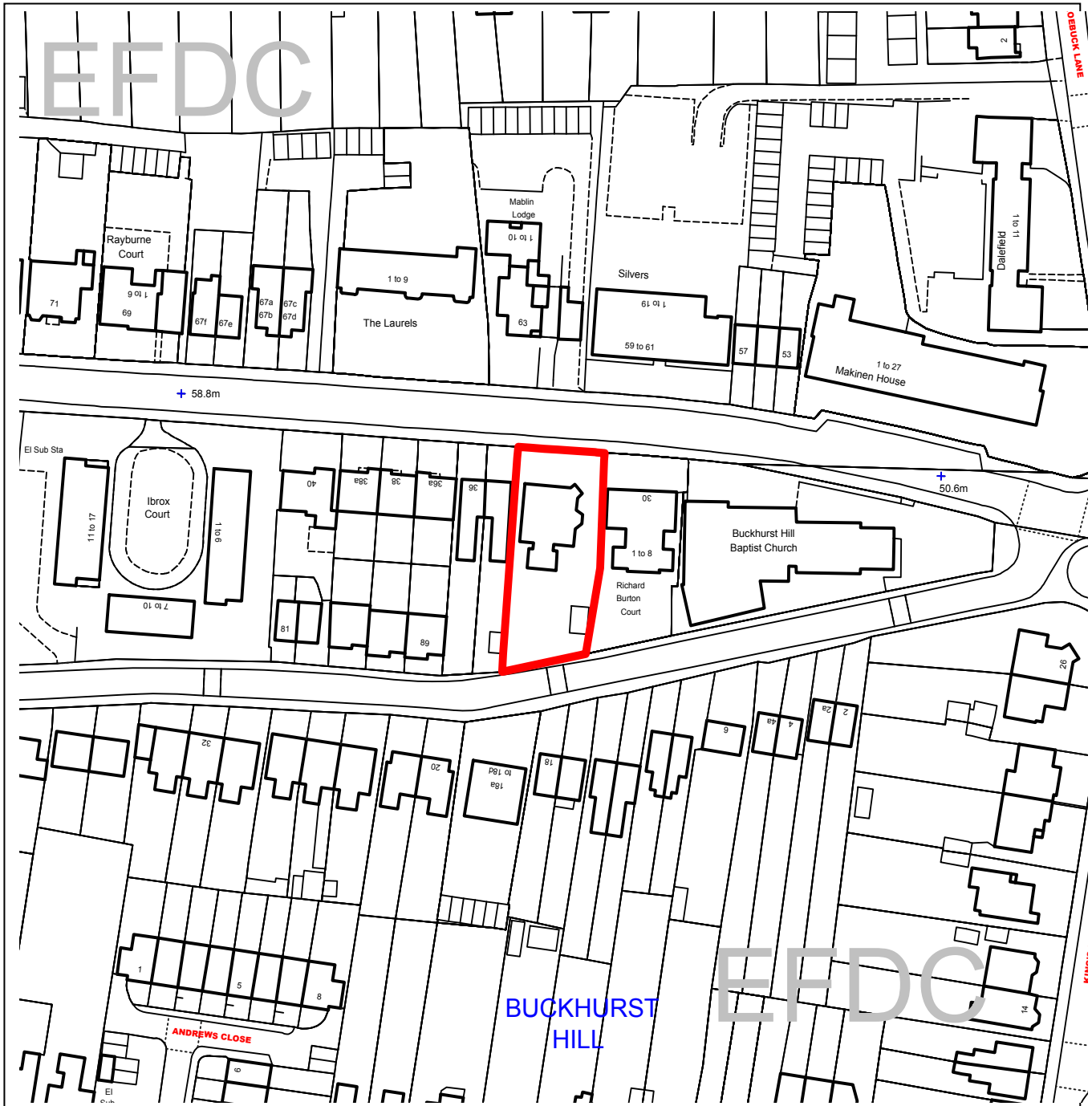
***Planning Application Case Officer: Marie-Claire Tovey
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 9



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Application Number:	EPF/3035/15
Site Name:	West Lodge 32 Palmerston Road Buckhurst Hill Essex IG9 5LW
Scale of Plot:	1:1250

Report Item No: 9

APPLICATION No:	EPF/3035/15
SITE ADDRESS:	West Lodge 32 Palmerston Road Buckhurst Hill Essex IG9 5LW
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill West
APPLICANT:	Mr Paul Spencer
DESCRIPTION OF PROPOSAL:	Proposed demolition of an existing building and construction of a replacement building providing 12 flats. **REVISED DESIGN**
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580974

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 269-EX-01A, 269-EX-02A, 269-PL-01A, 269-PL-02B, 269-PL-04B, 269-PL-05B, 269-PL-06B, 269-PL-07B and 269-PL-08B
- 3 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes, including doors and windows, have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 4 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 5 Prior to first occupation of the development hereby approved, the proposed window openings in the flank elevations shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.

- 6 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 7 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
- 8 A flood risk assessment and management and maintenance plan 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 best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.
- 9 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 10 All material excavated from the below ground works hereby approved shall be removed from the site unless otherwise agreed in writing by the Local Planning Authority.
- 11 No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for the following all clear of the highway:
safe access into the site
the parking of vehicles of site operatives and visitors

loading and unloading of plant and materials
storage of plant and materials used in constructing the development
wheel and underbody washing facilities

- 12 Prior to the first occupation of the development the proposed private drive shall be constructed to a minimum width of 5 metres for at least the first 6 metres from the back of carriageway and provided with an appropriate dropped kerb crossing of the footway.
- 13 Prior to first occupation of the development the existing dropped kerb crossings to the site off of Palmerston Road shall be fully reinstated to full height kerbing and footway across the site frontage.
- 14 Prior to first occupation of the development, the Developer shall be responsible for the provision and implementation per dwelling - of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 15 There shall be no discharge of surface water onto the Highway.
- 16 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(d)). It is also before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g)). This application is also before the Committee as it is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(f).)

Description of Site:

The application site is a wide, deep plot fronting onto Palmerston Road and backing onto Westbury Lane with vehicular access to both sides. The site currently consists of a redundant care home which was presumably originally a single family dwelling house. The building has been extended to a large degree in the past, particularly to the rear. The site slopes up to the west, with a pair of attractive, semi-detached single dwelling houses up the slope to the west and a block of 8 flats down the slope to the east. The site is within the built up area of Buckhurst Hill close to the Underground Station and shops and services of Queens Road. There is a protected Oak Tree to the rear, close to the boundary with No. 34 and the rear road frontage to Westbury Lane. The site is not within the Metropolitan Green Belt.

Description of Proposal:

The application seeks consent for the demolition of the existing building and construction of a replacement building providing 12 flats (6 one bed and 6 two bed flats). The proposal will result in three storey dwelling with basement parking. A communal garden area is proposed to the front and rear. Bin storage is proposed to the front with a pedestrian access from Palmerston Road. Vehicle access will be from the rear (Westbury Lane) car parking for 13 cars within the basement accessed by a car lift.

The proposal has a maximum depth of 23m, width of 15m and at the highest point a maximum height of 9m. The proposal is irregular in shape with angled corners to the rear and angled indents centrally providing light and patio areas with a proposed 'living green wall'.

All but four of the flats will have a private balcony or patio area.

This is a revised application to EPF/1812/15 which was refused by Area Plans South Committee at the October 2015 meeting. The number of flats have been reduced from 13 to 12, the fourth floor has been removed from the plans and amenity space has been clearly shown on the revised plans.

Relevant History:

EPF/1812/15 - Proposed demolition of existing building and construction of a replacement building providing 13 flats – Refused

EPF/2945/14 - Single storey front, side and rear extension (Extension to enclose existing means of escape staircase and create disabled refuge with level access. Extension to front elevation to create internal ramp to form level access into building. Extension infills to rear elevation) – App/Con (Not implemented)

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment

CP3 – New Development

CP5 – Sustainable Building

CP7 – Urban Form and Quality

DBE1 – Design of New Buildings

DBE2 – Effect on Neighbouring Properties

DBE3 – Design in Urban Areas

DBE8 – Private Amenity Space

DBE9 – Loss of Amenity

DBE10 – Residential Extensions

ST1 – Location of Development

ST4 – Road Safety

ST6 – Vehicle Parking

H2A – Previously Developed Land

H4A – Dwelling Mix

LL10 – Adequacy of provision for landscape retention

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

BUCKHURST HILL PARISH COUNCIL: Objection -

Out of keeping with local street scene

Unacceptably high density/overdevelopment of the site

The proposed development is over-bearing, in terms of its appearance compared with existing development in the vicinity

Character property described as a non-designated heritage asset

Should the application be granted would ask that 1) there is a contribution towards local infrastructure and 2) the Parish Council is consulted with regard to materials and landscaping

73 Neighbours consulted and a Site Notice erected:

34 PALMERSTON ROAD – Objection – overlooking from balconies, increase in traffic, concern with construction of basement, too simplistic design, impact on outlook, visual amenity and daylight and sunlight due to overall bulk and scale, insufficient amenity space

18 WESTBURY LANE – Objection – windows and balconies will impose on privacy, closer to pavement, insufficient parking

17 WESTBURY LANE – Objection - proposal lacks imagination and appears as an office block

16 WESTBURY LANE – Objection – large windows and balconies overlooking, too close to pavement and too many apartments

12 WESTBURY LANE – Objection parking issues and loss of privacy to front of house.

Issues and Considerations:

The main issues with this application are whether this revised proposal has overcome the previous reasons for refusal. The reasons for refusal were as follows:

1. By reason of its height, bulk and density, the proposed development would be an over-development of the site that does not respect its setting, appearing over-dominant in relation to neighbouring buildings, 30 Palmerston Road (Richard Burton Court) and 34 Palmerston Road, and providing an uncharacteristically small amount of private amenity space. The proposal would therefore cause significant harm to the character and appearance of the locality, contrary to Local Plan and Alterations policies CP2(iv), CP7 and DBE1(i) which are consistent with the National Planning Policy Framework.
2. The Council considers the existing building at the application site to be a non-designated heritage asset, the loss of which would of itself be harmful to the character and appearance of the locality. It therefore considers its loss can only be justified if it is replaced by a development that is of high quality design. Having regard to the first, second and third reasons for refusal it is clear the design of the proposal is not of sufficient quality to justify the loss of the existing building. Its loss would only serve to exacerbate the harm caused by the development to the character and appearance of the locality. The loss of the non-designated heritage asset is

therefore contrary to Local Plan and Alterations policies CP2 (iv) and CP7, which are consistent with the National Planning Policy Framework

3. By reason of an inadequate provision of off-street car parking that is significantly less than the minimum amount specified in the Essex County Council 'Parking Standards: Design and Good Practice Guide' 2009, the proposed development would be likely to exacerbate levels of parking stress in the locality, particularly on Westbury Lane, to the detriment of the amenities of local residents. The proposal is therefore contrary to Local Plan and Alterations policy ST6, which is consistent with the National Planning Policy Framework.
4. The proposal would not provide private amenity space that is of a size, shape and nature that enables reasonable use. Consequently, the proposal does not provide a good standard of amenity for the future occupants of the flats. It is therefore contrary to Local Plan and Alterations policy DBE8, which is consistent with the National Planning Policy Framework.

