



# Epping Forest District Council



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Application Number:	EPF/1204/22
Site Name:	1 Langston Road Loughton IG10 3SD

# OFFICER REPORT

**Application Ref:** EPF/1204/22  
**Application Type:** Full planning permission  
**Applicant:** Higgins Partnerships 1961 PLC & Travelodge Hotels Limited  
**Case Officer:** Ian Ansell  
**Site Address:** 1 Langston Road  
Loughton  
Essex  
IG10 3SD

**Proposal:** Demolition of existing car wash and cycle / refuse store and redevelopment to provide part 5 and part 6 storey building comprising office (Class Egi) and hotel (Class C1) use, together with associated car parking, cycle parking, access, servicing, refuse storage, plant & landscaping.

**Ward:** Loughton Broadway  
**Parish:** Loughton  
**View Plans:** <https://eppingforestdcpr.force.com/pr/s/planning-application/a0h8d000000NzMB>  
**Recommendation:** Approved with Conditions (Subject to s106 Legal Agreement)

*This application is before this Committee since it is an application that is considered by the Service Director (Planning Services) as appropriate to be presented for a Committee decision (Pursuant to The Constitution, Part 3: Scheme of Delegation to Officers from Full Council)).*

## **Description of Site:**

The application site comprises 0.8 hectares and is located on the northern side of the Langston Road. The site currently comprises an area of hardstanding and landscape used as 113no. parking spaces used by the existing five storey office building fronting Chigwell Lane, known as One Langston, which also sits within ownership of the applicants. This existing office building does not form part of this application.

The site benefits from two vehicular access and egress points; one from Langston Road to the south and one from a access road to the east serving Loughton Business Centre to the north. A pedestrian access is also available from Chigwell Lane to the west.

The site is located within an established employment area. It is bounded by a Mercedes-Benz car showroom to the north, the Epping Forest Retail Park to the south a Volkswagen car showroom to the east and the existing office building at One Langston.

Within the Local Plan the site lies in the Langston Road Industrial Estate designated employment area

## **Description of Proposal:**

The application seeks consent for the development of the existing car park to deliver 3,725sqm of office floorspace and a 100no. bedroom hotel (75 double / twin rooms, 20 family rooms, 5 accessible rooms) with ground floor restaurant, within part five and part six storey buildings.

The proposed office building is similar in footprint and height to the existing office building at One Langston. Both have a height of five storeys, but current building regulations ensure the office building will appear subordinate to the existing building.

The adjoining hotel building has a height of six storeys, but due to reduced floor to ceiling height requirements, the overall height of the hotel building is comparable to the proposed office building.

The buildings use differing tones of brick to provide visual interest and break up the elevations, together with aluminium windows and copings to further articulate the façade. At roof level all plant will be screened. PVs are also incorporated as part of the energy strategy together with green roofs.

The development would also provide associated car parking, cycle parking, access, servicing, refuse storage, plant and landscaping.

The existing car park would be reconfigured to provide a total of 165no. car parking spaces and 118no. cycle parking spaces. All parking spaces would be provided with active and passive Electric Vehicle Charging Points.

The proposal retains the existing vehicular and pedestrian access points. A loading bay is proposed to the rear of the new office and hotel building.

The application is accompanied by a number of supporting documents including Design and Access Statement, Planning Statement, Biodiversity Assessment, Contaminated Land Assessment, Drainage Strategy and Flood Risk Assessment, Energy Strategy, Habitat Regulations Assessment, Lighting Assessment, Noise Impact Assessment, Preliminary Ecological Assessment, Sustainability Assessment, Transport Statement, Travel Plan, and Waste Strategy.

### **Relevant History:**

EPF/0333/03 Erection of office building (Class B1 use). Application approved, permission implemented.

EPF/1408/21 Prior approval application for change of use from Office (use class B1) to Residential (Use class C3), Application approved, subject to conditions.

EPF/2090/21 Application to determine if Prior Approval is required for a proposed: Change of Use from Offices (Class B1(a)) to Dwellings (Class C3). (Revision to EPF/1408/21). Application approved, subject to conditions.

