



Epping Forest District Council



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Application Number:	EPF/2298/21
Site Name:	Garages to the rear of 2-12 Station Way, Station Way, Buckhurst Hill IG9 6LN
Scale of Plot:	1:1250

Report Item No: 10

APPLICATION No:	EPF/2298/21
SITE ADDRESS:	Garages to the rear of 2-12 Station Way Station Way Buckhurst Hill IG9 6LN
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill East
APPLICANT:	Mr Atkinson
DESCRIPTION OF PROPOSAL:	Proposed development of 4 two storey terraced houses - Proposed 4 new car parking spaces - Proposed landscaped access way
RECOMMENDED DECISION:	Grant Permission (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=656635

CONDITIONS

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

- 2 The development hereby permitted shall be carried out and retained strictly in accordance with the following approved plans:
1037-CYA-AA-OO -DR-A-02100 Rev J
1037-CYA-AA-00 -DR-A-04100 Rev A
1037-CYA-AA-01 -DR-A- 02101 Rev I
1037-CYA-AA-0R -DR-A- 02102 Rev I
1037-CYA-AA-XX -DR-A- 01000 Rev B
1037-CYA-AA-XX -DR-A- 01100 Rev I
1037-CYA-AA-ZZ -DR-A- 01001 Rev B
1037-CYA-AA-ZZ -DR-A- 01002 Rev A
1037-CYA-AA-ZZ -DR-A- 03100 Rev G
1037-CYA-AA-ZZ -DR-A- 03101 Rev H
1037-CYA-AA-ZZ -DR-A- 03102 Rev I
1037-CYA-AA-ZZ -DR-A- 03103 Rev I
CCL/10657/TPP

- 3 A) No work on any phase of the development (with the exception of demolition works where this is for the reason of making areas of the site available for site investigation), shall commence until an assessment of the risks posed by any contamination within that phase shall have been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of Potentially Contaminated Sites - Code of Practice and the Environment Agency's Guidelines for the Land Contamination: Risk Management (LCRM 2020) (or equivalent if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The development

shall only be carried out in accordance with the approved details unless the Local Planning Authority gives its written consent to any variation. The assessment shall include: (1) A survey of the extent, scale and nature of contamination and (2) An assessment of the potential risks to: human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes; adjoining land; groundwater and surface waters; ecological systems; and archaeological sites and ancient monuments.

B) If following the risk assessment unacceptable risks are identified from land affected by contamination in that phase, no work on any phase of the development shall take place, until a detailed land remediation scheme has been completed. The scheme will be submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. (The remediation scheme shall be sufficiently detailed and thorough to ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990). The development shall only be carried out in accordance with the approved scheme. Following the completion of the remediation works and prior to the first occupation of the development, a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the local planning authority.

- 4 Tree protection shall be implemented prior to the commencement of development activities (including demolition), and the methodology for development (including supervision) shall be undertaken in accordance with the submitted Tree Survey/ Arboricultural Method Statement reports and Tree protection shall be installed as shown on Crown Arboricultural Consultants drawing number CCL 10657/TPP Rev 1 dated 13th August 2021 unless the Local Planning Authority gives its prior written approval to any alterations through an appropriate application.
- 5 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground), have been submitted to and approved in writing by the local planning authority which:
 - provide demolition and construction details including foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent). Consultation with the developer/contractor will be required prior to RAMS being written. Full review and agreement with those RAMS with TfL engineers is required
 - provide details on the use of tall plant/scaffolding e.g. piling rigs, mobile cranes etc.
 - accommodate the location of the existing London Underground structures - No glare or glint to be thrown onto the railway from the proposed development
 - 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
 - full review and agreement with any landscaping
 - mitigate the effects of noise and vibration arising from the adjoining operations within the structures - Agreement not to object any noise or vibration or other issues experienced due to London Underground's running and maintaining of a safe operational railway

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.