Taking each reason in turn:

Reason 1: Height, bulk and density

The proposal has been reduced in height by 2.5m with the removal of the fourth floor and the pitched roof element. This results in the proposal maintaining a height that is lower than Nos. 36 and 34 Palmerston Road. This reduction in height creates a stepped streetscene from Richard Burton Court up to the proposal which then steps up again to No. 36 and 34, which is in keeping with the general nature of this sloping road.

The reduction in bulk is considered to have been achieved by the removal of the fourth floor, which along with the pitched roof element also removes a flat roof element. This results in a far less bulky and less top heavy proposal which, due to the varying heights of the neighbouring properties, sits well within the streetscene.

Removing the top floor has also reduced the number of the flats from 13 to 12, which again is considered an improvement since it achieves a lower density development.

The reduction in flat numbers also has an impact on the ratio of amenity space provided. 8 of the 12 flats have access to a private balcony or patio area and private amenity space has been provided and is now clearly delineated on the plans showing approximately 200m² of communal area plus private amenity space.

Reason 2: Non-designated heritage asset and design

This revised proposal was accompanied by a Heritage Statement which has assessed the existing building inline with the English Heritage publication '*Good Practice Guide for Local Heritage Listing*' (2012) which concludes that although '*at one time [32 Palmerston Road] may have held a moderate amount of architectural merit, its current heritage merit is limited*'. The existing building on the site has been extended a number of times both to the front and rear.

The Conservation Officer was consulted on this application due to the previous reason for refusal and has assessed the value of this building as a non-designated heritage asset and has made the following comments:

West Lodge is a late 19th century building, Victorian in its design. Originally square in plan form, the building was extensively altered over time with large side and rear extensions,

windows replacement in Upvc, replacement and conversion of the roof and a later 20th century Tudor-bethan addition to the main elevation. Alterations on such large scale, did greatly impact upon the integrity of West Lodge which make the former Victorian style building difficult to read and understand. Therefore, it is considered that West Lodge features limited significance and does not contribute to the character and appearance of the streetscene. The above elements can easily explain the reasons why West Lodge has not been identified as a locally listed building unlike several buildings of a similar period and style, such as No.91 Palmerston Road and No. 200 Queen's Road, which demonstrate evident heritage merit.

It is therefore considered that the existing building on the site cannot be classed as a non-designated heritage asset given the above appraisal.

The design of the proposal has been amended removing the top floor, which has, as assessed above removed bulk from the scheme. Other than this change, the overall design has broadly remained the same as that previously refused.

It is a fairly contemporary design, but one which uses materials from the local vernacular palette. This is most clear with the use of yellow stock bricks and slate roof which is evident from the adjacent semi-detached properties. The proposal also includes a 'blind' (bricked up) window design and flat brick pediment above windows which are a nod to historic features. Beyond these elements the design is far more contemporary, with a flat roof, large areas of glazing and the angled sections. The central angled sections create light wells (open to the side) and will have a 'living wall' to provide a more interesting appearance and outlook to the windows that face this wall.

The removal of the top floor is considered to have toned down the more contemporary appearance of the refused scheme which is considered to have overcome the previous reason for refusal.

Reason 3: Inadequate parking

Due to the reduction in the number of flats the parking ratio has increased allowing 1 parking space per a flat and one additional spare space. This additional space is considered to result in an acceptable level of parking to overcome the previous reason for refusal. This is a sustainable location within a short walk to the London Underground Station and the shops, services and facilities of Buckhurst Hill. It is therefore considered that 1 space per a flat, with one additional space is acceptable.

Reason 4: Private Amenity Space

As outlined above the reduction in flat numbers has an impact on the ratio of amenity space provided. 8 of the proposed 12 flats have access to a private balcony or patio area and private amenity space has been provided and is now clearly delineated on the plans showing approximately 200m² of communal area plus private amenity space. Although not included within the calculation above it is the intention to have a shared amenity space/access which is unusual for a flat development but a concept used within larger housing estates which will give a 'feeling' of a larger amenity area.

Regardless of the shared space, the proposal is still short of the suggested policy requirements of DBE8 but is a better ratio given the reduction in flat numbers. Additionally as with the previous scheme there are areas of open space in the locality that could be used by any future residents for recreational purposes (i.e. Knighton Woods).

Other issues

Comments on Representations received

No neighbour representations were received with regards to the previous application, however 4 comments were received on this application.

Concern has been raised with regards to overlooking from balconies and rear facing windows to properties on Westbury Lane. Although views may be possible these will only be to the front, more public areas of the properties on Westbury Lane and therefore not considered a significant issue. Additionally there will be a separation distance of approximately 34m between the rear of the proposal and the properties in Westbury Lane and this is considered a more than acceptable distance.

With regards to concerns of overlooking to the rear garden of No. 34 Palmerston Road (the adjacent property), due to the angled edge to the balconies of flats 8 and 12, views across the rear garden of No. 34 will be limited and if possible will be in the main across to the garage area of No. 34.

With regards to general impact on amenity this was assessed as part of the previous application and although it was acknowledged that the proposal is deeper than both neighbouring buildings, due to the angled section to the rear, the 45 degree rule is met in both elevation and plan form and therefore it is considered that outlook is maintained and there will be minimal loss of light to both nearest properties.

There is also a good separation between properties particularly to the rear with 4.7m separation between the proposal and Richard Burton Court and 2.5m between the proposal and 34 Palmerston Road.

There are side facing windows proposed on the angled sections however these will be obscured glazed with the outlook to these bedrooms facing the 'living wall'. This avoids any potential for overlooking to neighbouring properties.

Conclusion:

This revised scheme with the reduced number of flats, removal of bulk and revised design is considered to have overcome the previous reasons for refusal. The site is located in a sustainable location, with other flatted developments in the locality and therefore given the assessment above the proposal is considered acceptable and approval with conditions is recommended.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Marie-Claire Tovey
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***

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Epping Forest District Council

Agenda Item Number 10



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Application Number:	EPF/3122/15
Site Name:	142 Buckhurst Way Buckhurst Hill Essex IG9 6HP
Scale of Plot:	1:1250

Report Item No: 10

APPLICATION No:	EPF/3122/15
SITE ADDRESS:	142 Buckhurst Way Buckhurst Hill Essex IG9 6HP
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill East
APPLICANT:	Mr Balwinda Chahal
DESCRIPTION OF PROPOSAL:	Extension to form new first floor and conversion into two semi-detached houses
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581234

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 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 No development shall take place until details of the proposed surface materials, boundary treatments and landscaping for the front garden area have been submitted to and approved in writing by the Local Planning Authority. The agreed surfacing shall be made of porous materials and retained thereafter or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property. The agreed works shall be completed prior to the first occupation of the development or within 1 year of the substantial completion of the development hereby approved, whichever occurs first.
- 4 The alterations to the vehicle crossover shown on the approved plans shall be fully completed prior to first occupation of the development hereby permitted.
- 5 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site lies on the east side of Buckhurst Way, opposite its junction with Walnut Way. The property comprises a double fronted bungalow with an integral garage at the side accessed from the front. The overall site is around 512 sq.m. and narrows from front to rear.

The surrounding properties are predominantly two storey and in residential use. A pedestrian footpath runs along the southern site boundary linking Buckhurst Way with Chestnut Avenue behind, extending on to open land further east, the site has no access onto this path. The site lies close to a bend and on ground rising from south to north at this point.

Description of Proposal:

Permission is sought to build an additional floor over the whole of the building and to convert the property into two three bedroom houses. Existing bay windows are extended upwards finishing in front gables set within a hipped pitched roof. The upper floor is indicated as being rendered and painted, similar to adjoining houses.

Parking for two vehicles is provided on the frontage utilising a single vehicle access which entails widening the existing crossover. The rear garden is sub-divided centrally.

Relevant History:

EPF/2688/13 Demolition of existing and construction of three storey building comprising 5 x 2 bed flats refused – development cramped and overbearing, impact on neighbours, poor internal layout, inadequate parking and inadequate amenity space provision.

EPF/0049/15 Demolition of existing and construction of a two and a half storey building comprising 4 x 1 bed and 1 x 2 bed flats refused – cramped and overbearing, impact on neighbours and poor internal layout. An appeal was dismissed, the Inspector agreeing the development was unacceptable on character and appearance but not supporting the other grounds.

Policies Applied:

CP2	Quality of Rural and Built Environment
CP7	Urban Form and Quality
DBE1	Design of new buildings
DBE2	Effect on neighbouring properties
DBE3	Design in Urban Areas
DBE6	Car parking in new development
DBE8	Private amenity space
DBE9	Loss of Amenity
ST4	Road safety
ST6	Vehicle parking

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 10

Site notice posted: No, not required

Responses received: One objection has been received from the occupiers of 101 Chestnut Avenue, a house at the rear no.s 138 and 140 Buckhurst Way raising concerns at loss of privacy, a sense of overlooking and potential loss of afternoon sunlight.

Buckhurst Hill Parish Council: Object. Concerns regarding access onto Buckhurst Way and car parking arrangements.

Main Issues and Considerations:

Consideration of the application should have regard to the appeal decision earlier this year in considering the impact of the development on local character and appearance, potential effect on surrounding occupiers and parking and highway implications.

Local character and appearance – The application now proposes only to construct an additional storey on the existing building. As such, a two storey property is entirely consistent with the character and form of properties in the area. The elevational treatment also seeks to provide consistency with local character, the bay window being extended up to incorporate a gable roof, and the use of hipped ends on the main roof. Thus the scale and bulk of the building is a suitable addition to the street scene.

Effect on surrounding occupiers – The adjacent house at 140 Buckhurst way is most likely to be directly affected being located to the north of the application site. However, no rearward projection is proposed beyond the existing where the application site projects around 1 metre beyond the neighbour. As there is over 3 metres between the two buildings, a 1 metre deep two storey projection has no discernible impact.

The adjoining property to the south has a large side garden providing at least 20 metres separation while house to the rear are around 40 metres away, providing ample separation between buildings.

Officers conclude that there is no direct impact from the development on any surrounding dwellings. It should be noted that the Inspector at the recent appeal also considered that the larger building proposed under EPF/0049/15 would not result in harm to surrounding occupiers.

Parking and highways – The application proposes provision of one parking space for each dwelling, served off the existing access which is widened to allow reasonable access to both spaces. Comments have been made in respect of the suitability of this access and Officers would have regard to a number of relevant issues:

- The access is existing, albeit slightly widened, in a location that has previously been considered to be safe in highway terms
- Vehicles accessing and exiting the site may already leave the site by reversing, the additional vehicle movements now doing the same thing have no material impact on

- highway safety.
- To provide two separate vehicle access points would mean creating a new access to the south, closer to the bend in the road and potentially a more dangerous location.
 - The previously refused scheme for 5 flats proposed a similar vehicle access arrangement and a similar level of parking to the current application, this was not the subject of any reason for refusal.