### **Policies Applied:**

*Epping Forest Local Plan 2011-2033 (2023);*

On 9 February 2023, the council received the Inspector's Report on the Examination of the Epping Forest District Local Plan 2011 to 2033. The Inspector's Report concludes that subject to the Main Modifications set out in the appendix to the report, the Epping Forest District Local Plan 2011 to 2033 satisfies the requirements of Section 20(5) of the Planning and Compulsory Purchase Act 2004 and meets the criteria for soundness as set out in the National Planning Policy Framework and is capable of adoption. The proposed adoption of the Epping Forest District Local Plan 2011 to 2033 was considered at an Extraordinary Meeting of the Council held on 6 March 2023 and formally adopted by the Council.

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

- SP1 Spatial Development Strategy
- SP2 Place Shaping

SP6 The Natural Environment, Landscape Character and Green and Blue Infrastructure  
 E1 Employment sites  
 E2 Centre hierarchy / Retail policy  
 E4 The visitor economy  
 T1 Sustainable transport choices  
 T2 Safeguarding of routes and facilities  
 DM1 Habitat Protection and Improving Biodiversity  
 DM2 Epping Forest SAC and the Lee Valley SPA  
 DM3 Landscape Character, Ancient Landscapes and Geodiversity  
 DM5 Green and Blue Infrastructure  
 DM9 High Quality Design  
 DM10 Housing Design and Quality  
 DM11 Waste Recycling Facilities in New Development  
 DM13 Advertisements  
 DM15 Managing and reducing Flood Risk  
 DM16 Sustainable Drainage Systems  
 DM17 Protecting and enhancing Watercourses and Flood Defences  
 DM18 On-Site Management and Reuse of Wastewater and Water Supply  
 DM19 Sustainable Water Use  
 DM20 Low Carbon and Renewable Energy  
 DM21 Local Environmental Impacts, Pollution and Land Contamination  
 DM22 Air Quality

*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
- 6 Building a strong competitive economy – paragraphs 81, 82
- 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

**Consultation Carried Out and Summary of Representations Received**

Date of site visit: 15 August 2022

Number of neighbours consulted: 57

Site notice posted: 14 July 2022

Responses received: No response received from neighbours.

LRA (Plans Group) have objected to the application arguing that the traffic report is over reliant of extant consents that are unlikely to be implemented, concerned at traffic impact on the Chigwell Lane / Langston Road junction. Further comments relate to the visual impact of high level signage on the building, and seeking controls to prevent the office building being converted to residential use in the future. Comments are also made on daylight / sunlight report being out of date, but it should be noted that this document is not being relied on by the applicant.

Parish Council: Loughton Town Council also objected to the application. They commented as under:

*The traffic report relied too heavily on extant consents that have not been implemented. The second phase of the old office consent was unlikely to be implemented and the approved parking on this phase was merely a paper exercise which should be given little weight.*

*Members NOTED the comments of the applicant's agent, that the recent residential prior approval consent was not being implemented. Although the committee noted, that at some time in the future the permitted development into flats could well be enacted. In which case the outlook and amenity of residents, would be negatively impacted by the large, towering blocks which are proposed.*

*They also questioned how, in the current climate, two office blocks could be fully occupied? If however they were to be, the extra vehicular traffic this would result in would have an unacceptable impact on the EF SAC, the site being so close to the Forest.*

*The committee also noted that the site is literally just yards from the Roding Valley Nature Reserve, River Roding and Green Belt. Three large blocks are unnecessary and would be detrimental to local flora and fauna. Far better to soften this impact by considerably lowering the height of the two proposed office blocks.*

*Natural England and Loughton Town Council have both advised in their main modifications responses to the Inspector (autumn 2021) that the LPSV cannot yet be considered justified, effective or consistent with national policy in relation to detriment to the SAC. Therefore, we object to this application because of the urbanisation effect, burden on recreational pressure, and damage to air quality in the SAC that the application, alone or with other projects, will engender.*

*The junction at Chigwell Lane and Langston Road was unable to cope with the additional traffic generated since the opening of the Epping Forest Shopping Park on Langston Road. In particular, the number of cars waiting to turn into Langston Road had caused the traffic to back up past Debden Broadway. Notwithstanding earlier extant consents this application must be considered against existing policy and traffic issues. There is an opportunity to negotiate with the developer an additional lane for cars turning left into Langston Road to alleviate the traffic on Chigwell Lane and carry out other junction and signalling improvements.*

*The Committee considered underground parking would be a more favourable option, allowing the site to retain the existing green boundary, and preventing the negative impact its removal would have on the street scene. As well the current parking plan would create a large barren desert of tarmac. This would add to the air temperature and provide minimal shade. Parking at the site should also be limited to prevent further stress on the SAC and use of the nearby underground station should be encouraged in this regard.*