- 6 Prior to preliminary ground works taking place, details of surface water disposal shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be provided on site prior to the first occupation and shall be retained for the lifetime of the development.
- 7 Prior to any above groundworks, details and location of the parking spaces (including garages) equipped with active and/or passive Electric Vehicle Charging Point(s) shall have been submitted to and approved in writing with the Local Planning Authority (LPA). The installation of EVCP shall be completed in accordance with the approved details and made operational prior to first occupation. The details shall include:
 - Location of active and passive charging infrastructure;
 - Specification of charging equipment; and
 - Operation/management strategy. The council will expect that a management plan for the charging points is set out clearly. This will address:
 - a) Which parking bays will have active and/or passive charging provision, including disabled parking bays;
 - b) How charging point usage will be charged amongst users;
 - c) The process and the triggers for identifying when additional passive charging points will become activated; and
 - d) Electricity supply availability. The electricity supply should be already confirmed by the Network Provider so that the supply does not need to be upgraded at a later date.
- 8 Prior to any above ground works, documentary and photographic details of the type and colours of the external finishes of the development 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.
- 9 Prior to any above ground works, full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of the building or completion of the development, whichever is the sooner. 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.

- 10 Prior to first occupation of the development, a scheme to enhance the ecological value of the site shall be submitted to and agreed in writing by the Local Planning Authority. The ecological value shall be quantified using the Biodiversity Impact Assessment Calculator (BIAC) where appropriate. The scheme shall be implemented in full prior to the occupation of the development hereby approved.
- 11 Prior to the commencement of the development other than ground works, full details of the cycle store shall be submitted to and approved by the Local Planning Authority. The approved facilities shall be provided prior to the first occupation of the development.
- 12 No deliveries, external running of plant and equipment or demolition and construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 07:30 to 18:00 on Monday to Friday and 08:00 to 13:00 on Saturday and not at all on Sundays, Public or Bank Holidays.
- 13 Wheel washing or other cleaning facilities for vehicles leaving the site during construction works shall be installed and utilised to clean vehicles immediately before leaving the site. Any mud or other material deposited on nearby roads as a result of the development shall be removed.
- 14 All material excavated from the below ground works hereby approved shall be removed from the site.
- 15 Prior to first occupation of the development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.
- 16 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.
- 17 The refuse stores shown on the approved plans shall be constructed and available for use by residents prior to the first occupation of the development. The refuse stores shall thereafter be retained for the stated purpose.
- 18 Prior to the first occupation of the dwellings hereby permitted the windows at first floor level shown on the approved plans as being fitted with obscure glazing, shall have been fitted with obscure glass with a minimum privacy level 3 obscurity, and no part of that/those window[s] that is less than 1.7 metres above the internal floor level of the room in which it is installed shall be capable of being opened. Once installed the obscure glass shall be retained thereafter.
- 19 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any other order revoking and re-enacting that order) no development permitted by virtue of Class A, B, C and E of Part 1 to Schedule 2 shall be undertaken, without the prior written agreement of the Local Planning Authority.

AND subject to a suitably worded legal agreement to secure contribution of £1408 (4 x £352) to mitigate recreational impact on the EFSAC, and monitoring fee of 5% (£70.40).

This application is before this Committee since the recommendation is for approval contrary to an objection from a Local Council and at least one non-councillor resident, on planning grounds material to the application (Pursuant to The Constitution, Part 3: Scheme of Delegation to Officers from Full Council)).

Description of Site:

The application site comprises an area of 24 garages within a site of around 730 sq.m. accessed from Station Way. The eastern end of the site abuts Buckhurst Way where an established landscape area screens the site, no access is available from this direction.

The site access lies between 10/12 Station Way, part of a terrace of purpose built flats and a house at no.14. all buildings being two storey. The entrance faces the flank of The Monkams Public House. The site backs onto the Underground railway which is elevated at this point just east of Roding Valley Station.

Description of Proposal:

The application proposes demolition of the existing garages and replacement with four dwellings. The mews style block comprises two storeys with off-centre pitched roofs running front to rear and gable ends, each property consists of two bedrooms, built predominantly in brick.

Each dwelling has a private amenity area at the rear of around 27.5 sq.m. The shared frontage includes landscaping, refuse and cycle stores and one parking space for each dwelling is provided at the western end of the site accessed from a turning area of a minimum 8m diameter.

The application is supported by a number of documents including Arboricultural Report, SuDs report, Habitat Regulations Screening Report, Preliminary Ecological Assessment, Daylight and Sunlight Assessment, Energy Statement and Phase 1 Contaminated Land Report.

Relevant History:

None

Policies Applied:

Adopted Local Plan:

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise. The Development Plan currently comprises the Epping Forest District Council Adopted Local Plan (1998) and Alterations (2006).