Thus, the application is considered acceptable on highway and parking grounds

Conclusion:

Previous attempts to redevelop the site at a higher density have been successfully resisted and the current application proposes an appropriate level of development for this site. The building now reflects local scale, form and character and the alterations do not result in harm to residential amenity.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***

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Epping Forest District Council

Agenda Item Number 11



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Application Number:	EPF/3265/15
Site Name:	46 Roding Lane, Buckhurst Hill Essex IG9 6BJ
Scale of Plot:	1:1250

Report Item No: 11

APPLICATION No:	EPF/3265/15
SITE ADDRESS:	46 Roding Lane Buckhurst Hill Essex IG9 6BJ
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill East
APPLICANT:	Mr Stanley Leask
DESCRIPTION OF PROPOSAL:	Proposed detached dwelling on residential land adjoining No.46 Roding Lane (revised application following withdrawn application EPF/2412/15)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581517

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 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: Existing Plans & Photographs, Existing & Proposed Elevations, Proposed Plans & Photographs
- 3 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 4 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 5 Prior to first occupation of the development hereby approved, the two flank first floor windows of 46 Roding Lane shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.

- 6 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]
- 7 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 8 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]

- 9 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 10 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.
- 11 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 12 All construction/demolition works and ancillary operations, including vehicle movement on 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 Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
- 14 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.
- 15 There shall be no discharge of surface water onto the Highway.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site is a roughly triangular piece of land located close to the corner of Roding Lane and Alfred Road. There is an existing double garage on the site and there is a bus stop to the front of the site. To the rear of the site is an area of bushes/trees with a bathroom/plumbing shop beyond. The site is adjacent to No. 46 and 48 Roding Lane (both within the applicant's ownership) and both of these properties and the application site are located within the Metropolitan Green Belt. The site is not within a Conservation Area.

Description of Proposal:

The application seeks consent for the demolition of the existing double garage and replacement with a new two storey dwelling. The proposed dwelling will have a maximum width of 7.5m, depth of 8.5m and overall height of 7.6m. The proposal will be located 2m from the flank wall of the existing house at 46 Roding Lane. The proposal is chamfered to the rear to take into account the triangular shape of the site. This application is a revised scheme to an earlier withdrawn application which included a large single storey garage/utility front projection and was located only 1.2m from the existing house.

Relevant History:

EPF/2412/15 – Construction of a new dwelling with attached garage on land adjacent to 46 Roding Lane and minor alterations to front elevation of number 46 - Withdrawn

EPF/0568/15 - Outline application with all matters reserved for a proposed detached two-storey dwelling – Refused

EPF/0882/11 - Outline application for residential development of new two storey single dwelling house of approx 75m² GIFA on the site of an existing double garage serving 46 and 48 Roding Lane – Refused

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment

CP3 – New Development

CP5 – Sustainable Building

CP7 – Urban Form and Quality

DBE1 – Design of New Buildings

DBE2 – Effect on Neighbouring Properties

DBE3 – Design in Urban Areas

DBE8 – Private Amenity Space

DBE9 – Loss of Amenity

DBE10 – Residential Extensions

ST1 – Location of Development

ST4 – Road Safety

ST6 – Vehicle Parking

H2A – Previously Developed Land

H4A – Dwelling Mix

LL10 – Adequacy of provision for landscape retention

GB2A – Development within the Green Belt

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above

policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

BUCKHURST HILL PARISH COUNCIL – Objection, Overdevelopment of site, Close proximity to existing house, concerns regarding removal of the mature trees
24 Neighbours consulted: No responses received

Issues and Considerations:

The main issues with this proposal relate to development within the Green Belt, suitability of location, design, impact on amenity, tree issues and highway issues.

Green Belt

The site is within the Metropolitan Green Belt, where new development is normally restricted and new dwellings without very special circumstances are not normally permitted. However, the NPPF does allow for limited infilling and this location on the edge of the Green Belt designation, within the built up area of Buckhurst Hill is considered an acceptable location for limited infilling in terms of Green Belt policy.

Suitability of Location

Roding Lane is on the edge of the built up area of Buckhurst Hill and the application site is a short walk to Buckhurst Hill Underground station and the shops, services and facilities Buckhurst Hill. Therefore in terms of sustainability the site is in a good location.

Design

The proposal is a detached house adjacent to a pair of semi-detached houses but this is considered acceptable given that there is no predominant character as these properties are viewed in isolation from others. The proposed new dwelling has similar proportions to the existing pair of houses and is the same height and generally respects the size, scale and character of the adjacent two properties.

There is a 2m separation between the proposed dwelling and No. 46, which is considered an adequate distance to avoid a too cramped appearance within the streetscene and to avoid a terracing appearance. Although the proposal extends towards the rear boundary it is not considered to be overdevelopment of this site, particularly given the larger side garden and is considered to be a layout which is making best use of this irregularly shaped site.

Although the main building line of the proposal is forward of the main building line of No. 46 and 48, it is only 0.5m in front and this is not considered excessive nor will it cause the proposal to be overly prominent in the streetscene. The 2011 outline application was refused in part due to its forward siting, however this was fully sited in front of the adjacent properties.

Amenity

In terms of amenity the proposal is likely to have the greatest impact on the host property – No. 46. There are two side facing windows at No. 46 which will clearly lose some light given the position of the new dwelling, however they both serve bedrooms, one which already has a rear facing window and it is proposed as part of the application to insert a new front

window so that both bedrooms have dual aspects which is considered to overcome any concerns with regards to loss of light.

With regards to amenity of future occupiers, the proposal provides approximately 100m² of amenity space to the side and rear of the new property. Due to the triangular shape of the plot this results in two separate areas, a very small rear garden and much larger side garden. As the plot will be subdivided the proposal leaves approximately 60m² of garden space for the host property. The proposed gardens meet the space standards as set out in policy DBE8. Although unusual in shape (the host property will also have a triangular garden), the gardens are south facing and in addition the application site (and the host) is just some 170m from the entrance to the Roding Valley recreation area/nature reserve and this can be easily accessed by any future occupier of either property.

Trees

A tree constraints plan was submitted as part of the application and the Tree and Landscape Officer has no objection to the proposal. Two ash trees are to be removed to the front of the property, but the oak to the front is to be retained.

Highways

The proposal provides a sufficiently wide access to allow one car to exit while another enters the site and the Highways Officer has no objection subject to conditions.

In terms of parking the proposal allows for two parking spaces for the proposed dwelling which meets the requirements of the Essex Parking Standards particularly in this relatively sustainable location.

Other issues

Due the former use as an electricity transformer site and proximity to infilled brickworks there is potential for contaminants to be present on site. The Contaminated Land Officer has therefore suggested the standard land contamination conditions so that any risks are investigated, assessed and where necessary remediated.

Conclusion:

The proposal following the consideration above is on balance considered acceptable and approval with conditions is therefore recommended.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Marie-Claire Tovey
Direct Line Telephone Number: 01992 564414***

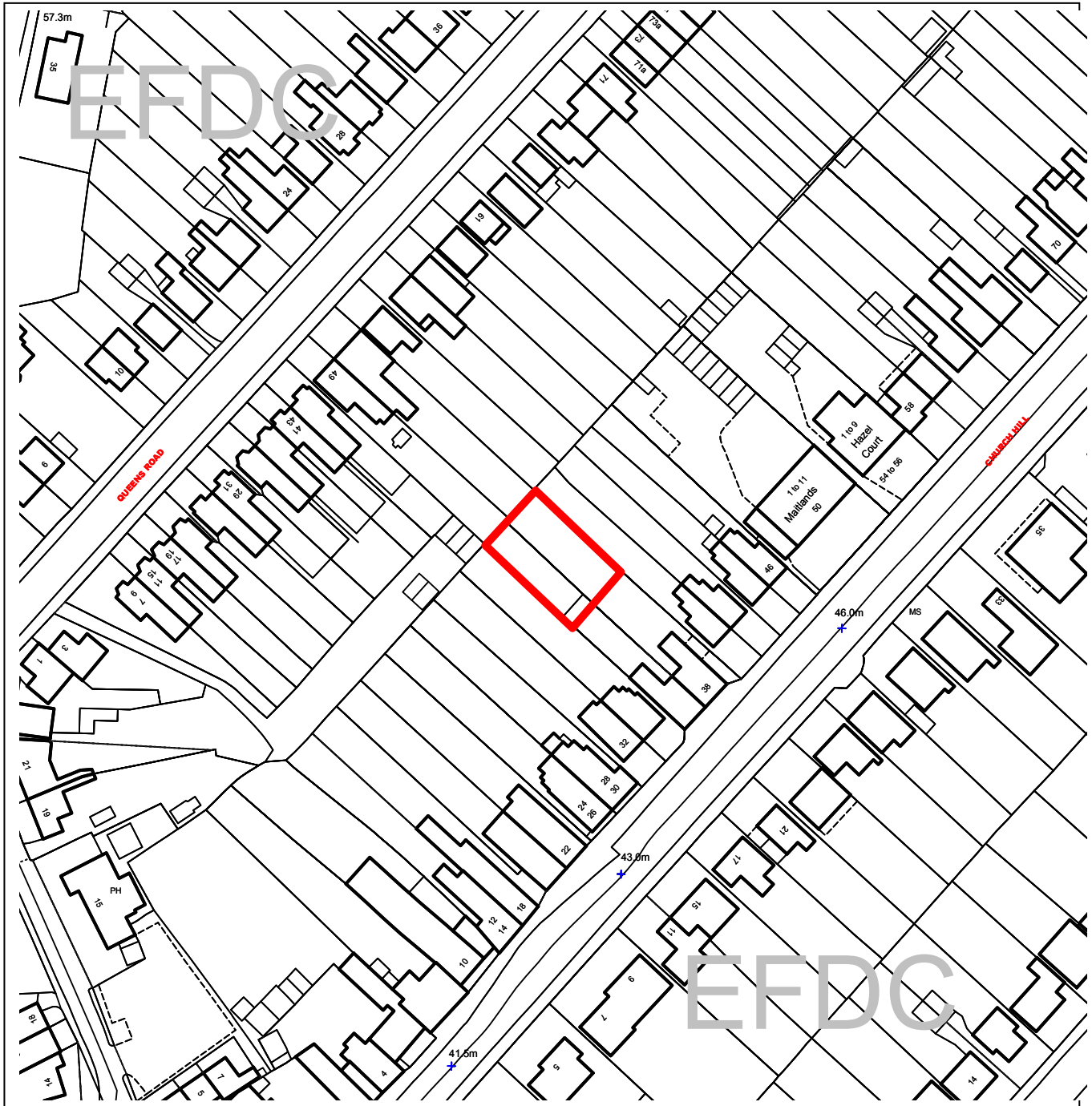
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Epping Forest District Council

Agenda Item Number 12



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Application Number:	EPF/3261/15
Site Name:	The Studio 38 Church Hill Loughton IG10 1LA
Scale of Plot:	1/1250

Report Item No: 12

APPLICATION No:	EPF/3261/15
SITE ADDRESS:	The Studio 38 Church Hill Loughton Essex IG10 1LA
PARISH:	Loughton
WARD:	Loughton St Johns
APPLICANT:	Mr Chris Chesterton
DESCRIPTION OF PROPOSAL:	Single storey rear extension to an existing architects' practice.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581513

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 The premises shall be used solely for B1a offices, and for no other purpose (including any other purpose in Class B1, of the Schedule to the Town & Country Planning (Use Classes) Order 2005, or in any provision equivalent to that Class in any Statutory Instrument revoking or re-enacting that Order.
- 3 The use hereby permitted shall only operate and be occupied between the hours of 08.30 and 18.00 hours Monday to Friday and not at all at any other times.
- 4 No open storage of any materials shall take place at any time at the site.
- 5 Before the use hereby permitted is brought into use, the existing building materials and porta-cabin shall be removed and any resultant materials removed from the site. Furthermore, the green roof over the flat roof of the existing and proposed development, and the soft and hard landscaping layout as shown on the approved drawing No. 280 -PL -02, shall be carried out, retained and maintained.

