

Report Item No: 1

APPLICATION No:	EPF/2214/07
SITE ADDRESS:	Eastlea Harlow Road Roydon Essex CM19 5HE
PARISH:	Roydon
WARD:	Roydon
APPLICANT:	Mr Carl Davis
DESCRIPTION OF PROPOSAL:	Demolition of existing dwelling and erection of a two-storey four bedroom detached dwelling house with a garage (revised application).
RECOMMENDED DECISION:	Grant Permission (With Conditions)

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 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 and E shall be undertaken without the prior written permission of the Local Planning Authority.
- 3 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.

This application is before this Committee since the recommendation differs from the views of the local council (Pursuant to Section P4, Schedule A (g) of the Council's Delegated Functions).

Description of Proposal:

This revised application seeks consent for the demolition of an existing bungalow and the erection of a new 2 bedroom detached dwelling house with a garage.

The replacement dwelling is to be situated on roughly the same footprint as the existing bungalow with an overall height of 6.6m.

The application includes the provision of a balcony to the rear of the new dwelling.

Following the withdrawal of the initial scheme, the front to back depth of the first floor rear section of the replacement dwelling has been reduced by 1m.

Description of Site:

The existing dwelling is a detached bungalow situated within a rectangular plot, on the northern side of Harlow Road.

The site is located within a cluster of similar detached dwellings on the edge of Roydon village and is within the Metropolitan Green Belt.

Relevant History:

EPF/1707/07- Demolition of existing dwelling and erection of a two storey four bedroom detached dwelling with a garage- Withdrawn.

Policies Applied:

Adopted Local Plan and Alterations

GB2A- Development in the Green Belt

GB15A- Replacement dwellings

DBE4- New buildings in the Green Belt

DBE9- Amenity and neighbouring properties

Issues and Considerations:

The key issues relevant to this revised scheme are the appropriateness of the new dwelling with regard to Green Belt policy, the impact upon the neighbouring property 'The Stones' and the detailed design and appearance.

1. Green Belt

Local Plan policy GB15A allows for replacement dwellings in the Green Belt, provided that they are on a one for one basis and not materially larger than the existing dwelling.

This application proposes a new dwelling which totals approximately 480m³ in volume compared with the original dwelling house which amounts to some 347m³. This equates to approximately a 40% increase in volume. Whilst the replacement dwelling is larger, given that the property has only been extended by way of a very small conservatory and lean-to and so scope exists for further extension, the increase is considered acceptable.

In terms of footprint, the new dwelling represents a slight increase of 45m², with the enlarged first floor. The additional footprint proposed in this application is within the spirit of policy GB14A, (residential extensions) and the overall harm upon the openness of the Green Belt is considered no greater than the existing bungalow.

This application proposes a new garage within this scheme and therefore other ancillary outbuildings are unlikely to be required in the future. In addition, future extensions and

outbuildings can be closely controlled through the imposition of a planning condition removing the permitted development rights of the new property.

2. Impact upon amenity

The only property affected by this proposal is neighbouring 'The Stones'. Whilst concerns regarding a loss of light are noted, the replacement dwelling does not extend beyond the rear building line of the neighbouring property. There will also be a gap of 1m separating the garage and the common boundary and a gap of 5m from the boundary and the flank wall of the new dwelling. This is considered a reasonable distance to ensure that there is no undue impact upon the amenities currently enjoyed by that property.

The relationship of the proposed balcony and the rear garden of neighbouring 'The Stones' is such that there would be minimal overlooking. There is also some screening from the hedgerow on the boundary.

3. Detailed design and appearance

The overall design of the replacement dwelling is rather unorthodox, with a slack rear roof pitch to accommodate the extra first floor accommodation. However, the surrounding locality has a mix of design precedents, therefore the appearance of the new dwelling is acceptable.

Whilst the concerns of the Parish Council are noted, the revised scheme will have largely the same appearance in the rural street scene as the original submission, to which there was no objection. The revised scheme however now details a pitched roof to the front dormer window to match the porch, which is considered to improve the front elevation.

Conclusion

This replacement dwelling is considered to be a reasonable replacement for the existing bungalow and future extensions and outbuildings could be controlled through the imposition of a planning condition. There will also be no undue impact upon the neighbouring property and the design is acceptable.

SUMMARY OF REPRESENTATIONS:

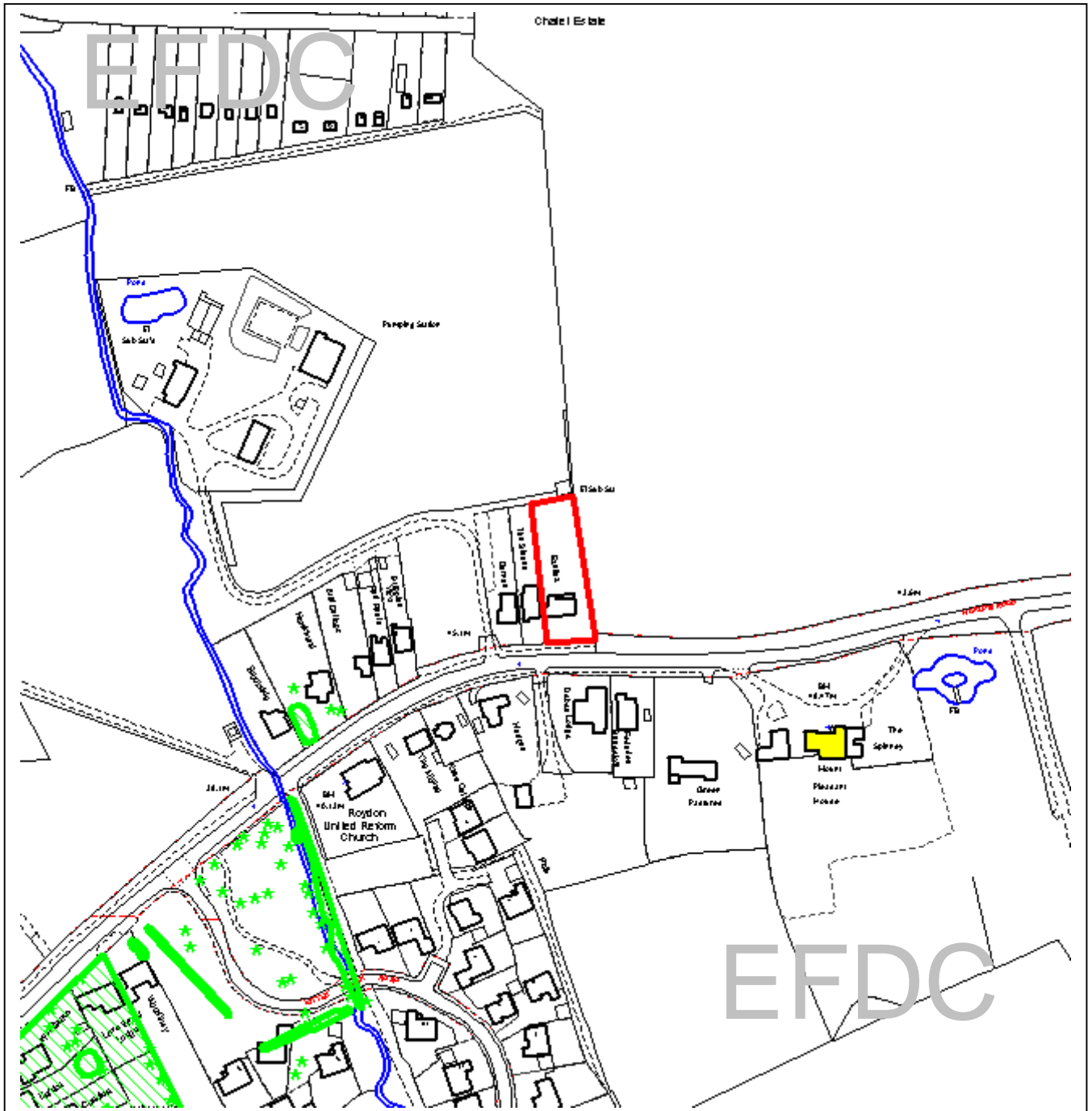
PARISH COUNCIL- Object that the dwelling is not in keeping with the street scene.

THE STONES - The new dwelling will affect privacy and light from the lounge. In addition it will look out of place as there are mostly bungalows and older properties in the area.



Epping Forest District Council

Area Planning Sub-Committee West



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Agenda Item Number:	1
Application Number:	EPF/2214/07
Site Name:	Eastlea. Harlow Road,Roydon CM19 5HE
Scale of Plot:	1/2500

Report Item No: 2

APPLICATION No:	EPF/0365/07
SITE ADDRESS:	Skillet Hill Farm Honey Lane Waltham Abbey Essex EN9 3QU
PARISH:	Waltham Abbey
WARD:	Waltham Abbey Honey Lane
APPLICANT:	RVL Properties Ltd
DESCRIPTION OF PROPOSAL:	Change of use of land to Lorry Park for 25 lorries, change of use of existing house to drivers' facilities and offices and alteration to existing access. (Revised application)
RECOMMENDED DECISION:	Grant Permission (Subject to S106)

CONDITIONS

- 1 Within 3 months of the date of this consent or prior to the first use of the building hereby approved for cafe and toilet facility use for that purpose, whichever is the sooner the existing portable cafe and toilet facility buildings currently used in connection with the use of the site as a lorry park shall be removed from the site.
- 2 No more than 25 lorries shall be parked on this site at any one time.
- 3 The bungalow, located at the entrance to the site shall be occupied only by persons employed in connection with the running of the Lorry Park.
- 4 Within 3 months of this consent, parking spaces for 25 lorries and up to 10 cars, shall be clearly marked out on site in accordance with a layout that shall have been submitted to and agreed in writing by the Local Planning Authority. The submitted plan shall also indicate turning areas within the site sufficient to enable all vehicles to exit the site in a forward gear. The agreed turning areas shall be created at the same time as the parking areas are marked out and shall thereafter be kept free of obstruction. No vehicles shall thereafter be parked on site other than within the prescribed parking spaces.
- 5 Within 3 months of the date of this permission a scheme of landscaping and a statement of the methods of its implementation shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season following its approval.

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

same place, unless the Local Planning Authority agrees to a variation beforehand, and in writing.

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

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

- 6 Details of foul and surface water disposal shall be submitted to and approved by the Local Planning Authority before any work commences and the development shall be implemented in accordance with such agreed details.
- 7 Within 3 months of the date of this decision the site shall be surfaced in accordance with details that have been previously approved in writing by the Local Planning Authority.

And subject to the applicant first entering into a legal agreement under Section 106 of the Town and Country planning Act, within 3 months, to:

- secure the cessation of the remaining unauthorised uses within both the red and blue lined sites within the applicant's ownership within 3 months of the permission;
- to secure the highway works shown in principle on application drawing number IT572/TS/03 Rev.b and the provision of a bus stop in accordance with the Highway Authority's specifications; and
- to provide a contribution sufficient to cover the cost of altering the existing and providing additional waiting restrictions on the A121 Honey Lane in the vicinity of the site, the details of which are to be agreed with the highway authority.