The following policies within the current Development Plan are considered to be of relevance to this application:

- CP1 Achieving sustainable development objectives
- CP2 Quality of rural and built environment
- CP6 Achieving sustainable urban development patterns
- CP7 Urban form and quality
- RP5A Adverse environmental impacts
- H2A Previously developed land

- DBE1 Design of new buildings
- DBE2 Effect on neighbouring properties
- DBE3 Design in urban areas
- DBE5 Design and layout of new development
- DBE8 Private amenity space
- DBE9 Loss of amenity
- LL11 Landscaping schemes
- ST2 Accessible development
- ST4 Road safety
- ST5 Travel plans
- ST6 Vehicle parking

NPPF (July 2021):

The revised NPPF is a material consideration in determining planning applications. As with its predecessor, the presumption in favour of sustainable development remains at the heart of the NPPF. Paragraph 11 of the NPPF provides that for determining planning applications this means either;

- (a) approving development proposals that accord with an up-to-date development plan without delay; or
- (b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making, but policies within the development plan need to be considered and applied in terms of their degree of consistency with the Framework.

In addition to paragraph 11, the following paragraphs of the NPPF are considered to be of relevance to this application:

- 2 Achieving sustainable development – paragraphs 7, 8, 10, 11, 12
- 5 Delivering sufficient supply of homes – paragraphs 60, 66, 69, 74, 75, 79
- 8 Promoting healthy and safe communities – paragraphs 92, 97
- 9 Providing sustainable transport – paragraphs 104, 107, 108, 110, 111, 112
- 11 Making effective use of land – paragraphs 119, 122, 123, 124
- 12 Achieving well designed places – paragraphs 126, 130, 131, 132, 135
- 14 Meeting the challenge of climate change, flooding and coastal change – paragraphs 154, 159 – 169
- 15 Conserving and enhancing the natural environment – paragraphs 174, 175, 179 - 182, 183, 185, 186

Epping Forest District Local Plan (Submission Version) 2017:

On 14 December 2017, the Council resolved to approve the Epping Forest District Local Plan (2011-2033) – Submission Version ("LPSV") for submission to the Secretary of State and the

Council also resolved that the LPSV be endorsed as a material consideration to be used in the determination of planning applications.

The Council submitted the LPSV for independent examination on 21 September 2018. The Inspector appointed to examine the LPSV ("the Local Plan Inspector") held examination hearings between 12 February and 11 June 2019. As part of the examination process, the Council has asked the Local Plan inspector to recommend modifications of the LPSV to enable its adoption.

During the examination hearings, a number of proposed Main Modifications of the LPSV were 'agreed' with the Inspector on the basis that they would be subject to public consultation in due course. Following completion of the hearings, in a letter dated 2 August 2019, the Inspector provided the Council with advice on the soundness and legal compliance of the LPSV ("the Inspector's Advice"). In that letter, the Inspector concluded that, at this stage, further Main Modifications (MMs) of the emerging Local Plan are required to enable its adoption and that, in some cases, additional work will need to be done by the Council to establish the precise form of the MMs.

Although the LPSV does not yet form part of the statutory development plan, when determining planning applications, the Council must have regard to the LPSV as material to the application under consideration. In accordance with paragraph 48 of the Framework, the LPAs "may give weight to relevant policies in emerging plans according to:

- a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given)."

Footnote 22 to paragraph 48 of the NPPF explains that where an emerging Local Plan is being examined under the transitional arrangements (set out in paragraph 214), as is the case for the LPSV, consistency should be tested against the previous version of the Framework published in March 2012.

As the preparation of the emerging Local Plan has reached a very advanced stage, subject to the Inspector's Advice regarding the need for additional MMs, significant weight should be accorded to LPSV policies in accordance with paragraph 48 of Framework.

The following policies in the LPSV are considered to be of relevance to the determination of this application, with the advanced stage of the LPSV, all policies should be afforded significant weight:

No.	POLICY
SP1	Presumption in favour of sustainable development
SP2	Spatial Development Strategy
SP7	The Natural Environment, landscape character and green infrastructure
T1	Sustainable transport choices
T2	Safeguarding of routes and facilities
DM1	Habitat protection and improving biodiversity
DM2	Epping Forest SAC and Lee Valley SPA
DM3	Landscape Character, Ancient Landscapes and Geodiversity
DM9	High Quality Design
DM10	Housing design and quality
DM15	Managing and reducing flood risk
DM16	Sustainable Drainage Systems

DM19	Sustainable water use
DM21	Local environmental impacts, pollution and land contamination
DM22	Air quality

Consultation Carried Out and Summary of Representations Received

Date of site visit: 06 December 2021
Number of neighbours consulted: 19
Site notice posted: No, not required
Responses received: Three responses received from neighbours, as under;
2 STATION WAY – concerned at direct impacts in terms of loss of privacy, light and outlook, potential noise disturbance, impact on wildlife and potential congestion.
22 STATION WAY – concerned at increased traffic
29 LUCTONS AVENUE – the owner of the garage at the rear of 10 / 12 Station Way advised an error on the original site plan that included his building in the site. This issue has been resolved.