- 6 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 7 Access to the flat roof over the proposed and existing development shall be for maintenance or emergency purposes only and the flat roof shall not be used as a seating area, roof garden, terrace, patio or similar amenity area.
- 8 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Directorate – Delegation of Council function, Schedule 1, Appendix A. (g))

Description of Site:

The site is situated behind a pair of Victorian semi-detached, three storey mixed commercial and residential properties nos.36 and 38 Church Hill, just north east of Loughton Town Centre. The site contains a single storey building and it is currently being used by "The Studio" as an architectural office (Use Class B1). The access to the site is via existing path/driveway on the northern side of, and between no.38 and 40 Church Hill. To the north east and south west are rear gardens of no.36 and 40 Church Hill. To the North West are rear gardens of properties in Queens Road. The site is well concealed from view at all common boundaries by existing dense mature vegetation. Ground levels slope towards the south so; the site is on a much lower ground level than the properties in Queens Road. Not in a conservation area nor listed.

Description of Proposal:

Single storey rear extension to an existing architects' practice.

Details and Dimensions:

- The extension would be to the side and part rear of the existing office building.
- The extension would wraparound the side and rear.
- It would project from the side wall of the existing office building by 6.5m.
- It would project from the rear wall of the existing building by 5.5m and;
- It would be 9.9m in wide at the rear and;
- It would be 13m in depth from the side to the rear.
- It would be 3.45m in height at its highest point.
- It would be set in by 1m from the north eastern side boundary, and 4.2m from south western side boundary.
- It would be set in by 2.4m from the North West (rear boundary).
- The roof would be flat however this, together with the flat roof of the existing office building would have green roof scape.

- The internal gross floor space would be in the region of 108m².

Site History:

EPF/1364/10: Erection of a single storey store adjoining architects' office in the form of a 3m x 5m Durisol sample structure –approved 27/08/2010.

EPF/1521/07 - Extension to current office premises –approved/conditions 14/09/2007.

EPF/1668/05 - Change of use from storage building to B1 office use –approved/conditions 06/01/2006.

Policies Applied

CP2 – Protecting the quality of the built and rural environment.

CP5 - Sustainable Building

DBE1 – Design of new buildings.

DBE2 – Effects upon adjoining amenities.

DBE9 – Loss of amenity.

U3B – Sustainable Drainage Systems.

RP3- Water Quality

ST4 – Road safety.

ST6 – Vehicle parking.

ECC –Parking Standards (September 2009).

National Planning Policy Framework (NPPF) 2012.

The NPPF has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 15

Site notice posted: N/A.

Responses received: 2 responses were received from neighbours at 49 and 51 Queens Road objecting to this application on the grounds summarised below:

Objection from 49 Queens Road:

1. Out of character.
2. Overdevelopment of the site.
3. Dangerous precedence.
4. Close to our boundary as extension at no. 36 Church Hill.
5. Would appear as industrial sites.
6. Dense vegetation does not mask any building.
7. Vegetation would shade our property between Nov and May.
8. No guarantee of future planting scheme.
9. It would be very visible from the rear of our property as we're on higher ground.
10. The proposed green colour would still be out of character.
11. Noise from working office environment into our rear garden area.
12. Overlooking into our rear garden from sliding doors.
13. It would detract from the amenities of our property.

Objection from 51 Queens Road:

1. Overdevelopment of the site.
2. It would set a dangerous precedent.
3. It would damage the character of a residential area.
4. It would extend close to our back garden/boundary line.
5. It would create an appearance of an industrial estate.
6. The existing white rendering so far exacerbates the effect on appearance.
7. A dark or brown colour would be significantly less obtrusive.
8. The surrounding vegetation will not screen from Nov –May.
9. No guarantee that the existing vegetation that could screen the building would be maintained.
10. The existing building is clearly visible from our rear property.
11. As we are at higher elevation, the new development would also be visible.
12. Noise from office workers will be intrusive when we are sitting in rear garden.
13. It detracts from the amenities of our property and neighbouring properties.

Loughton Town Council: The committee objected to this application on the following grounds that:

1. It was an overdevelopment of the site.
2. It was inappropriate to expand the existing rear outbuilding into an even larger office in a residential location.
3. No extra parking was being provided on site; and
4. The glass at the rear aspect would cause loss of amenity from overlooking and noise nuisance to the detriment of the houses at the rear in Queens Road.

Main Issues and Considerations:

The main issues for consideration in this case are:

- Design.
- Living Conditions.
- Parking, Public Highway and Pedestrian Safety.

Design:

- The proposed development is intended to make the best use of the existing space available for expansion around the existing office building.
- The development therefore stems from the changes in the end user's operational requirements which have led to the need for more space to complement the use of the existing building as an architectural office.
- The design is considered to be sympathetic and subservient to the surrounding properties in terms of size, scale, bulk and overall massing.
- The design introduces green roof elements of a small depth over the flat roof of the existing and proposed extension. This sustainable and innovative design is considered to positively contribute to the appearance of the building, particularly when viewed from upper floors of neighbouring buildings.
- It is acknowledged that the proposed development would increase the built form within this site, but this is not considered to result in overdevelopment of this

application site since the building is low and set adequately away from site boundaries.

- The development would be entirely located at the rear of the no.36 and 38 Church Hill and therefore would not be visible from the street.
- Having regard to the above, the development would not result in significant harmful on the character and appearance of the site, general locality and it would have no consequence on the street scene.

Living Conditions:

- The application site is on a lower ground level so; the proposed development would not be readily visible from the rear gardens or properties on Queens Road.
- The existing screening along the common boundaries in the form of mature vegetation and fencing would help screen the development and would also have limited visibility from the rear gardens of adjoining properties 36 and 40 Church Hill.
- The complementary size, scale, siting and design of green roof form would ensure that the occupiers of the surrounding properties would continue to look down onto the green landscape of the only visible part of the development.
- The proposed development is therefore not considered to result in significant harm on the living conditions of neighbouring properties by way of appearing overbearing or visually intrusive. No overlooking into the rear garden areas of surrounding properties from the proposed rear and side sliding doors would occur due to robust boundary treatment.

Parking, Public Highway and Pedestrian Safety:

- Two parking places would be provided within the application site as shown no: 280 –PL-02. The applicant states on the supporting statement dated 05/02/2016 that, these two car parking spaces would be used for the company pool car and visitor parking.
- According to ECC Parking Standards (Design and Good Practice), developments falling within Use Class B1 are required to provide a maximum of 1 car parking space per 30m². However, lower provision of vehicle parking spaces may be appropriate in urban areas where there is a good access to alternative forms of transport and existing car parking facilities.
- The development would create a floor space of 108m². Having regard to this, three vehicle parking spaces should have been provided. However, the application site is located in close proximity to Loughton Town Centre and the provision of two parking spaces is considered adequate at the location of the site having regard to the availability of other alternative public means of transport.
- The applicant also states on the submitted supporting document that:
 - Nearly all their staff members use public transport;
 - This is encouraged by the company through interest free season tickets for travelling;
 - Car free commuting is further encouraged through the provision of cycle parking and showers for staff use;

- Staff members are assisted to purchase bikes through the Cycle to Work Scheme which is a Government Organisation set up to reduce reliance on the use of cars;
 - Pool Car are used for all site visits;
 - Their officers are within Loughton Town Centre, a sustainable location in relation to surrounding business and transport links. Loughton Train Station is only 10 minutes' walk from the site. There are a variety of bus routes which they can also use.
- In light of the above, it is considered that the number of car parking spaces provided would be acceptable at this location. The impact on the public highway and pedestrian safety is considered acceptable in this case as it is not expected that the development would result in the future users of the premises to opt for on street parking.

Conclusion

The concerns of the Parish Council and of the objector have been generally addressed in the body of this report. The design delivers a sustainable form of development and the location of the site would ensure no harmful impact from the development upon the character and appearance of the locality, living conditions of neighbours, highway safety. The proposal is considered to be compliant with the provisions set-out within the aforementioned policies of the adopted Local Plan (1998) and Alterations (2006) and National Guidance in the NPPF. Accordingly, approval is recommended for this application with conditions.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Moses Ekole
Direct Line Telephone Number: 01992 56 4109
or if no direct contact can be made please email:***

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Epping Forest District Council

Agenda Item Number 13



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Application Number:	EPF/3173/15
Site Name:	14 York Hill Loughton Essex IG10 1RL
Scale of Plot:	1:1250

Report Item No: 13

APPLICATION No:	EPF/3173/15
SITE ADDRESS:	14 York Hill Loughton Essex IG10 1RL
PARISH:	Loughton
WARD:	Loughton St Marys
APPLICANT:	Mr Daniel Sugar
DESCRIPTION OF PROPOSAL:	Change of use of use of premises from use as offices (Use Class B1) to a mixed use comprising of a Pilates studio (Use Class D2), a medical surgery (Use Class D1) and offices (Use Class B1).
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581356

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 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) , the building shall only be used for offices (as defined by Use Class B1 of the Town & Country Planning (Use Classes) Order 1987 as amended, a pilates studion occupying not more than 50% of the gross floor area and / or as a cosmetic clinic occupying not more than 50% of the gross floor area, and for no other purposes, including any other uses falling within Use Classes D1 and D2 of the said Use Classes Order, or any subsequent Orderv revoking, further amending or re-enacting that Order.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The site 14 York Hill is a part single, part two storey building located at the corner of York Hill and Kings Green, within the York Hill Conservation Area. The building is currently vacant, having been previously used for B1 offices. The forecourt is hard surfaced and when occupied has been used for vehicle parking.

The site is immediately adjoined by residential properties. Opposite lies a car park displaying a sign that it is for the use of customers of a local restaurant only.

Description of Proposal:

The application seeks to expand the range of uses which may be undertaken within the building, which currently is permitted for B1 uses. While the application is framed to permit uses within the D1 and D2 use classes, the application does specifically refer to pilates studio and medical surgery, the agents have confirmed that the potential occupier would be a cosmetic skin clinic. The applicants have identified tenants specifically for these uses.

No specific areas have been identified at this stage for the uses proposed, this being a matter the applicants would intend allocating according to the specific requirements of the said tenants.