This application is before this Committee since it is an application contrary to the provisions of the approved Development Plan, and is recommended for approval (Pursuant to Section P4, Schedule A (a) of the Council's Delegated Functions).

Description of Proposal:

This application is for the change of use of land to create a lorry park for 25 lorries and change of use of an existing house to provide driver facilities (small diner, toilets and showers at ground floor with administrative offices upstairs.) The proposal also includes changes to the access to the site. It is intended that an existing bungalow at the entrance to the site will be occupied by a caretaker, to ensure 24 hour security.

Description of Site:

The site, approximately half a hectare in size, is located on the south western side of Honey Lane on an island of land, created by the roads that make up junction 26 of the M25. It is bordered by the M25 to the south east, the slip road to the west and Honey Lane to the north. Access is from Honey Lane. The red lined application site comprises about a quarter of the "island", set adjacent to the slip road to the south and shielded from view from Honey Lane by a heavily wooded area which is in separate ownership. Within the red lined site there is a bungalow close to the access, there is a large hard surfaced area that is currently in use for lorry parking without consent, there is a two storey dwelling, currently disused and there is a temporary building (again with no consent) in use as a café and toilet facilities. To the west of the lorry park site are a variety of farm buildings in various states of disrepair which are in use for a number of low key storage and business uses, none of which appear to have had planning permission for the uses.

Relevant History:

The site was originally farmland with the farmhouse and associated farm buildings, with surrounding agricultural land. The building of the M25 and the junction 6 slip road separated the farmyard and buildings from its land. The site was used as a depot and storage area by the Highways Agency and contractors during construction of the M25 without the need for planning permission. Since then there have been no planning applications and the only authorised use of the land is for agriculture.

The applicant bought the land in 2004 and the land has been used for overnight parking of lorries since November of that year.

An earlier application for the temporary use of the site as a lorry park was submitted, but was withdrawn following request for additional traffic information.

Policies Applied:

CP1	Sustainable development objectives
CP2	Protecting the environment
CP3	New development
CP6	Sustainable urban development patterns
CP7 & CP8	Sustainable economic development
CP9	Sustainable transport
RP5A	Adverse environmental impacts.
ST1	Location of Development
ST2	Accessibility of development
ST3	Transport Assessments
ST4	Road Safety.
GB2A	Green Belt

Issues and Considerations:

The main concerns in the consideration of this application are, the impact of the development on the Green Belt, highway safety and congestion, sustainability and the impact on surrounding properties.

1. Green Belt.

The site is within the Green Belt and the proposed use is not one which is appropriate. The parking of lorries is not a use that retains the open character of the Green Belt and the use is clearly contrary to national guidance in PPG2 and Policy GB2A of the adopted Local Plan. It is therefore for the applicant to show that there are very special circumstances that outweigh the harm to the Green Belt that will result from the development.

The main argument put forward by the applicant in this case is the particular nature of the site. This is a small island of "agricultural" land completely surrounded by roads that, due to the construction of major roads around it, including a motorway and slip roads of a motorway junction, can no longer perform an agricultural function. Additionally, the area that it is proposed to be used has been hard surfaced for many years prior to the commencement of the unauthorised use as a lorry park and is screened from view from most angles by high trees or by existing buildings. Due to the surrounding roads it is not possible for the use to spread and encroach onto surrounding land. No new buildings or extensions to existing buildings are proposed as the required facilities can be accommodated within the existing house on the site. Additionally, it is argued that the formalisation of lorry parking provision on this site will remove much of the conspicuous lorry parking that currently takes place along Honey Lane and surrounding roads and lay-bys, improving highway safety and the openness of the Green Belt.

Finally, the applicant also argues that there is a need for a lorry parking facility.

Taking all these factors into consideration the applicant contends that the impact of the proposed development on the character and openness of the Green Belt will be very limited and that there are very special circumstances sufficient to outweigh the harm to the Green Belt that would result from the development.

2. Highway Safety

One of the main issues in considering this application is the impact of the use on the surrounding road network. The applicants have submitted a detailed transport statement with the application and have worked in consultation with Essex County Highways and the Highways Agency. The resulting scheme includes alterations to the access on to Honey Lane to achieve suitable visibility and safety. The works involve realignment regrading and widening of the access, provision of a separation island and closing of the existing bus lay-by and replacement with an on carriageway stop. These works will ensure that movements at the site junction will be restricted to left turn in and left turn out and visibility is maintained to ensure safe access and minimal obstruction to the free flow of traffic.

It is not expected that the 25 space facility will result in significantly greater HGV traffic in the locality nor will it encourage HGV's to enter the urban area of Waltham Abbey, and it is hoped that it will reduce the number of vehicles currently parked within the adjacent lay-bys and on street.

Both the County Highways Officers and the Highways Agency have no objection to the proposals on safety grounds. Essex County Highways however maintain an, in principle, objection to any increase in use of an access onto a main distributor road, the main purpose of which is the carrying of vehicles freely and safely between major centres in the region.

In addition County Highways have suggested that should planning permission be granted it should be on the basis that the developers will provide a contribution to cover the costs of altering the existing highway and providing additional waiting restrictions on the A121 Honey Lane in the vicinity of the proposal site in order to discourage the existing on-street parking that occurs here and encourage HGV's to pull clear of the public highway for their scheduled breaks. The County have indicated, however, that at this time they are unable to specify precisely what restrictions will

be required and this can only be determined following the alterations to the access including the removal of the nearest bus lay-by and monitoring of the operation of the site for 1 year. All works to the highway will of course be at the developer's expense and must be in accordance with details to be agreed with the Highway Authority.