*The submitted daylight study was based on the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a good practice guide, 2nd Edition 2011. This had been*

*superseded and replaced by Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition). The applicant should submit a report based on current, not defunct advice.*

*The Committee believed the height of the proposal was excessive, creating a huge negative impact on the area's appearance, and along with Landmark House set an unwelcome precedent. Members further opposed the unnecessary high-level signage, which was highly visible from long views, and jarred against the treetops of Epping Forest. They were also a distraction for users of the M11. The existing Higgins sign was an eyesore, and this was an opportunity to negotiate its removal to tidy up the roofline along this part of Langston Road.*

*Members requested Epping Forest District Council ensures a Section 106 agreement is entered into to prevent the new offices from converting to residential under permitted development rights.*

## **Main Issues and Considerations:**

### **Local Plan considerations**

The site lies within an area shown in the Local Plan are reserved for employment generating uses. Policy E1 seeks to retain and enhance the opportunities offered within such sites, including those offered by redevelopment and intensification and by introduction of complementary uses which do not impact the employment character and function. Such definition evidently fits the retail park opposite which is included in the same employment allocation.

Policy E4 seeks to promote the potential to exploit the District's potential for tourism by supporting sustainable development which will encourage this function, as well as other economic benefits that would arise from such development. The site meets a number of key criteria that should be applied to the siting of hotel facilities – it is in a highly accessible location in terms of both road and public transport links, in an area where corporate demand is likely to be generated by local businesses for weekday use, and will generate local employment. The application includes a review of other sites considered for the hotel element, but no viable alternative that did not impact other development priorities was identified.

Notwithstanding the extant permissions for residential conversion of the existing office building, the provision of office floorspace is an appropriate development within the designated employment area. Controls over any future change of use can be adequately controlled by condition in this case. The application recognises that an element of speculative floorspace is included in the proposal which will be capable of being used flexibly by a range of businesses and organisations, reflecting current market trends towards smaller and more easily adaptable uses.

In policy terms therefore, the development is appropriate to the designated employment site.

### **Built form**

The built form has been developed having regard to the location and the existing building on the site. Current building techniques and regulations allow the building to provide five floors in the office element and six floors on the hotel within a structure that overall is lower than the existing frontage building. Concentrating taller buildings in a cluster close to the main junction of Langston Road and Chigwell Lane makes sense in design and townscape terms, particularly in a location where impact on surrounding users is likely to be limited.

The buildings are designed to break up the mass and scale through use of differing tones of brickwork are elevational treatment that distinguishes between the two distinct uses. Articulation in the brickwork provides horizontal and vertical articulation that further breaks up the mass. Roof mounted plant is screened by recessed panels which also screen roof mounted solar panels, forming part of a green roof strategy for biodiversity.

Officers consider the built form as now proposed makes a positive contribution to the site location, having followed good design principles.

### **Highways and traffic considerations**

It is noted that objections raise concerns at the applicants reliance on the extant office development permission in comparing relative levels of vehicle activity and thereby impact on traffic. However, while the Transport Assessment does make comparison with the original approval, it is not reliant on this in assessing the level of vehicle movement arising from the development.

The proposal divides parking into three distinct elements, proposing 52 spaces to serve the existing building, 63 spaces to serve the new office and 50 spaces for the hotel. In addition cycle parking is increased to 46 for the existing building, 58 for the new offices and 14 for the hotel. All parking spaces are to include electric charging points. The level of parking reflects the accessible location of the site and changing work practices in office buildings where flexible working reduces the need for daily vehicle trips.

Existing site access points do not require alteration to accommodate the parking arrangements, primary access to the offices will be from Langston Road, the hotel will be primarily accessed from the side service road.

Discussions have considered whether opportunities may exist to make changes to the main junction, including through works to alter the junction itself or to introduce further pedestrian phases at the junction. Any such works would have to be justified by the proposal itself, rather than to solve existing perceived issues. The Highway Authority do not support such works however.

The Highway Authority are satisfied with the contents of the Transport Assessment (TA). They note that the TA analyses the impact of traffic generation arising from the development to the satisfaction of the Highway Authority. They recognise the site is located in a sustainable location, and that Travel Plans have been submitted for both office and hotel staff. As a result, the proposal is not considered to be detrimental to highway safety, capacity or efficiency.