Relevant History:

None relevant to current application

Policies Applied:

HC7	Development within Conservation Areas
E12	Small scale business
CF2	Health Care Facilities
DBE9	Loss of Amenity

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 15

Site notice posted: 22 January 2016

Responses received: One reply has been received from the resident at 7 Kings Green. They comment about the existing parking conditions being difficult for residents in Kings Green with little capacity, residents often having to park in surrounding roads.

Loughton Residents Association (Plans Group) Objection

Evening use is inappropriate in this location and that inadequate provision is made for parking.

Loughton Town Council: Objection

The Town Council object to the application as the parking provision proposed would be inadequate since roads in the vicinity were unable to accommodate extra on-street parking. There was additional concern that this and neighbouring roads were heavily congested with young children walking to/from Staples Road Primary School on a daily basis.

Main Issues and Considerations:

The building has an open use for B1 offices without restrictions, including any restriction on hours of use. Consideration of alternative uses must therefore take account of this and determine whether such uses will have a significant and materially different impact.

The application is specific in the uses it proposes, potential occupiers having been identified for a pilates studio and a cosmetic skin clinic. Both uses could be described as low key in terms of the level and nature of activity and the number of callers likely to visit the site. Regard should also be had to the configuration of the existing building which comprises a mix of spaces which will of themselves limit the level of activity likely to be generated. Officers would contend that in all regards, noise, and disturbance would not be greater than if the building were fully occupied as offices.

Similarly, parking is available on the frontage for 6 – 7 vehicles which would appear to satisfy general operational needs for a building of this size, whether the mix of uses comprises a solely office uses or the mix of uses proposed.

Conclusion:

The application seeks to introduce a range of uses for which a demand has been identified by the applicants. In broad terms, providing suitable premises for specialist uses in close proximity to town centres and other highly accessible locations should be seen as beneficial to the local economy. Use of the building for its current lawful use as an open B1 office use would generate activity, both pedestrian and vehicular, and officers consider the proposed specialist activities would be comparable.

It would however be inappropriate to allow open D1 and D2 uses within the site as the range of uses covered by those classes including a number that would have significantly greater impact in terms of noise, disturbance and activity and officers consider that any permission that may be granted should include a specific condition to reflect this.

Subject to such a condition, officers consider there are insufficient grounds to justify refusing permission

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 14



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Application Number:	EPF/2710/15
Site Name:	15 Greenfield Close Loughton Essex IG10 3HG
Scale of Plot:	1:1250

Report Item No: 14

APPLICATION No:	EPF/2710/15
SITE ADDRESS:	15 Greenfield Close Loughton Essex IG10 3HG
PARISH:	Loughton
WARD:	Loughton Alderton
APPLICANT:	Mr Donata Velickiene
DESCRIPTION OF PROPOSAL:	Conversion and extension of existing garage into self contained annexe (revision to EPF/1764/15)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580137

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 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 The proposed development shall only be used as ancillary accommodation for the existing dwellinghouse and shall not be occupied as a unit separately from the dwelling known as 15 Greenfield Close.
- 4 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 5 Prior to first occupation of the development hereby approved, the proposed new boundary fence (as shown on plan no. 105 rev A) at the Alderton Hall Lane boundary shall be erected to a minimum height of 1.5m and shall be permanently retained in that condition.

Reason:- To prevent the proposal appearing out of character with the surrounding

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site is a two storey semi-detached property located within Greenfield Close with the property siding onto the east side of Alderton Hall Lane. The property has an existing single storey garage within the rear garden which fronts Alderton Hall Lane. The site is within the built up area of Loughton and not within a Conservation Area.

Description of Proposal:

The proposal seeks permission for the conversion and extension of existing garage into a self-contained annexe. The proposal extends the garage by 1.8m in length so that it is closer to the boundary with Alderton Hall Lane. The plans have been revised since first submission and a 'front door' has been removed and further clarity has been provided showing that the garage will be enclosed within the garden of No. 15 with no separate frontage onto Alderton Hall Lane.

Relevant History:

EPF/1764/15 – Conversion and extension (including raising of roof) of existing garage to self contained annexe) – Refused

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment

DBE10 – Design of Residential Extensions

DBE9 – Impact on Amenity

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

LOUGHTON TOWN COUNCIL: The Committee considered the revised design to remove the separate entrance door and to enclose the annexe within the existing garden did not overcome all their previous comments which were:

The Committee OBJECTED to this application for a self-contained annexe and requested a condition to ensure its ancillary use with the main dwelling only.

The following issues were also raised:

1. No separate amenity space had been provided on the site

2. The scheme would result in the loss of a parking space and offset parking provision onto the busy Alderton Hall Lane, which also served two primary schools close by, the Alderton Infant and Junior Schools.

5 Neighbours consulted:

LOUGHTON RESIDENTS ASSOCIATION (PLANS GROUP) – Object – happy to withdraw objection subject to a condition preventing separate occupation and limiting working hours during construction.

Issues and Considerations:

The main issues with this proposal relate to design, impact on amenity and parking.

Design

The proposal extends an existing garage by a relatively modest amount and will appear as a large outbuilding within the rear garden of No. 15 and is not considered out of keeping with the surrounding area. The previously refused scheme also increased the width and height which was considered unacceptable.

The separate front door has been removed and the plans have been clarified to show that a new fence will enclose the outbuilding into the rear garden of No. 15 so it will not appear as a separate unit and therefore will not disrupt the appearance of the streetscene.

Amenity

The proposal extends an existing garage which is adjacent to a neighbouring garage and therefore it is not considered to result in any loss of light or outlook. The proposal may result in an increase in activity within the garage but not significantly above that of any lawful use of the current garage.

Parking

It is not known whether or not the garage is currently used for the parking of a vehicle or for domestic storage. In any event, the owners of the property are not obliged to use their garage for the parking of a vehicle. The site was visited by the case officer close to school starting time and although Alderton Hall Lane was busy there were parking spaces available and therefore it is not considered the loss of the garage is a significant issue in this case.

Comment on representations received:

A condition ensuring the annexe is not used as a separate dwelling is considered acceptable and the planning application forms do specifically state that it is to provide additional accommodation for the main house.

The proposal does not include any separate amenity space as it is not for a separate dwelling and therefore this is not an issue.

Conclusion:

The proposal is considered an acceptable proposal given the above assessment and therefore despite objections approval with conditions is recommended.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

**Planning Application Case Officer: Marie-Claire Tovey
Direct Line Telephone Number: 01992 564414**

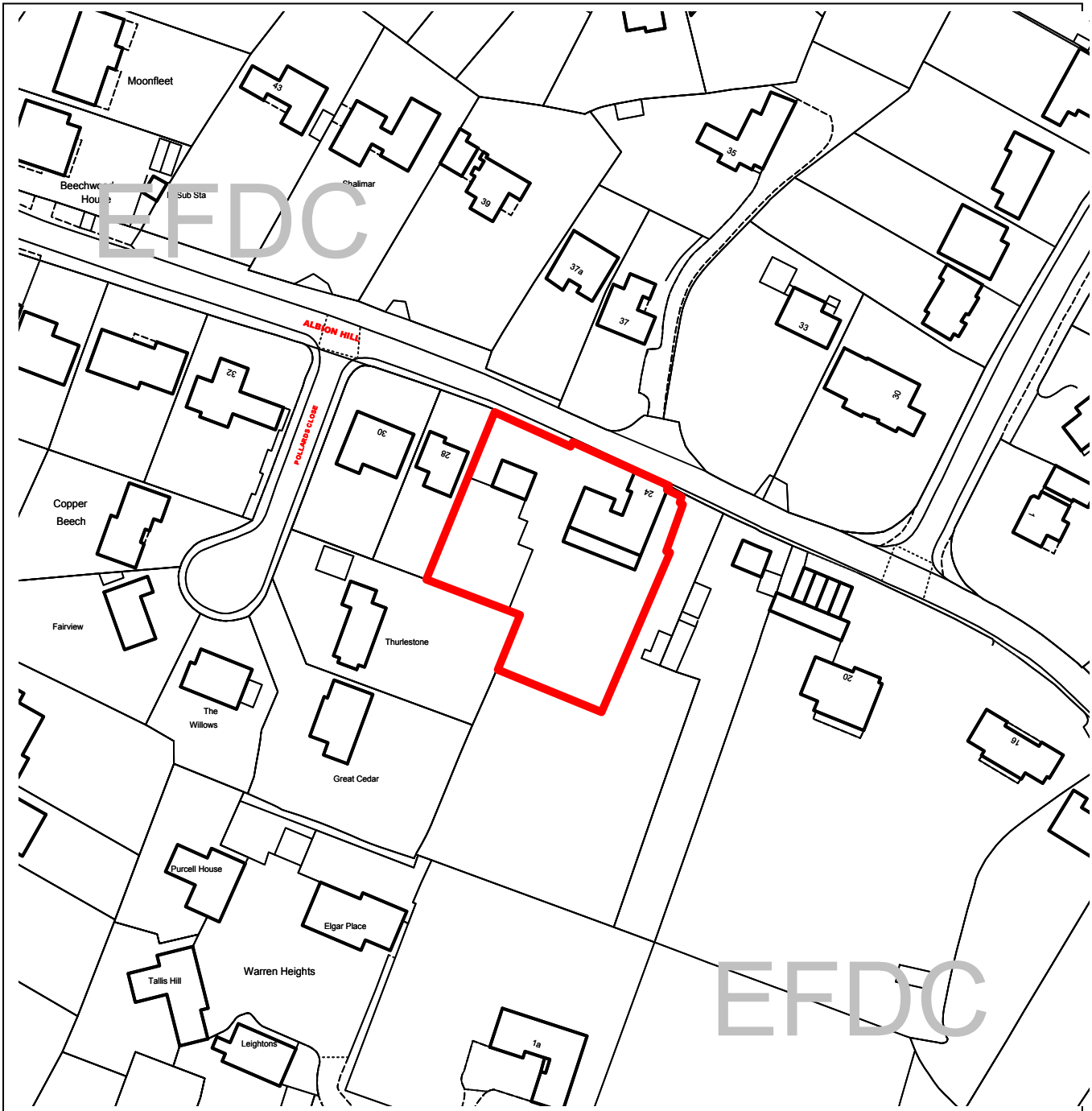
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Epping Forest District Council

Agenda Item Number 15



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Application Number:	EPF/3120/15
Site Name:	24 Albion Hill Loughton Essex IG10 4RD
Scale of Plot:	1:1250

Report Item No: 15

APPLICATION No:	EPF/3120/15
SITE ADDRESS:	24 Albion Hill Loughton Essex IG10 4RD
PARISH:	Loughton
WARD:	Loughton Forest
APPLICANT:	Mr D Simpson
DESCRIPTION OF PROPOSAL:	Variation of condition 3 'Plan nos' of planning permission EPF/1084/13 (Demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling) To retain the as-built increase in depth of the lower ground floor and terrace above.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581216

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 The development shall be implemented in accordance with the approved materials details submitted under reference EPF/0279/15.
- 3 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 208-DWG-300-PL, 208-DWG-301-PL, 208-DWG-302-PL, 208-DWG-320, 208-DWG-320-PL, 208-DWG-321-PL, 208-DWG-251-BB, 208-DWG-000-PL, 208-DWG-001-PL, 208-DWG-002-PL, 208-DWG-003-PL, 208-DWG-004-PL, 208-DWG-010-PL, 208-DWG-011-PL, 208-DWG-110-PL, 208-DWG-111-PL, 208-DWG-100 -xx Rev C, 208-DWG-101-xx Rev B, 208-DWG-102-xx Rev B, 208-DWG-103--xx Rev B, 208-DWG-104-PL, 208-DWG-120-PL, 208-DWG-121-Rev G and 208-DWG-122-Rev D
- 4 Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or of any equivalent provisions of any Statutory Instrument revoking or re-enacting the Order) no windows other than any shown on the approved plan shall be formed at any time in the flank walls of the development hereby permitted without the prior written approval of the Local Planning Authority.

