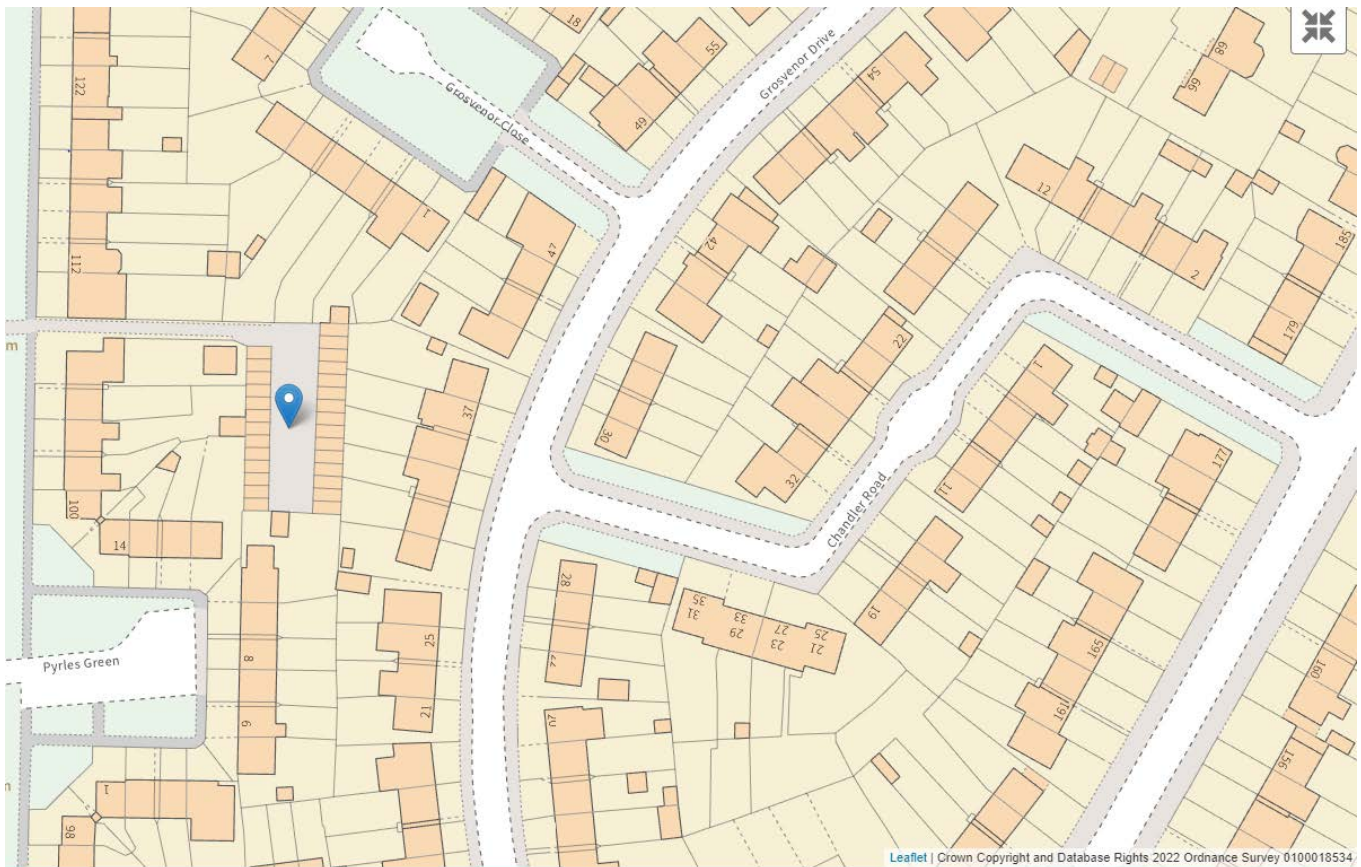


# OFFICER REPORT

**Application Ref:** EPF/0669/23  
**Application Type:** Full planning permission  
**Applicant:** Rochelle Hoyte  
**Case Officer:** Muhammad Rahman  
**Site Address:** Garages at Pyrles Lane, Loughton, IG10 2NW  
**Proposal:** Demolition of existing garages and the addition of 3 new 1B2P bungalows, designed to achieve Passivhaus standards, with new 4 no. parking spaces, standalone bin stores to the front of the property and private cycle stores to rears of each house (Revised scheme to EPF/2638/15).  
**Ward:** Loughton Fairmead  
**Parish:** Loughton  
**View Plans:** <https://eppingforestdcpr.force.com/pr/s/planning-application/a0h8d000001VleO>  
**Recommendation:** Approve with Conditions