### **EFSAC**

The site lies within the core 3km EFSAC area and has been assessed in terms of recreational and air quality impacts.

The proposal provides for both office accommodation and a hotel. Whilst the office element of the scheme would not be expected to result in recreational journeys, this is not the case in relation to the hotel element. The hotel will provide accommodation for visitors to the District in a location only some 2.1km from the EFSAC (the distance provided in the RPS document). Recognising the attractiveness of the Epping Forest for recreational purposes and the extent of the 'draw' (as identified in Visitor Surveys undertaken in 2017 and 2019) the potential for the hotel element to result in increased use of the EFSAC for recreational purposes, and in particular at weekends, cannot be discounted. There is therefore a need to undertake an 'appropriate assessment' of the scheme to ascertain whether the proposals would have an adverse effect on the EFSAC .

In order to undertake the appropriate assessment arising from the hotel element to determine whether or not the scheme would have an adverse effect on the integrity of the EFSAC the following approach was adopted.

- A 90% room occupancy is assumed at 1.75 persons per room normal occupancy. This provides a total of 157.5 persons.

- The number of persons is then used to equate this to a 'dwellings' figure to provide a reasonable comparator as to potential usage. Based on an average of 2.4 persons per dwelling based on ONS data this would equate to 65.62 dwellings.

- Recognising that the weekend period would be the primary source of additional recreational use this needs to be taken into account in terms of the likely level of additional recreational pressure. This has been assumed on a 2/7<sup>th</sup> basis to reflect that visitors are likely to arise primarily at weekends. This would equate to 18.75 dwellings.

On the basis of the above assessment it is considered that, without mitigation, it cannot be concluded that the hotel element of the proposal would not have an adverse effect on the EFSAC either alone or 'in-combination' with other plans and projects.

The Council has adopted two strategies to help applicants identify mitigation measures in order to be able to demonstrate that there would be no adverse effect on the integrity of the EFSAC. These have been relied upon in the Habitats Regulations Assessment 2022 referred to above. These are:

- Epping Forest Strategic Access Management and Monitoring (SAMM) Strategy; and
- Epping Forest District Green Infrastructure Strategy

These strategies could be relied on in relation to the hotel element of the scheme in order to arrive at a conclusion that the scheme would not have an adverse effect on the EFSAC. The implementation of the mitigation measures would be delivered by way of financial contributions secured through a Section 106 planning obligation.

Based on the current published financial contributions identified in the above strategies using the assessment of the scheme in terms of equating the recreational pressures to dwellings as set out above this would result in the need for the following contributions:

- SAMM Strategy: £34,736 (£1852.63 x 18.75)
- Green Infrastructure Strategy Roding Valley Infrastructure Enhancement Project: £13,425 (£716 x 18.75).

The contributions have been agreed with the applicants and should be index-linked.

Air quality impacts have been assessed through the Habitat Regulations Assessment. This compares a range of scenarios including the existing use, the residential conversion of the existing building and the proposed development. The report has been reviewed, and the conclusion that the proposed development results in a negligible change is Annual Average Daily Traffic has been agreed. The development can mitigate potential impact further through the inclusion of a minimum of 20% electric vehicle charging points to which the applicants have committed. Thus an Appropriate Assessment can be completed on the proposal.

### **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.

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 concludes 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 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 parts of the methodology underpinning

the appropriate assessment HRA 2019, 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 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.
- As this application is for non-residential development it has been screened in relation to the atmospheric pollution Pathway of Impact only and concludes as follows:

1) The development would not result in a net increase in traffic using roads through the EFSAC. The Council is therefore satisfied that the application proposal would not result in a likely significant effect on the integrity of the EFSAC. Having undertaken this first stage screening assessment and reached this conclusion there is no requirement to undertake an 'Appropriate Assessment' of the application proposal or seek financial contributions toward mitigation and monitoring measures.

### **Landscape and Ecology**

The site currently features limited landscape and ecological features. Established hedging along the road frontage and mature feature trees are to be retained. Additional tree and shrub planting is proposed to supplement the existing with an emphasis on maintaining a green frontage consistent with that on the adjoining site to the north. It is noted that low hedging is also used to the south side of Langston Road on the retail park and car dealership.

The existing site provides limited ecological asset other than potential for nesting birds, which can be addressed by condition. Biodiversity net gain will be achieved through the planting of new native and ecologically sympathetic trees and the introduction of a green roof to the buildings.