- 5 The development shall be implemented in accordance with the details submitted within the Construction Method Statement submitted and approved under reference EPF/0480/14. The approved Statement shall be adhered to throughout the construction period.
- 6 The development shall be carried out in accordance with the approved Tree Protection documents, approved under reference EPF/1674/13 unless the Local Planning Authority gives its written consent to any variation.
- 7 If any tree, shrub or hedge 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 of the same size and species shall be planted within 3 months at the same place, unless the Local Planning Authority gives its written consent to any variation. If within a period of five years from the date of planting any replacement tree, shrub or hedge is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree, shrub or hedge of the same species and size as that originally planted shall, within 3 months, be planted at the same place.
- 8 All material excavated from the below ground works hereby approved shall be removed from the site unless otherwise agreed in writing by the Local Planning Authority.
- 9 The development shall be implemented in accordance with the details submitted within the Flood Risk Assessment approved under reference EPF/1674/13. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.
- 10 All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 08.00 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.
- 11 The development shall be implemented in accordance with the hard and soft landscaping proposals submitted and approved under reference EPF/1674/13. 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.
- 12 The development shall be carried out in accordance with the submitted and approved site level details submitted under reference EPF/1674/13.

- 13 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, Classes A, B, C, D, E and installation of microgeneration equipment generally permitted by Part 40 Classes A, B and H shall be undertaken without the prior written permission of the Local Planning Authority.
- 14 Bricks and windows salvaged from the existing basement floor side wall shall be reused in the new side wall unless otherwise agreed in writing with the Local Planning Authority.
- 15 The proposed brickwork at basement level shall be in Flemish bond with ruddled mortar joints to match the existing brickwork unless otherwise agreed in writing with the Local Planning Authority.
- 16 The development shall be implemented in accordance with the submitted and approved surface water drainage details approved under reference EPF/1674/13.
- 17 The proposal shall be carried out in accordance with the Mitigation Measures and Enhancement Measures as outlined within the Ecological Scoping Survey Report dated 15th January 2013 unless otherwise agreed in writing with the Local Planning Authority.
- 18 The bat mitigation strategy shall be carried out in accordance with the details approved under reference EPF/1674/13.
- 19 Prior to first occupation of the development hereby approved, the proposed window opening in the rear elevation serving the proposed garage and utility room shall be entirely fitted with obscured glass and shall be permanently retained in that condition.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site is currently in the later stages of development for a replacement large, detached, 'L' shaped two storey dwelling. The site is located on the south side of Albion Hill within the built up area of Loughton. The house is fronted by a brick wall which in its own right is Grade II Listed. The brick wall to the front and the 'L' shape creates a private courtyard area to the front with a single storey wing/garage. The site slopes steeply to the rear, and the house appears as a three storey building when viewed from the rear with a

terrace at ground floor, above a lower ground floor, and the garden sloping away from the house.

The site and particularly the wall are remnants of a larger estate, known as 'Pollards' which was situated further to the west. The site is not within the Metropolitan Green Belt or a Conservation Area.

Description of Proposal:

The application seeks consent for a minor material amendment to the previously approved development by seeking a variation of condition 3 'plan numbers' so that revised plans can replace those already approved. The amendment sought is to retain the as built increase in depth of the lower ground floor and terrace above. The scheme has been built 1m deeper at lower ground floor than the previously approved plans allowed for. This is the only amendment sought through this application.

Relevant History:

EPF/0839/15 - Proposed replacement dwelling with revised roof form and appearance.
(Revision to EPF/1084/13) - Refused

EPF/0279/15 - Application for approval of details reserved by condition 2 'materials' for application EPF/1084/13 - Demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling - Approved

EPF/0480/14 - Application for approval of details reserved by condition 5 'Construction Method Statement' of planning permission EPF/1084/13 (Demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling) – Approved

EPF/1674/13 - Application for approval of details reserved by condition 2 'Materials', condition 5 'Construction Method Statement', condition 6 'Tree Protection', condition 9 'Flood Risk Assessment', condition 11 'Landscaping', condition 12 'Levels', condition 16 'Surface Water' and condition 18 'bat mitigation' of planning permission EPF/1084/13. (Demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling.) – Partially approved

EPF/1143/13 - Grade II listed building consent for demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling - Approved

EPF/1084/13 - Demolition of existing dwelling and erection of new two storey (three to the rear) single family dwelling - Approved

EPF/0011/13 – Grade II listed building application for the demolition of existing dwelling and erection of new two storey (three to rear) single family dwelling (only the existing front wall is listed) – Approved

EPF/2454/12 - Demolition of existing dwelling and erection of new two storey (three to rear) single family dwelling (only the existing front wall is listed) – Approved

EPF/1358/11 – Extension of time limit on EPF/1627/08 (Proposed new garage to no. 24 and new house to 26 Albion Hill – revised application) – App/Con – works have started for this proposal and therefore this application is still extant and can be implemented.

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment

DBE1 - Design of New Buildings

DBE2/9 – Neighbouring Amenity

DBE8 - Private Amenity Space

LL10 - Retention of Landscaping

LL11 – Landscaping Schemes

NC4 – Protection of Established Habitat

ST4 – Road Safety
ST6 - Vehicle Parking
HC12 – Development Affecting the Setting of Listed Buildings

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Summary of Representations:

LOUGHTON TOWN COUNCIL: The Committee deplored this retrospective application and OBJECTED to the larger scheme built, which was considered overbearing on the neighbouring property at the rear in Pollards Close.

13 Neighbours consulted:

THURLESTONE, POLLARDS CLOSE – Objection – concern with regards to actual and perception of overlooking

Issues and Considerations:

The main issues with this proposal relate to the impact of the increase in depth on design and impact on amenity.

Design

The increase in depth at lower ground does not significantly alter the design or appearance of the overall scheme other than an increase to the depth when viewed from the side. The design therefore is not significantly impacted with regards to this amendment.

Amenity

The increase in depth results in the lower ground floor and therefore the ground floor terrace above being 1m closer to the boundary. However, the terrace which is of particular concern with regards to overlooking, is some 16m away (diagonally) from the closest boundary with Thurlstone. It is acknowledged that the land slopes away to the rear significantly but it is not considered that this increase in depth results in any significant loss of amenity above that of the previously approved scheme.

Additionally, due to the well tree'd boundary between these two properties it is difficult to view Thurlstone from 24 Albion Hill. These trees have been retained, and were conditioned to ensure they were retained and also protected throughout the construction process.

Conclusion:

It is regrettable that the scheme has been built larger than originally approved, however, this application has been submitted to resolve this issue and although an increase in size, it is a relatively small increase to one part of the built form with limited impact on design and amenity given the existing approval and is therefore considered acceptable and approval is recommended.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

**Planning Application Case Officer: Marie-Claire Tovey
Direct Line Telephone Number: 01992 564414**

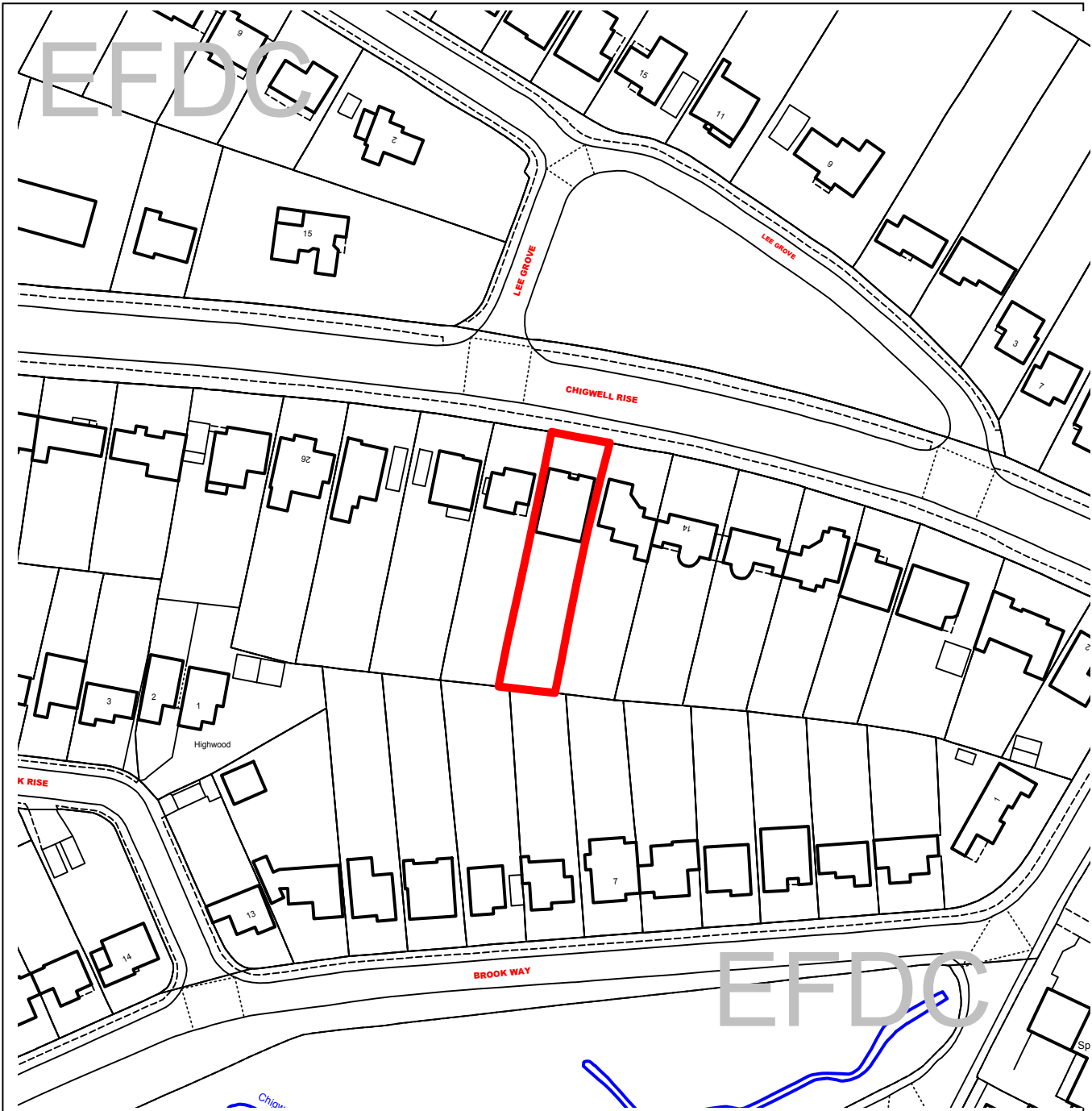
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Epping Forest District Council

Agenda Item Number 16



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Application Number:	EPF/2906/15
Site Name:	18 Chigwell Rise, Chigwell, IG7 6AB
Scale of Plot:	1/1250

Report item no. 16

APPLICATION No:	EPF/2906/15
SITE ADDRESS:	18 Chigwell Rise Chigwell Essex IG7 6AB
PARISH:	Chigwell
WARD:	Chigwell
APPLICANT:	Mr Abid Mohammed
DESCRIPTION OF PROPOSAL:	Single storey rear extension and re-profile existing roof to form a Dutch hip end, dormers to the rear and bonnet dormers to the front to accommodate 3 bedrooms in the loft void, conversion of existing garage into a habitable room and new raised patio at rear
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580673

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 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application relates to a two storey detached house on the south side of Chigwell Rise. The property incorporates an integral garage and has a hipped pitched roof with the ridge running front to back. Externally, the building is unaltered from its original form.