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***This application is before this Committee since it is for a type of development that cannot be determined by Officers if five objections are received (or in cases where less than 5 were***

**consulted, a majority of those consulted object) on grounds material to the planning merits of the proposal (Pursuant to The Constitution, Part 3: Scheme of Delegation to Officers from Full Council).**

## Site and Surroundings

The site comprises of approx. 28 garages accessed via a road in between No's 108 & 110 Pyrles Lane. It is located within a built-up area of Loughton. It is not listed nor in a conservation area. No protected trees lie within the site, although there is one located to the rear of No. 4 Grosvenor Close which borders the site and within the grass verge located at the access point.

## Proposal

The proposal is for the demolition of existing garages and the addition of 3 new 1 Bed-2 person bungalows, designed to achieve Passivhaus standards, with new 4 no. parking spaces, standalone bin stores to the front of the property and private cycle stores to rears of each house.

This is a revised Scheme to EPF/2638/15. The main changes are;

- Reduction in scale to the 3 dwellings from two storeys to single storey bungalows;
- Orientation of the proposed dwellings now facing west as opposed to north;
- Reduction in bedrooms from 3 bed-5 person dwelling to 1 bed 2-person dwelling;
- Reduction in parking spaces from 6 to 4; and
- Greater emphasis on sustainability, with the proposed Passivhaus Standards.

The Councils Housing Team have confirmed that the proposed dwellings would be for affordable homes.

## Relevant Planning History

EPF/2638/15 - Demolition of garages and erection of a terrace of 3 two storey affordable homes, with 6 car parking spaces - Refused

## Development Plan Context

### 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 2011-2033

H1 Housing Mix and Accommodation Types

T1 Sustainable Transport Choices

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 on New Development  
DM15 Managing and Reducing Flood Risk  
DM16 Sustainable Drainage Systems  
DM17 Protecting and Enhancing Watercourses and Flood Defences  
DM18 On Site Management of Wastewater and Water Supply  
DM19 Sustainable Water Use  
DM21 Local Environmental Impacts, Pollution and Land Contamination  
DM22 Air Quality

National Planning Policy Framework 2023 (Framework)

Paragraph 11  
Paragraphs 126 & 130  
Paragraph 180

Summary of Representations

Number of neighbours Consulted: 36. 7 response(s) received.  
Site notice posted: Yes.

8 & 10 Pyrles Green, 83, 104 & 108 Pyrles Lane, 35 & 39 Grosvenor Drive – Objections – Summarised as;

- Parking stress/congestion;
- Insufficient Vehicle Access;
- Impacts on Local Wildlife; and
- Trees and Landscaping.

LOUGHTON TOWN COUNCIL – The Committee had NO OBJECTION to this application.

However, members requested that should the local planning authority be minded to approve the application that the following conditions be imposed:

- Permitted Development rights to be removed from this development, to protect the amenity of residents in neighbouring properties in Pyrles Lane and Grosvenor Drive, due to its close proximity to those dwellings.
- Materials used (particularly for the roofing – which should be red tiles) should match those of surrounding properties to blend in and maintain the existing street scene.
- Screening should be provided to protect the amenity of residents of neighbouring properties in Pyrles Lane and Grosvenor Drive.
- A fire hydrant supply should be provided on site to compensate for the lack of access for a fire vehicle.

Planning Considerations

The main issue for consideration in this case is whether the previous reasons for refusal have been overcome. The reasons for refusal were;

1. The cumulative impact of the means of accessing the development site, comprising of an accessway of considerable length and narrow width, insufficient to allow cars to pass each other, together with the absence of a turning area within the site is likely to result in significant conflict between vehicles, pedestrians and cyclists. Such conflict would be harmful to the safe and free flow of traffic on both Pyrles Lane and the accessway, contrary to Local Plan and Alterations policy ST6, which is consistent with the National Planning Policy Framework.

2. Insufficient details of the means of storing refuse is submitted and, having regard to the highly constrained access arrangements for the site, it seems likely that the indicated refuse storage proposals on collection days would exacerbate the harm identified in the first reason for the refusal that the access arrangements would cause to the interest of safety. Accordingly, the proposal is contrary to Local Plan and Alterations policy ST6, which is consistent with the National Planning Policy Framework.