### **Other matters**

A number of detailed matters raised in consultations can be dealt with through conditions if the application is approved.

The Flood Risk Assessment and surface water drainage strategy adequately set out the site issues and measures to deal with new drainage including permeable paving and new drainage network. These matters can be dealt with by condition.

Site investigation indicates the presence of contaminants on site which will need to be addressed. A general remediation strategy includes removal of contaminated soils, testing of imported materials and future protection of groundworks. This general approach has been accepted and can be dealt with by condition.

The proposals set out plans that will meet sustainability objectives in terms of the building's energy efficiency through design and future usage. The hotel exceeds BREEAM targets of 'very good' and development is in line with Council's net carbon zero goals by 2050.

Air quality and local noise impacts are limited to the construction phase and can be dealt with again by condition.

### **Conclusion:**

The application meets the core policy tests arising from the employment allocation in the Local Plan in that development will generate potential for new employment where none currently exists. The

introduction of a budget hotel in a sustainable location also meets Local Plan objectives to boost the visitor economy.

The buildings are designed to complement the scale and form of other buildings in the vicinity while remaining sufficiently distinctive to contribute to the overall character and mix in the location. No direct amenity issues arise as a result.

Concerns raised in consultations around the capacity of the junction have been fully addressed. The proposal does not result in material impact on the level of road traffic nor the function of the junction. Such a conclusion is supported by the Highway Authority and the external consultant advising on the impact on the EFSAC. The development does have an impact of EFSAC in terms of recreational pressure and this can be mitigated through appropriate contributions set out in this report. New landscaping and biodiversity gains will further enhance the development.

Officers therefore conclude that the proposal will bring welcome new investment into the location with a positive impact on the commercial offer and on the visitor economy. Subject to completion of a legal agreement and to conditions, 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](mailto:contactplanning@eppingforestdc.gov.uk)***

**Conditions: (26)**

- 1 The development hereby permitted shall begin not later than three years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out and retained strictly in accordance with the following approved plans:
  - F1046/P/003 Rev P1
  - F1046/P/010 Rev P1
  - F1046/P/011 Rev P1
  - F1046/P/012 Rev P1
  - F1046/P/100 Rev P1
  - F1046/P/101 Rev P1
  - F1046/P/102 Rev P1
  - F1046/P/103 Rev P1
  - F1046/P/104 Rev P1
  - F1046/P/110 Rev P1
  - F1046/P/111 Rev P1
  - F1046/P/112 Rev P1
  - F1046/P/113 Rev P1

F1046/P/114 Rev P1  
F1046/P/115 Rev P1  
F1046/P/120 Rev P1  
F1046/P/121 Rev P1  
F1046/P/200 Rev P1  
F1046/P/201 Rev P1  
F1046/P/202 Rev P1  
F1046/P/203 Rev P1  
F1046/P/204 Rev P1  
F1046/P/205 Rev P2  
F1046/P/206 Rev P2  
F1046/P/210 Rev P1  
F1046/P/220 Rev P1  
F1046/P/221 Rev P1  
MCA722/02 Rev B

Reason: For the avoidance of doubt and to ensure the proposal is built in accordance with the approved plans.

- 3 Prior to commencement a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features, including any works within bird nesting seasons.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species), policy DM1 of the Local Plan 2011-2033 (2023), and the NPPF 2021.

- 4 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:

- a) The parking of vehicles of site operatives and visitors.
- b) Safe access into the site.
- c) Loading and unloading of plant and materials.
- d) Storage of plant and materials used in constructing the development.
- e) Wheel and underbody washing facilities.
- f) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
- g) A scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To limit the impact of the construction work on the living conditions of residents living in close proximity to the site, in accordance with Policies DM9 & DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 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.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 6 The development shall not be commenced until a scheme specifying the provisions to be made to control noise and dust emanating from the site during construction works has been submitted to, and approved in writing by, the Local Planning Authority. This scheme should include details of the construction methods to be employed and the equipment to be used. With regards to dust control measures, reference shall be made to the Institute of Air Quality Management (IAQM) best practice Guidance on air quality monitoring in the vicinity of demolition and construction sites and Guidance on the assessment of dust from demolition and construction.

Reason: To ensure that the proposed construction work does not cause nuisance and disturbance to neighbouring occupiers and in accordance with policies DM9, DM21 and DM22 of the adopted Local Plan and the NPPF 2021.