It is considered that subject to these requirements the proposed development when properly implemented will result in the removal of the existing problem of lorries parked along this part of Honey Lane. This will however clearly depend on the proper enforcement of any waiting and parking restrictions that are imposed as in any other location.

It is clear, however, that the figures submitted with the applicants transport assessment are based on the assumption that a number of existing uses that are currently operating from the island site within the blue lined land within the applicants ownership, will cease, thereby reducing the overall number of traffic movements from its current level. These uses are the subject of current enforcement investigation, but as the application indicates that these uses will cease and the traffic assessment is based on this premise it is considered that the cessation of these uses should also form part of a legal agreement should planning permission be granted for the lorry park use.

3. Sustainability.

It is not the intention of the proposal to encourage additional road freight traffic, which is clearly contrary to the principles of sustainable development, but to provide a safe and convenient stopping place for existing vehicles. The provision of an overnight stopping place here, adjacent to the M25 may actually result in a reduction in mileage as vehicles do not have to deviate far from their most direct route. The location is considered to be far more sustainable than most other locations in the District.

4. Impact on residential amenity.

The two dwellings that exist within the "island" site are to be utilised in connection with the lorry park use, with the house being converted to driver facilities and ancillary offices and the bungalow at the entrance to the site being occupied by caretaker/security staff. Beyond the site itself the nearest property is Upshire Hall Lodge, which lies opposite the site on the other side of Honey Lane. Given the separation from the site by not only the road but also the wooded area to the north of the proposed parking area it is not considered that the proposed use will have a direct impact on that property.

The nearest residential properties within the built up area of Waltham Abbey are 250m from the site and separated from it by the substantial structure of the Waltham Abbey Marriott Hotel, the roundabout junction of Honey Lane with Old Shire Road and Honey Lane itself. Consequently residents would not be able to discern noise from activity on the site from background noise. Some of the HGV traffic to and from the site would use the roundabout junction, but this is designed for use by such vehicles and is in any event separated from residential properties by the Marriott Hotel.

As stated above, It is not expected that the 25 space facility will result in significantly greater HGV traffic in the locality. Indeed, since the proposal includes mechanisms for deterring on street parking in the locality, it offers an important opportunity for removing an existing source of noise and disturbance as well as contributing to highway safety.

5. Visual Amenity

Due to the significant existing screening of the site and the proposed additional planting it is not considered that the development will have an adverse impact on the visual amenity of the area.

6. The need for the facility

There is clearly demand for lorry parking facilities in the area. The lay-bys along Honey Lane are heavily parked with HGVs both overnight, when parking is permitted, and during the day when technically it is prohibited. The unauthorised lorry park that has operated for 3 years now clearly appears to meet a need and the Council has received a considerable number of letters from lorry drivers in support of the scheme.

Conclusion:

Taking all the above into consideration it is considered that although the proposed development is contrary to Green Belt policy there are very special circumstances applicable to this site which are not readily capable of being repeated elsewhere and that these outweigh the harm from inappropriateness. It is not considered that the development will have an adverse impact on the character or amenity of the area or road safety, or that the level of use is likely to result in significant harm to the free flow of traffic. Additionally the scheme provides an opportunity to resolve the current unsatisfactory parking of lorries on Honey Lane which will have a beneficial impact on the locality. The application is therefore recommended for approval subject to conditions and subject to a legal agreement. As the use is already operating it is suggested that the legal agreement should be required to be signed within 3 months of the decision of the committee and that works on site including the removal of the existing portable café building shall be carried out within 3 months of the decision being issued.

SUMMARY OF REPRESENTATIONS:

TOWN COUNCIL – Objection. Inappropriate development in Green Belt however if the District Council is minded to grant we would request a condition to prevent parking on the highway.

1 HAWK CLOSE – Object. Health and Safety risk due to high volume of lorries in and out of site.

8 HAWK CLOSE – Object. The current access has made use of this part of the road very dangerous as lorries pull out without due regard to other road users. The lorry park does not remove the problem of overnight roadside parking, it serves to increase the problem and concentrate it in one area. Additional lorries are being attracted from the M25 and park at the roadside, reducing visibility for other road users, ignoring parking restrictions in the bus lay-bys. The car wash and pallet storage raise other issues. The site is an eyesore and safety hazard, at the entrance to the forest . It is making the area less pleasant and will have an adverse impact on property values.