Parish Council: Buckhurst Hill Parish Council's objection raises the following concerns:

- Daylight / sunlight report not Building Regulations compliant
- Overlooking of neighbours
- Access road not suitable for emergency vehicles
- Building too close to neighbours
- Displacement of parking
- Cramped development
- Loss of light to existing ground floor units
- Does not meet '25 metre' rule of adjoining properties

Main Issues and Considerations:

Whether the garages were originally built to serve the adjoining dwellings is unclear, but it is evident that any connection has long been severed. The applicants have supplied a tenants list that indicates only four garages are let to those with an IG9 postcode. Most of the garages also appear to be used primarily for storage – a movement survey was undertaken in October 2021 over 9 days which showed visits to the site included 2 on foot (to the same garage) and 3 by car with the remainder by small commercial vehicles. None of these movements involved vehicles being taken into or out of garages. This appears consistent with the submission that the garages are dated and do not meet the needs for many modern vehicles and are used for storage purposes, a use pattern that is similar to other such sites of this nature within the District.

This indicates that the loss of garaging has little local parking implication as it will not result in displacement of vehicles into the surrounding area. As a result, national and local policy would support the redevelopment of the site for residential use.

The design of the development has evolved through a number of stages having regard to the constraints of the site in terms of the adjoining railway embankment, the relationship with adjoining properties and the broad site constraints. The dwellings are designed as a terrace with connecting off centre pitched roofs running front to rear, thereby reducing the ridge height compared a conventional pitched roof spanning the deeper front to back. Windows in the front elevation are first floor are limited to bathrooms and bedrooms in the centre units with partial obscure glazing to reduce the perception of overlooking in both directions, bedroom windows to the end units are located in the side elevations. Recessed brick panels are introduced in the front elevation at first floor as design features to break up the mass. Landscaping beds are introduced to the frontage on either side of the access walkway, breaking up the frontage and allowing a degree of screen planting to be introduced on the boundary with properties in Station Way. Each dwelling has a private garden space to the rear, parking is provided at one space per unit at the western end of

the site with a turning area to appropriate standards and provision of bin and cycle stores. Officers consider the design to be well considered and makes efficient use of the land available.

The site does lie in a backland position, and development will require some compromises. Adjacent residential properties in Station Way comprise purpose-built flats with rear gardens. The buildings are set around 5m from the common boundary, and the shorter rear gardens to 2 / 4 Station Way are around 7m deep (other gardens are deeper). With the low roof profile, the buildings will not cause significant overshadowing to habitable rooms. Overlooking concerns are addressed by the style and location of windows on the facing elevation which comprises mostly bathrooms, and two bedrooms which can be partially screened. It is not disputed that the development will have a visual impact simply from the construction of a two storey building where only single storey structures currently exist, but taking account of the above considerations and the introduction of landscaping to the boundary, officers do not consider this relationship to be unduly enclosive or harmful.

The parking and access arrangements to the site have been revised in line with Highway Authority comments. The scheme now proposes an 8m clear turning circle free of obstruction, and parking spaces to current standards of 5.5m deep and 2.9m wide. The access road is confirmed as being wide enough for emergency and service vehicles to access.

The site lies within the core Epping Forest SAC area. The application has been assessed in terms of both recreational pressure and air quality impact. The application acknowledges the impact on the protected area in respect of recreational pressure and appropriate contributions can assist in mitigating this impact.

In terms of air quality, it is noted that the garages are used without restrictions on the character of their use or the vehicles that visit them. The movement survey indicates most visits are by van and that there is a regular flow of vehicle movements as a result. The net reduction in vehicle movements, arising from the site accommodating only 4 vehicle spaces, will it is submitted result in a net reduction in vehicle movements.