- 7 No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) for such piling has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure, in accordance with policies DM16 and DM21 of the adopted Local Plan and the NPPF 2021.

- 8 The development shall be carried out in accordance with the flood risk assessment (Flood Risk Assessment, Ref LAN1-ISS-ZZ-XX-RP-C-3000, May 2022) and drainage strategy (LAN1-ISS-ZZ-XX-RP-C-3001, February 2023), proposed drainage layout (LAN1-ISS-ZZ-XX-DR-C-3050, Revision P04), and proposed permeable paving as identified in 'Proposed Permeable / Impermeable Layout' (LAN1-ISS-ZZ-XX-DR-C-3210, Rev P03) submitted with the application unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure satisfactory provision and disposal of surface water in the interests of land drainage, in accordance with Policy DM16 and DM18 of the adopted Local Plan and the NPPF 2021.

- 9 No work on any phase of the development, as shown on phasing drawing F1046/P/012 Rev P1 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 each phase 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.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 10 Prior to any above ground works in each phase, as shown in phasing drawing F1046/P/012 Rev P1, documentary and photographic details of the type and colours of the external finishes of that phase 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.

Reason: To ensure a satisfactory appearance in the interests of visual amenity, in accordance with Policy DM9 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 11 Prior to first occupation in each phase, as shown in phasing drawing F1046/P/012 Rev P1 of the development hereby permitted a plan indicating the position, design, materials, and type of boundary treatment to be erected for that phase, shall have been submitted to and approved by

the Local Planning Authority, in writing. The approved boundary treatment shall be implemented prior to the occupation of the relevant phase of the development and so retained.

Reason: To ensure the safe movement of vehicles between the highway and off-street parking areas and to ensure a satisfactory appearance of the development, in accordance with Policies T1 & DM9 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 12 Prior to any above groundworks in each phase, as shown in phasing drawing F1046/P/012 Rev P1, details and location of the parking spaces 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 of the relevant phase. The details shall include:

- Location of active and passive charging infrastructure, including a minimum of 20% active charging points;
- 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.

Reason: To ensure the development contributes to supporting the Council towards a low carbon future and the wider aims and objectives for reducing car-led air pollution in regard to the EFSAC, in accordance with Policies T1 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF 2021.

- 13 No development in each phase, as shown in phasing drawing F1046/P/012 Rev P1, shall be occupied until confirmation has been provided for that phase that either:

1. Foul water capacity exists off site to serve the phase, or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
3. All foul water network upgrades required to accommodate the additional flows from the phase have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage

flooding and/or potential pollution incidents and in accordance with policy DM21 of the adopted Local Plan and the NPPF 2021.

- 14 No development in each phase, as shown in phasing drawing F1046/P/012 Rev P1, shall be occupied until confirmation has been provided for that phase that either:

1. Surface water capacity exists off site to serve the phase, or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or
3. All surface water network upgrades required to accommodate the additional flows from the phase have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents, in accordance with policy DM21 of the adopted Local Plan and the NPPF 2021.

- 15 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 08:00 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.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours, in accordance with Policies DM9 & DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 16 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.

Reason: To avoid the deposit of material on the public highway in the interests of highway safety, in accordance with Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 17 If any tree, shrub or hedge shown to be retained in the submitted Arboricultural reports is removed, uprooted or destroyed, dies, or becomes severely damaged or diseased during development activities or 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. 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.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a

satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 18 Reference in this permission to the hotel phase or office phase means the relevant severable phase as shown on phasing drawing F1046/P/012 Rev P1 and reference to phase shall be interpreted accordingly.

The office elevation marked “temporary phased construction scenario” on drawing F1046/P/205 Rev P2 shall be provided as part of the office phase where works above superstructure on the hotel phase have not commenced within one year of completion of the office phase. That office elevation may be removed in order to facilitate completion of the hotel phase.

The hotel elevation marked “temporary phased construction scenario” on drawing F1046/P/206 Rev P2 shall be provided as part of the hotel phase where works above superstructure on the office phase have not commenced within one year of completion of the hotel phase. That hotel elevation may be removed in order to facilitate completion of the office phase.

Reason: For the avoidance of doubt and to ensure the proposal is built in accordance with the approved plans.

- 19 If the hotel phase (or a subsequent permission for the part of the site comprised in the hotel phase) is not commenced within two years of completion of the office phase then a temporary landscaping and parking arrangement plan for the part of the site comprised in the hotel phase shall be submitted for approval to the Local Planning Authority. The temporary landscaping and parking arrangement shall be implemented in accordance with the approved details, unless otherwise agreed in writing. The temporary landscaping and parking may be removed as necessary to facilitate completion of the hotel phase.