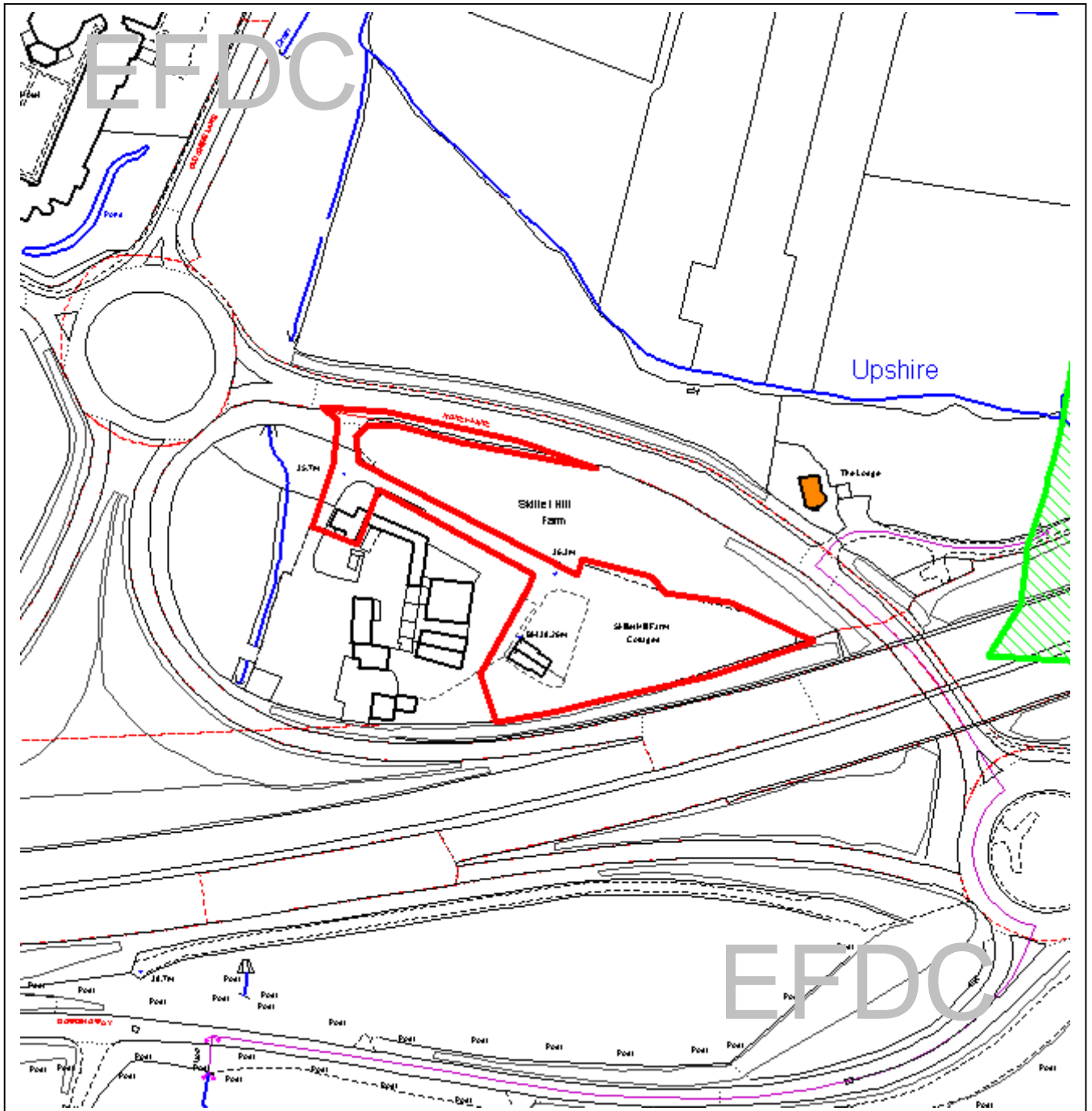
UPSHIRE HALL LODGE – Honey Lane is currently used for parking lorries which mount the pavements resulting in continual break up of the surface causing danger to pedestrians. The vehicles also cause extreme danger to other road users leaving only single file traffic on this very busy section. The access from our front gate is often completely blocked. I strongly object if this situation is allowed to continue and the application is allowed. Object unless and until lineage and signage is guaranteed for both sides of Honey Lane and that the trees and shrubbery have a preservation order as they shield the site from the road and my house.

52 INDIVIDUAL LETTERS AND E-MAILS from lorry drivers from all over the country stating that the truck stop provides an important facility for both rest breaks and overnight parking which they would like to see retained.



Epping Forest District Council

Area Planning Sub-Committee West



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Agenda Item Number:	2
Application Number:	EPF/0365/07
Site Name:	Skillet Hill Farm, Honey Lane, Waltham Abbey, EN9 3QU
Scale of Plot:	1/2500

Report Item No: 3

APPLICATION No:	EPF/2029/07
SITE ADDRESS:	34 Princesfield Road Waltham Abbey Essex EN9 3PH
PARISH:	Waltham Abbey
WARD:	Waltham Abbey Paternoster
APPLICANT:	Mr Daniel Goss
DESCRIPTION OF PROPOSAL:	Single storey front and rear extensions.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

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 extension, shall match those of the existing building.
- 3 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 that Order) no enclosure or balcony shall be formed at any time on any part of the roof of the development hereby approved without the prior written approval of the Local Planning Authority.

This application is before this Committee since the recommendation differs from the views of the Local Council (pursuant to Section P4, Schedule A(g) of the Council's Delegated Functions).

Description of Proposal:

Erection of a single storey flat roofed rear extension, 3 metres deep, 6.5m wide and 3 metres high to provide a new kitchen area, and erection of a single storey front extension, 1.3m deep across the width of the property with a lean-to pitched roof (eaves height 2.2m, maximum height 3.1m) to provide an enlarged living room and a downstairs toilet facility.

Description of Site:

The application property is currently a semi-detached house, although there is an extant planning permission for a new dwelling to be attached to it which will make it mid-terraced. The current pair of dwellings are situated at right angles off the main street frontage of Princesfield Road, accessed

by a footpath leading down from the street. There is a sharp fall in levels down from Princesfield Road. The rear garden rises steeply. The property to which the application property is attached (number 36) has an existing single storey rear extension of slightly greater depth.

Relevant History:

EPF/356/04 Erection of a new attached dwelling to side. Approved 28/05/04

Policies Applied:

DBE10 Design of residential extensions.

DBE8 Private amenity space.

CP7 Urban form and quality.

Issues and Considerations:

The main issues in the determination of this application are: design and impact on the street scene, impact on neighbours and adequacy of remaining private amenity space.