Assessment under the Conservation of Habitats and Species Regulations 2017 (as amended)

A significant proportion of the Epping Forest Special Area of Conservation (the EFSAC) lies within the Epping Forest District Council administrative area. The Council has a duty under the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) to assess whether the development would have an adverse effect on the integrity of the EFSAC. In doing so the assessment is required to be undertaken having considered the development proposal both alone and in combination with other Plans and Projects, including with development proposed within the Epping Forest Local Plan Submission Version (LPSV).

The Council published a Habitats Regulations Assessment in January 2019 (the HRA 2019) to support the examination of the LPSV. The screening stage of the HRA 2019 concluded that there are two Pathways of Impact whereby development within Epping Forest District is likely to result in significant effects on the EFSAC. The Pathways of Impact are effects of urbanisation with a particular focus on disturbance from recreational activities arising from new residents (residential development only) and atmospheric pollution as a result of increased traffic using roads through the EFSAC (all development). Whilst it is noted that the independent Inspector appointed to examine the LPSV, in her letter dated 2 August 2019, raised some concerns regarding the robustness of elements of the methodology underpinning the appropriate assessment of the LPSV, no issues were identified in relating to the screening of the LPSV or the Pathways of Impact identified.

Consequently the Council, as Competent Authority under the Habitats Regulations, is satisfied that the Pathways of Impact to be assessed in relation to this application pertinent to the likely significant effects of development on the EFSAC alone and in-combination with other plans and projects are:

1. Recreation activities arising from new residents (recreational pressures); and
2. Atmospheric pollution as a result of increased traffic using roads through the EFSAC.

Stage 1: Screening Assessment

This application has been screened in relation to both the recreational pressures and atmospheric pollution Pathways of Impact and concludes as follows:

1. The site lies within the Zone of Influence as identified in the Interim Approach to Managing Recreational Pressure on the Epping Forest Special Area of Conservation' (the Interim Approach) adopted by the Council on 18 October 2018 as a material consideration in the determination of planning applications. Consequently the development would result in a likely significant effect on the integrity of the EFSAC as a result of recreational pressures.
2. The development would not result in a net increase in traffic using roads through the EFSAC.

Consequently, the application proposal would result in a likely significant effect on the integrity of the EFSAC in relation to recreational pressures but would not have a likely significant effect in relation to atmospheric pollution.

Having undertaken this first stage screening assessment and reached this conclusion there is a requirement to undertake an 'Appropriate Assessment' of the application proposal in relation to recreational pressures.

Stage 2: 'Appropriate Assessment'

The application proposal has the potential to increase recreational pressures on the EFSAC. However, the Council, through the development of the Interim Approach and identification of Infrastructure Enhancement Projects in the Council's Green Infrastructure Strategy, has provided a strategic, district wide approach to mitigating recreational pressures on the EFSAC through the securing of financial contributions for access management schemes, monitoring proposals and Infrastructure Enhancement Projects specifically related to development within the parishes of Loughton, Buckhurst Hill and Theydon Bois. Consequently, this application can be assessed within the context of the Interim Approach and the Green Infrastructure Strategy. In doing so the Council has sought to take a proportionate approach to the securing of such financial contributions, and currently only seeks these from proposals for new homes within 3km of the EFSAC, as is the case with this planning application. The applicant has agreed to make a financial contribution in accordance with the Interim Approach and the Green Infrastructure Strategy. Consequently, the Council is satisfied that the application proposal would not have an adverse effect on the integrity of the EFSAC subject to the satisfactory completion of a Section 106 planning obligation.

Appropriate Assessment Conclusion

The Council is satisfied that, subject to the satisfactory completion of a Section 106 planning obligation, the application proposal would not have an adverse effect on the integrity of the EFSAC.

Conclusion:

It is evident that the garages no longer perform a local parking function, there are no overriding planning reasons to support their retention for the existing storage uses. As a result, national and local policy would support redevelopment for residential purposes.

The scheme proposes a mews style development which considers the relationship with the adjoining dwellings – the buildings have been kept to a minimum height, sited away from the common boundary and windows in the front elevation facing adjoining gardens have been minimised. The internal accommodation meets national prescribed space standards and an area of private space is provided for each dwelling. In this accessible location, one parking space is provided for each dwelling within a courtyard which has turning space to the highway authority requirement.

The development has been assessed in relation to its relationship with the EFSAC and a net reduction in vehicle movements is envisaged. Thus, should permission be granted as recommended, this should be subject to the conditions set out and to a legal agreement to secure appropriate contribution to mitigate recreational impact on the protected area.

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