The property lies in an area where each property appears to have been individually designed, are detached and are mostly two storeys in original form, some having been extended into the roof. The site lies directly opposite an amenity green at Lea Grove.

Land falls to the south and east, the buildings are elevated above the rear gardens by in excess of 1 metre

Description of Proposal:

The application has been amended since original submission and proposes a ground floor rear extension, roof extensions including dormers to front and rear and conversion of the integral garage to habitable space. The rear extension comprises a ground floor element across the full width of the house 3 metres deep. A new raised patio is created behind the extension of 2 metres depth with stairs down to garden level.

The roof extensions are constructed over the original dwelling only; a Dutch barn style roof is proposed with a crown roof into which will be inserted two dormer windows at the front each of 1.2m width and two dormers at the rear each of 3.25m width. The overall height of the building is reduced by around 0.5 metres as a result of the revised roof form.

Relevant History:

The existing dwelling was constructed under a 1961 planning permission.

Policies Applied:

CP2	Quality of Rural and Built Environment
DBE9	Loss of Amenity
DBE10	Residential Extensions

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: Five
Site notice not required

Responses received: Objections have been received from the neighbouring occupier at 16 Chigwell Rise although it should be noted that at the time these comments were submitted, the application included a first floor rear extension. The objector considers that the development would have an unacceptably adverse impact due to significant overshadowing, loss of privacy and overbearing nature. The objector notes that the application site already projects beyond the rear of the no.16 and argues a cumulative impact on a dining area situated closest to the application site. The objector also raises concerns at the impact on windows in the side serving a kitchen and utility room and ground floor and bathroom at first

floor in terms of overshadowing and loss of light from the roof extension and loss of privacy from new windows proposed. Finally, the objector raises concern at the effect on the bulk of the extensions on their garden and patio

Chigwell Parish Council – Objection

The Council objects to this application as it is overdevelopment, and loss of amenity to the neighbours.

Main Issues and Considerations:

Consideration of the application should concentrate on the impact on the neighbours and on the street scene.

It should be noted that the application site and both neighbouring properties are detached and as originally built, each of 16, 18 and 20 had separate side access ways on the shared boundaries providing an element of separation between main habitable spaces. It should also be noted that the rear of the properties face south.

The original house at no. 18 projects around 2 metres beyond the rear of no.16 which has a single storey conservatory style structure closest to the boundary with rear facing windows. The ground floor rear extension will have minimal additional impact on these rear windows.

A similar situation will result on the opposite side abutting no. 20 where the existing projection is slightly greater at around 2.5 metres, but the impact on the rear facing habitable room windows at this property is similarly reduced by the separation created by the sideway.

The objector raised a number of concerns that impact on what officers consider to be secondary side windows. While the comments are noted, the new flank glazed window serves a stairwell only and would not lead to overlooking while the roof extensions have only a marginal impact on the function of these spaces.

The roof extensions appear that first view to add substantial bulk to the building. However, it should be noted that this element does not extend beyond the existing front or rear roof plane while the top of the roof as proposed is around 0.5 metres lower than the existing ridge. The Dutch barn style ends serve to soften the ends and to lessen the impact of the central flat roof element. The front dormers are kept to a minimum size, well designed with hipped roofs and are sited symmetrically with the remainder of the roof. Members concerned at precedent should note 8 Chigwell Rise, a two storey house with a full gable roof and a front box dormer window, and 5 and 9 Lea Grove opposite, two substantial houses with full gable roofs. In this context the development would not be out of character or excessively bulky.

Conclusion:

Officers have considered the potential impact of the development proposed on neighbouring occupiers in some detail. What appeared to be the most controversial aspect of the application, the first floor rear extension, has been deleted and the ground floor extension alone reduces the potential impact to an acceptable level.

While the roof extensions increase the mass of the building when viewed from the front, the alterations are proportionate to the location and general form of local development.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481

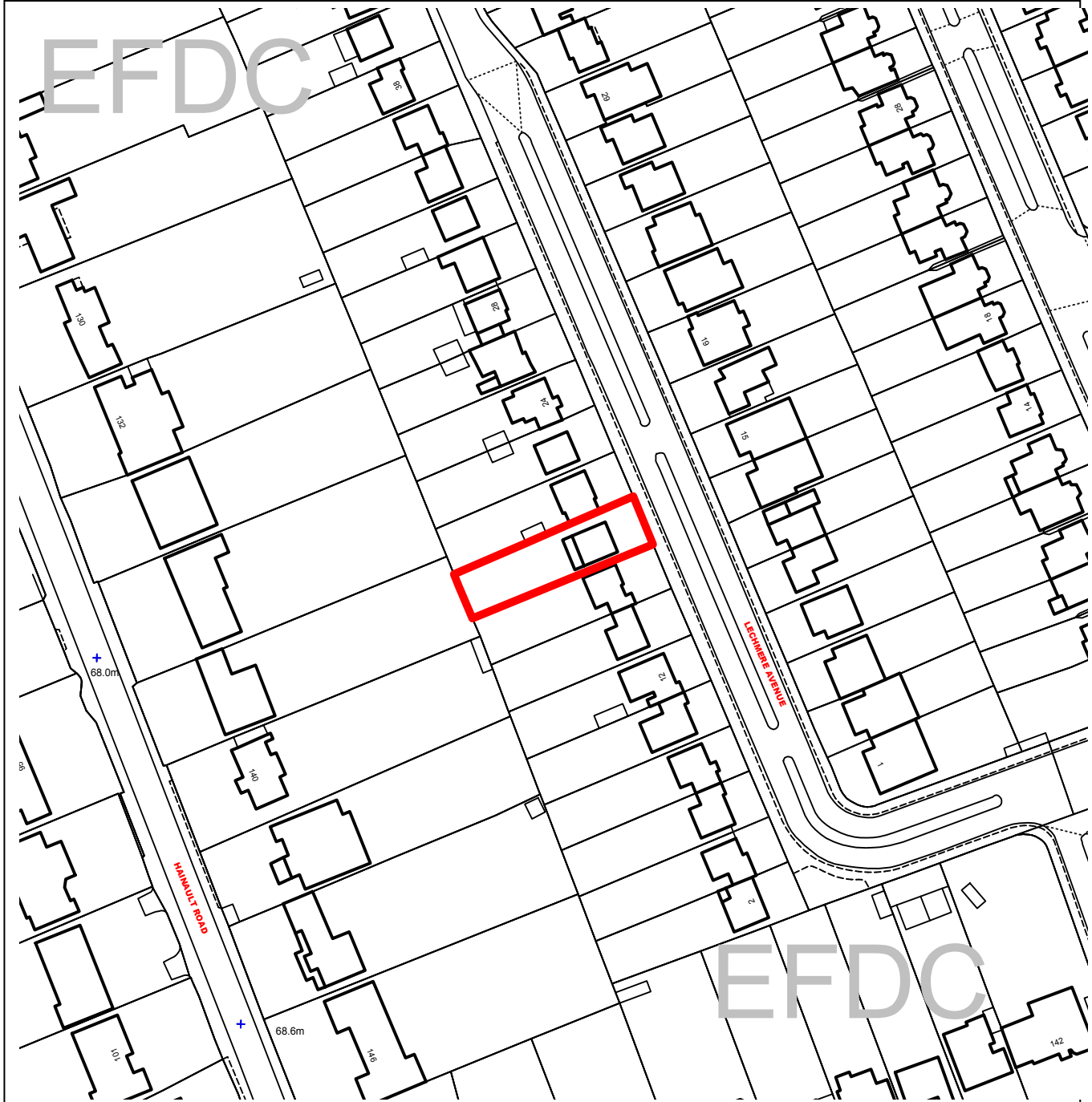
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Epping Forest District Council

Agenda Item Number 17



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Application Number:	EPF/2970/15
Site Name:	18 Lechmere Avenue Chigwell Essex IG7 5ET
Scale of Plot:	1:1250

Report Item No: 17

APPLICATION No:	EPF/2970/15
SITE ADDRESS:	18 Lechmere Avenue Chigwell Essex IG7 5ET
PARISH:	Chigwell
WARD:	Grange Hill
APPLICANT:	Mr Shakil Khan
DESCRIPTION OF PROPOSAL:	Proposed part double, part single storey side extension, new porch and double storey rear extension.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580673

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 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 4 No flank windows shall be inserted in the first floor rear extension hereby permitted without prior consent from the Local Planning Authority.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

18 Lechmere Avenue is a two storey detached single dwelling house on the west side of the road. The property was vacant at the time visited and remains largely unaltered from the original form, other than limited outbuildings.

The property lies in a wholly residential area where land falls to the north such that lower numbered properties are slightly higher than their neighbours.

Description of Proposal:

The application now before Members has been amended since originally submitted by repositioning and substantially reducing the depth of the first floor component of the proposed side extension and by setting all components of the proposal a minimum of 0.5m from the boundary with 20 Lechmere.

To the rear, the scheme comprises a two storey extension projecting 4.3 metres from the rear wall of the original building and extending across the full width of the original building.

At the side, a part single part two storey extension runs from flush with the original front wall to the outer extent of the rear extension at ground floor. The first floor element aligns with the rear wall of the original and extends forward with its front wall, set back from the front of the house by 2.5m. The whole of the side extension is set off the boundary with no. 20 by 0.5metres.

A new porch is also indicated to the front entrance detached from but aligning with the bay window. Matching brickwork and tiles are indicated for all finishes.

Relevant History:

None

Policies Applied:

CP2	Quality of Rural and Built Environment
DBE9	Loss of Amenity
DBE10	Residential Extensions

NPPF The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: Seven

Site notice posted: No, not required

Responses received: One response received from 20 Lechmere Avenue raising objection as follows: We strongly object the double storey rear extension as this would significantly block the daylight from entering our garden and the rear part of our house.

Chigwell Parish Council: Objection

The Parish Council objected to the application as originally submitted on grounds that it constituted overdevelopment and did not leave the required one metre gap. It should be noted that the original application included part of the extension at the rear being built up to the boundary.