1. Design.

The proposed rear extension is a typical flat roofed rear addition, it is not readily visible from the public domain and is considered appropriate in scale and detailing in this location. The proposed front extension has been designed to be in keeping with the house and will not be overly prominent in the street scene given its limited projection.

2. Impact on Neighbours.

The rear extension is of less depth than that on the adjoining property and subject to a condition preventing use of the roof of the extension as a balcony, there will be no adverse impact on residential amenity. Potential impact on the amenities of future residents of the approved dwelling to the west has also to be considered. The currently approved dwelling has no rear extension, but it is not considered that this 3m deep addition would have an excessive impact on light or outlook for residents of that property should it be built. In any event, a current planning application that appears elsewhere on this agenda, ref. EPF/2030/07, proposes modifications to the approved house that include a single storey rear projection to match the rear extension proposed to this house.

3. Private amenity space.

This proposal (assuming the current side garden is sold or developed) results in a house with 5 habitable rooms with private amenity space of about 102 square metres. Although this remaining space is steeply rising it is still considered useable and sufficient to meet the needs of the occupants in accordance with policy DBE8 of the adopted Local Plan.

Conclusion:

In conclusion the proposed development accords with the adopted policies of the Local Plan and Local Plan Alterations and is recommended for approval.

SUMMARY OF REPRESENTATIONS

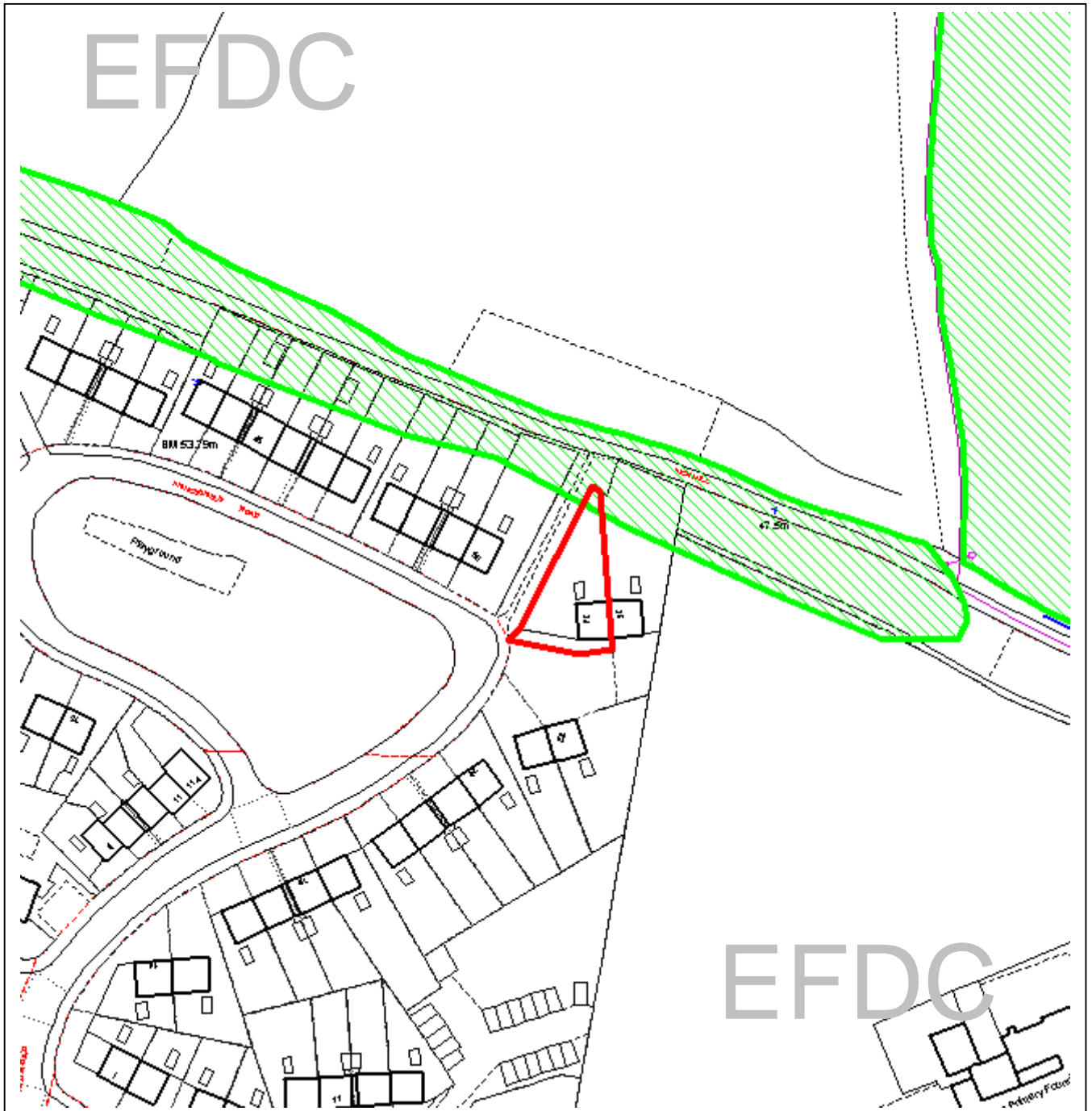
TOWN COUNCIL- Objection. Overdevelopment of the site.

36 PRINCESFIELD ROAD – Aware our comments will not affect planning permission but would like concerns to be brought to attention of Building Control. (Concerns about subsidence and structural and drainage issues).