If the office phase (or a subsequent permission for the part of the site comprised in the office phase) is not commenced within two years of completion of the hotel phase then a temporary landscaping and parking arrangement plan for the part of the site comprised in the office phase shall be submitted for approval to the Local Planning Authority. The temporary landscaping and parking arrangement shall be implemented in accordance with the approved details, unless otherwise agreed in writing. The temporary landscaping and parking may be removed as necessary to facilitate completion of the office phase.

Reason: For the avoidance of doubt and to ensure the proposal is built in accordance with the approved plans.

- 20 Prior to the first occupation of each phase of development, as shown in phasing drawing F1046/P/012 Rev P1, the vehicle parking and turning areas for that phase 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.

Reason: To ensure that appropriate access, parking and turning is provided, in accordance with the Highway Authority’s Development Management Policies, adopted as County Council

Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 21 Prior to the first occupation of each phase of development, as shown in phasing drawing F1046/P/012 Rev P1, details of the cycle parking facilities for that phase shall be submitted for approval in writing by the Local Planning Authority. The approved facilities shall be safe, secure and covered, and are to be provided prior to the first occupation of the relevant phase of the development and shall be retained as such at all times.

Reason: To ensure appropriate cycle parking is provided, in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF 2021.

- 22 Prior to first occupation of the proposed hotel, the Developer shall submit a Workplace Travel Plan for the hotel to the Local Planning Authority for approval in consultation with Essex County Council. The approved Hotel Travel Plan shall be actively implemented for a minimum period of 5 years. It shall be accompanied by a monitoring fee of £6,383 (six thousand three hundred and eighty-three pounds, plus the relevant sustainable travel indexation) to be paid to Essex County Council before occupation to cover the 5-year period.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport, in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 23 Prior to first occupation of the proposed office, the Developer shall submit a Workplace Travel Plan for the Office to the Local Planning Authority for approval in consultation with Essex County Council. The approved Office Travel Plan shall be actively implemented for a minimum period of 5 years. It shall be accompanied by a monitoring fee of £6,383 (six thousand three hundred and eighty-three pounds, plus the relevant sustainable travel indexation) to be paid to Essex County Council before occupation to cover the 5-year period.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport, in accordance with the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 24 For each phase, as shown in phasing drawing F1046/P/012 Rev P1, soft landscaping shall be implemented as shown on MCA 'Landscape Details – Existing and Additional Planting' drawing number 'MCA722/02 Rev B' (dated 19th April 2022) and the accompanying planting schedule. The relevant works for a phase shall be carried out prior to the first occupation of that phase or completion of the development comprised in that phase. 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.

Reason: To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, and to enable full and proper consideration be given to the impact of the proposed development on existing trees / hedges, so as to safeguard and enhance the visual amenities of the area and to ensure a satisfactory appearance to the development in accordance with Policy DM3 and DM5 of the adopted Local Plan 2011-2033 (2023) and the NPPF 2021.

- 25 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal & Preliminary Bat Roost Assessment (RPS Consulting Services, April 2022) as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details.

Reason: To conserve and enhance protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended, s40 of the NERC Act 2006 (Priority habitats & species), policy DM1 of the adopted Local Plan 2021 -2033 (2023), and the NPPF 2021.

- 26 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 O of Part 3 to Schedule 2, nor any other works to convert any part of the buildings hereby permitted to permanent residential accommodation shall be undertaken, without the prior written agreement of the Local Planning Authority.

Reason: The ensure further consideration is given with regards to the effect on the character of the area in accordance with Policy E1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF 2021.

#### **Informatives: (4)**

- 27 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 28 It should also be noted that in line with section 6.6 within the proposed drainage strategy, it would be best practice to ensure the existing sewer network in which runs through the site and its associated soakaways are checked and are free flowing post construction
- 29 This permission is also subject to conditions and/or covenants of an accompanying Section 106 Agreement to secure the following contributions:
- SAMM Strategy: £34,736

- Green Infrastructure Strategy Roding Valley Infrastructure Enhancement Project: £13,425
- Monitoring fee (5% of total) - £2,408.05

30 This permission is also subject to conditions and/or covenants of an accompanying Section 106 Agreement.