Main Issues and Considerations:

In design terms, the primary considerations relate primarily to the side extension and the proposal to set this away from the side boundary by 0.5 metres. In considering this aspect, it is particularly noted that the neighbouring property has a two storey side extension with a parapet built up to the site boundary.

The application seeks a combination of setting the building off the boundary and setting the first floor back to achieve separation from the neighbouring extension. Firstly, the scheme sets the whole building in at ground and first floor creating a physical separation as opposed to setting in at first floor only. Framed by the buildings on either side, the setback will be sufficient for the side extension not to be readily seen in the street scene; and taken in conjunction with the physical separation this will achieve the objective to avoid terracing. Accordingly, it is considered that this design approach is acceptable.

In all other regards, the extensions are designed to appear subordinate to the main dwelling; pitched roofs at the side and rear are significantly lower than the main roof and monopitch roofs are used on single storey elements, materials are indicated to match.

In terms of impact on adjoining properties, officers consider that the extensions will not have an adverse effect on neighbouring properties. The property at 16 Lechmere Avenue projects around 1.5 metres beyond the rear wall of the application site and lies to the south, both properties have pedestrian sideways on this side. These factors ensure the extension will not significantly affect this property.

The first floor extension is set away from the northern boundary with no 20 by around 2.2 metres. This property has a single storey rear extension built on the boundary with no flank windows and the nearest first floor window is obscure glazed and appears to be used as a bathroom. Thus, no habitable areas are affected.

Conclusion:

It is acknowledged that the application does not fully achieve the desired separation between buildings and that fully meeting that requirement effectively precludes an extension at the side. To insist on full separation may be easier to justify if the adjoining property had not already built fully up to the boundary.

Taking account of the site constraints and conditions, the scheme as now proposed provides a realistic compromise, the significant set back at the front combined with the setting in of the flank to provide adequate separation to avoid a terracing effect.

In all other regards, the application is acceptable.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

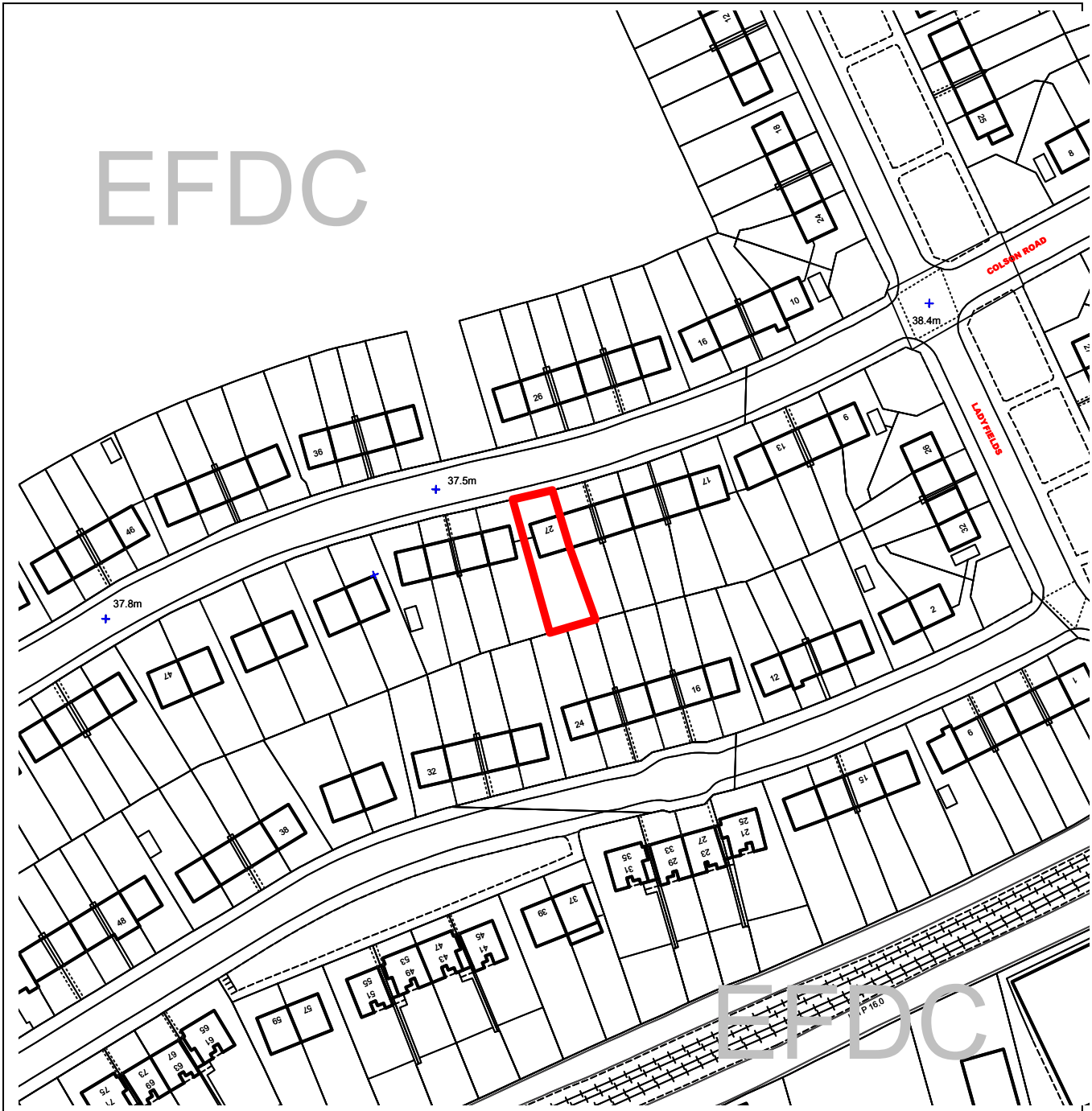
***Planning Application Case Officer: [Ian Ansell](#)
Direct Line Telephone Number: 01992 564481***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***



Epping Forest District Council

Agenda Item Number 18



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Application Number:	EPF/3108/15
Site Name:	27 Colson Road Loughton IG10 3RL
Scale of Plot:	1/1250

Report Item No: 18

APPLICATION No:	EPF/3108/15
SITE ADDRESS:	27 Colson Road Loughton Essex IG10 3RL
PARISH:	Loughton
WARD:	Loughton Alderton
APPLICANT:	Mr Peter Klimaszewski
DESCRIPTION OF PROPOSAL:	Retrospective application for existing single storey rear outbuilding.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581193

CONDITIONS

- 1 The existing outbuilding hereby approved shall only be used for domestic purposes incidental to the original house at no. 27 Colson Road.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

Two storey end of terraced property. Located in a row of similar properties to the southern side of Colson Road. There is a single storey rear outbuilding at the very bottom of the rear garden. Ground levels significantly slope towards the rear garden area, making outbuilding to appear higher as ground levels had to be altered. The surrounding properties, including no.25 Colson Road and neighbouring properties at the rear of the site along Lushers Road have single storey rear outbuildings. Not in a conservation area nor listed.

Description of Proposal:

Retrospective application for existing single storey rear outbuilding.

Details and Dimensions:

- The existing outbuilding is situated at the very bottom of the rear garden area.
- Land falls significantly at the bottom of the rear garden where development sits.

- Due to differences in ground levels between the front and rear elevation It measures 3m in height at rear and 2.4m in height in the front.
- It is 4.6m deep and 9.4m wide, covering the full width of the application site.
- It has a total floor area of 43.24m².
- It has a flat roof with 3 x roof lights.
- This outbuilding is built in close proximity to the common shared boundaries and has a veranda some 2m in depth.

Relevant History:

No relevant planning history.

Policies Applied:

CP2: Protecting the Quality of the Rural and Built Environment.
DBE9: Loss of Amenity.
DBE10: Residential Extensions.

The National Planning Policy Framework (NPPF) 2012;

The (NPPF) was published on 27 March 2012. Paragraph 214 states that due weight should be given to the relevant policies in existing plans according to the degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 12
Site notice posted: No, not required

Responses received: 1 response was received from neighbour no.22 Lushes Road, giving a comment on this application as summarised below:

1. It's too close to the boundary fence.
2. I believe the height is over 3 metres.
3. According to regulations, it should not be higher than 2.5 metres.
4. It's very imposing when viewed from our rear garden.
5. It's directly on our fence line, very close.

Loughton Town Council: Objection

The Committee OBJECTED to this application owing to the size and bulk of the proposed outbuilding that would be detrimental to the amenities of the neighbours. Members commented on the lack of plans submitted including the elevation facing the house and the proposed internal layout to show the intended use of the outbuilding. Therefore, if the District Council was minded to grant this application, the Committee asked for a planning condition to ensure the rear outbuilding would remain ancillary to the main dwelling.

Main Issues and Considerations:

The main issues for consideration in this case are:

- Design.
- Living Conditions.

Design:

There was previously an outbuilding and some form of an open structure at the bottom of the rear garden area which was removed/demolished. The existing outbuilding is therefore a replacement structure to those that were demolished. It is situated at the same location, of a similar size, scale, bulk, mass and occupies the same footprint at the very bottom of the rear garden area as those it replaced.

There is a timber fence of about 1.8m in height along all the common boundaries between the application site and neighbouring properties. This timber fence by reason of its nature and changes in ground levels is very prominent and provides a context for viewing the existing outbuilding in question. The timber fence conceals the lower part of the existing outbuilding up to the height of 1.8m, the remaining upper part including the roof (about 1.2m) which is visible above the timber fence is considered to have insignificant consequence on the appearance of the site and that of the surrounding area.

There are a number of examples of outbuildings of similar size within the immediate vicinity to the application site. Whilst the changes in ground levels have resulted in the existing outbuilding to appear higher at the bottom of the rear garden, it is not substantially greater in size and scale than the outbuildings in the surrounding area. In addition to this, the existing outbuilding has a floor area of 43.24m² which is not considered to be excessive in relation to the existing house. Therefore, Officers conclude the outbuilding appears appropriate within its context.

Impact on living conditions:

As already mentioned, this is a replacement outbuilding. It is sited at the very bottom of rear garden of the application site and built in close proximity to all common shared boundaries between the application site and adjoining neighbours. Its siting in close proximity to the shared boundaries, together with alterations to ground levels makes the existing outbuilding to appear higher when viewed from the rear gardens of the all adjoining neighbouring properties. However, the impact on the living conditions of the occupiers of neighbouring properties in terms of overbearing is not considered to be excessive beyond the impact which was caused by the previous outbuilding that was removed/demolished/replaced.

Conclusion:

The concerns of the Parish Council and the comments from the occupier of neighbouring property no. 22 Lushes Road have generally been addressed in the body of this report. The impact of the existing outbuilding is considered acceptable in planning terms and it is considered to be in accordance with the aforementioned policies of the adopted Local Plan (1998) and Alterations (2006) and guidance in the NPPF (2012). Accordingly, it is recommended that planning permission be granted to this retrospective application with conditions.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Moses Ekole
Direct Line Telephone Number: 01992 564109***

***or if no direct contact can be made please email:
contactplanning@eppingforestdc.gov.uk***