Epping Forest District Council

Area Planning Sub-Committee West



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Agenda Item Number:	3
Application Number:	EPF/2029/07
Site Name:	34 Princesfield Road, Waltham Abbey EN9 3PH

Report Item No: 4

APPLICATION No:	EPF/2030/07
SITE ADDRESS:	Adjacent 34 Princesfield Road Waltham Abbey Essex EN9 3PH
PARISH:	Waltham Abbey
WARD:	Waltham Abbey Paternoster
APPLICANT:	Mr Daniel Goss
DESCRIPTION OF PROPOSAL:	Erection of attached new house.(amendment to EPF/356/04).
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to the commencement of development details of screen walls, fences or such similar structures shall be agreed in writing by the Local Planning Authority, and shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 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 building hereby permitted without the prior written approval of the Local Planning Authority.
- 5 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 that Order) no enclosure or balcony shall be formed at any time on any part of the roof of the development hereby approved without the prior written approval of the Local Planning Authority.
- 6 The development, including site clearance, must not commence until a scheme of landscaping and a statement of the methods of its implementation have been submitted to the Local Planning Authority and approved in writing. The approved scheme shall be implemented within the first planting season following the completion of the development hereby approved.

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

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

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

- 7 The two parking spaces indicated on the approved plan shall be made up to a gradient not exceeding 1:10 and in a surface finish, including the access thereto, that has been agreed in writing by the Local Planning Authority. The parking spaces shall be provided in accordance with the approved details prior to the first occupation of the dwelling hereby approved and shall thereafter be retained free of obstruction for the parking of residents and visitors.
- 8 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 and E shall be undertaken without the prior written permission of the Local Planning Authority.
- 9 Prior to first occupation of the building hereby approved the proposed window openings in the flank elevation shall be fitted with obscured glass and have fixed frames, and shall be permanently retained in that condition.

This application is before this Committee since the recommendation differs from the views of the local council (Pursuant to Section P4, Schedule A(g) of the Council's Delegated Functions).

Description Of Proposal:

Consent is being sought for the erection of a new two storey, three bed dwelling attached to an existing pair of semi detached dwellings to create a terrace of three. The proposal includes the addition of a three metre deep single storey rear projection and a 1.2 metre deep single storey front projection.

Description of Site:

The application site is the side garden of an existing semi-detached house. The pair of houses lies at right angles off the main street frontage of Princesfield Road and are accessed by a footpath leading down from the street. There is a sharp fall in levels down from Princesfield Road.

To the rear of the property are some trees that are protected by a woodland preservation order. The site slopes steeply up to the rear.

Princesfield Road is an area of terraced and semi-detached properties.

Relevant History:

Planning permission has already been granted for the erection of an attached house on this plot (EPF/356/04) and there is a current proposal on this agenda for erection of front and rear extensions to the existing dwelling (EPF/2029/07)

Policies Applied:

CP1, CP2, CP3, CP6, CP7, Core Sustainability policies.

ST1 Location of Development

ST2 Accessibility of Development

ST4 Road Safety

ST6 Vehicle Parking

DBE1, Design of new buildings

DBE2 effect on surrounding buildings

DBE3 development in urban areas

DBE6 Car parking

DBE8 Private amenity space

DBE9 Amenity of neighbours

LL11 Landscaping.

Issues and Considerations:

Permission already exists for the erection of an attached 3 bed dwelling on this site and the development of the site for residential purposes is generally in line with the strategy of making the best use of urban land to reduce the need for new development in less sustainable locations. The application has been submitted because the applicant would like to be able to construct single storey rear and front extensions at the time of construction of the new dwelling rather than as later additions. It should be noted that the rear addition proposed would be permitted development if it were to be constructed once the approved house had been completed and in those circumstances it would not need planning permission. However, since it is proposed to construct it at the same time as the dwelling, then permission is required.

As the principle of the development of a house is agreed and there have been no material changes in circumstances since that approval the main issues are considered to be the design and impact on the street scene, impact on neighbours, the provision of amenity space, parking and access issues and tree and landscaping issues.

1. Design.

The proposed new house is essentially the same in design as was previously approved but with the addition of a 3 metre deep rear extension and a 1.2m deep front projection at ground floor. The rear extension is flat roofed and the front addition has a lean-to pitched roof, these elements are essentially the same as are proposed for the existing dwelling, Number 34, (also on this agenda). It is considered that the proposed development will relate satisfactorily to the existing dwellings and will not detract from the street scene or the surroundings generally.

2. Impact on Neighbours

The proposed front and rear projections of the dwelling are within usual tolerances and even if the adjacent property, to which the development is to be attached does not extend in the manner proposed under EPF/0202/07, it is not considered that this new dwelling will result in any significant harm to the amenity of the occupants of that dwelling. Nor, given the position of the proposed dwelling, is it considered that it will have any significant impact on any of the other neighbouring properties.

3. Amenity Space.

The Town Council have raised concern that the proposal amounts to overdevelopment of the site. The main factors in determining whether this is the case, is the amount and usability of amenity space that is available for the dwelling. The site is triangular, and the proposed development results in the new dwelling having two small triangular areas of garden at the rear and side of the house and a front garden area. The private amenity space to the side and rear amounts to about 78sqm. This space is quite steeply sloping and perhaps not ideal. It does not meet the amenity space standards set out in the Local Plan and Alterations. However it is just 22 sq.m. short. In this instance it is considered that the proposal is only short of amenity space because of the rear projection now proposed and that as such it would be unreasonable to withhold planning permission on these grounds provided permitted development rights are removed to ensure that no further additions or outbuildings are constructed that would further restrict this space. Government guidance advises that amenity space provision should be largely up to developers.

4. Parking and Access.

The scheme proposes the same parking and access provision as previously approved, that is, one space for the proposed house and one retained for number 34, to be located with direct access from the road. No highway objection is raised to this arrangement subject to conditions. It should be noted that there is a street lamp column which currently restricts access and this will need to be relocated to achieve the parking proposed. Whilst there is no planning or highway objection to this, it is a cost that must be borne by the developer and an informative can be attached to this effect if permission is granted.

One space per unit is considered to meet the adopted maximum standards for car parking for an urban location of this kind.

5. Trees and landscaping.

There are no trees of public amenity value on the site and although the site backs on to an area protected by a woodland preservation order, a Tree Officer has considered the proposal and concluded that the trees will not be affected by the proposal.

With regard to landscaping of the site itself, it is considered that the main issue is the provision of suitable fencing to preserve privacy to the rear and side amenity areas and this can be required by condition.

Conclusion

The erection of an attached dwelling with front and rear additions is in accordance with the adopted policies of the local plan and Local Plan Alterations and is therefore recommended for approval subject to conditions.

SUMMARY OF REPRESENTATIONS:

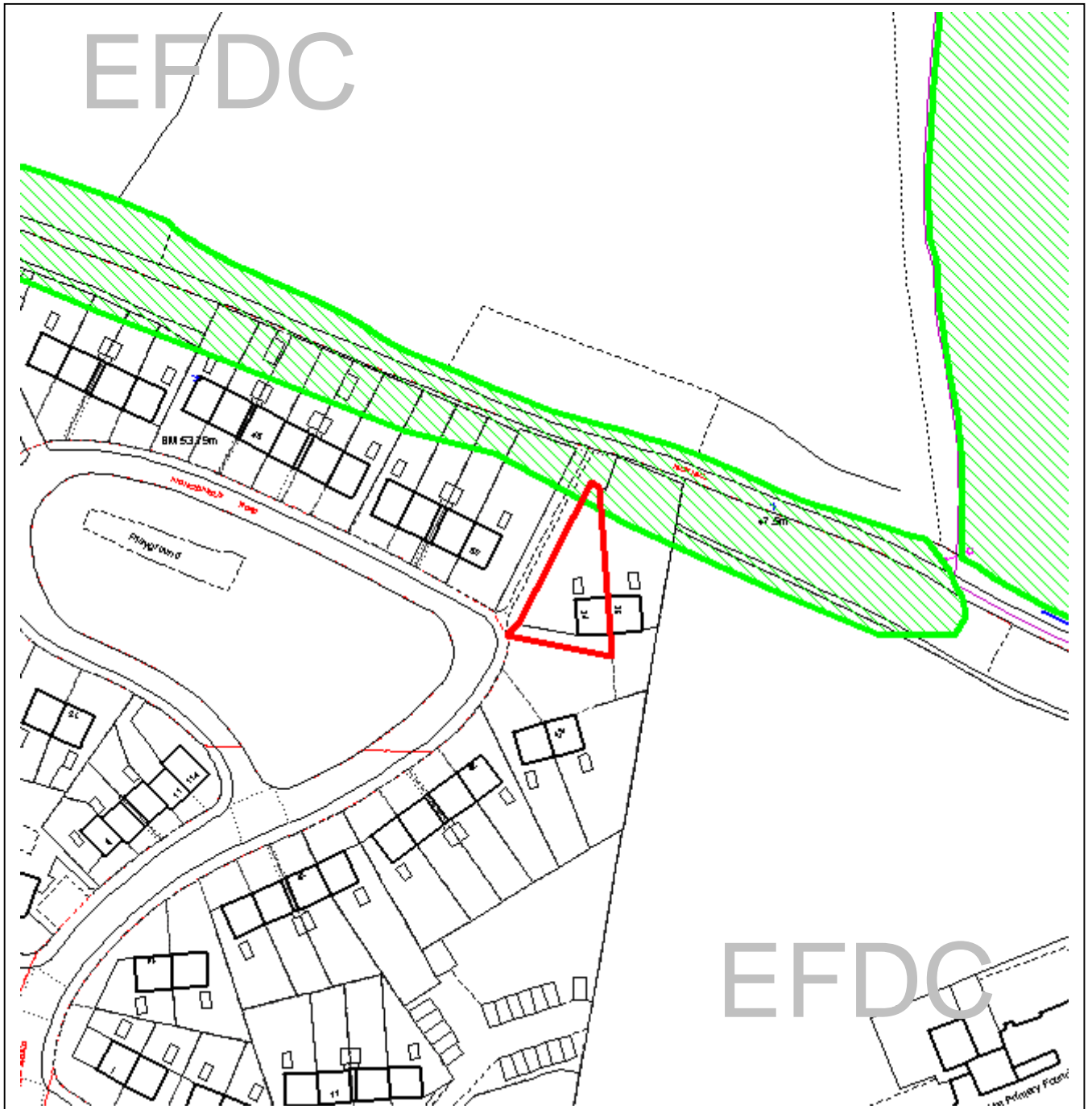
TOWN COUNCIL – Objection, overdevelopment of the site.

36 PRINCESFIELD ROAD – Aware that comments will not affect planning permission but would like concerns brought to attention of Building control. Concerns relate to subsidence, structural and drainage issues, need to remove lamp post. Also interested to know about fencing adjacent to our property.



Epping Forest District Council

Area Planning Sub-Committee West



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Agenda Item Number:	4
Application Number:	EPF/2030/07
Site Name:	Adjacent 34 Princesfield Road, Waltham Abbey, EN9 3PH
Scale of Plot:	1/1250