3. By reason of its bulk, scale, height and siting adjacent to the ends of rear gardens of houses on Pyrles Green, Pyrles Lane and Grosvenor Drive, it is likely the proposal would appear excessively overbearing when seen from the gardens of 11, 12 and 13 Pyrles Green, 102, 104, 106 & 108 Pyrles Lane and 31, 33, 35, 37 and 39 Grosvenor Drive. Accordingly, the proposal would be harmful to the living conditions of those dwellings, contrary to Local Plan and Alteration policy DBE9, which is consistent with the National Planning Policy Framework.

#### 1st Reason for Refusal

This element can be split into 2 parts; (1) the vehicle access width and (2) the turning area.

With regards to the vehicle access, the current situation consists of 28 garages, so potentially allowing for 28 cars to be parked. The proposal would reduce the number of parking spaces from 28 spaces down to 4 spaces. For this reason, the following;

The cumulative impact of the means of accessing the development site, comprising of an accessway of considerable length and narrow width, insufficient to allow cars to pass each other...

Is not a reason that could be sustained at appeal. This is an existing issue which the proposal would not exacerbate, rather it would reduce the impact with the reduction in parking spaces and vehicle movements.

Turning to the second part – the turning area. The Highways Officer initially suggested; Given the previous refusal for EPF/2638/15 mentioned the lack of turning within the site, it would seem prudent for the applicant to provide an 8m x 8m turning head to facilitate vans and delivery vehicles. On this note, the agent has provided the following response below;

The provision of an 8m x 8m turning head would result in a substantial loss of already-limited soft landscape and the associated visual amenity, habitat value and biodiversity benefit.

It would also result in additional pressure on the existing off-site tree to the north, to the extent that soft ground would constitute a smaller proportion of its root protection area (RPA) and vehicle movement would take place over a larger proportion. Also, judging from experience, we would expect that in reality the turning head would be frequently used for informal parking, thus rendering any vehicle-turning benefit lost.

We would argue that the accommodation of larger vehicles is not appropriate at highly constrained sites such as Pyrles Lane B (EPF/0669/23) and would be preferable to discourage their entry, as per signage and/or a drop box at the entrance of the access road.

And furthermore, it is worth noting that there are precedent schemes (at Bushfields EPF/0258/16, Chester Road EPF/2590/15 and Millfield EPF/0214/16) which were approved more recently (2016) than this site's rejected scheme. These schemes had similarly not included an 8x8m turning circle.

Following the above agent response, the Highways Officer has provided the following response below;

The applicant has confirmed that the site is currently vacant, so the Highway Authority is satisfied that there will be no displacement of parked vehicles onto the surrounding roads as a result of the development. Furthermore, the proposal will not increase vehicle movements above the level of the previous use, operating at full capacity, so the use of the existing accessway will not be intensified by the development.

Consequently, the proposal will not be detrimental to highway safety or efficiency.

As such, Officers consider this reason for refusal has been fully overcome and will be difficult to sustain at appeal, particularly without the support of the Highways Officer.

## 2nd Reason for Refusal

With regards to this reason for refusal, the agent has provided the following response below;

Please see attached our refuse strategy for the scheme. The refuse collection vehicle is not expected to enter into the development. Instead, a refuse collection point has been provided at the head of the access road, where it meets Pryles Lane.

The refuse collection point would be sited adjacent to the front boundary for No's 108 & 110 as shown on the submitted refuse strategy plan. The refuse for the proposed units would be collected along with No's 108 & 110, so officers do not consider that this reason for refusal is defensible at appeal. It will be very difficult to justify how the additional bins being collected would lead to harm to the safety operation of the highway network on Pryles Lane.

For the above reasons, this reason for refusal has been overcome.

## 3rd Reason for Refusal

New developments need to relate positively to the locality by complementing and enhancing the character and appearance of the area including the street scene.

In this regard, the proposal is of a contemporary design and would not be readily visible from the main street. The proposed buildings are of a low storey using high quality materials and it would be tucked behind residential dwellings on Pryles Lane. Views would be limited from the street and the rear gardens of the surrounding properties.

On balance, in lieu of the existing unpleasant garages, the proposal would enhance the locality. As such, there would be no harmful impact to the character and appearance of the area.

The previous scheme proposed 3 large two storey dwellings with roof and so for the reasons set out above, it is considered that this reason for refusal has been overcome.

## Epping Forest Special Area of Conservation

A large part of the Epping Forest contains a Special Area of Conservation (EFSAC) which has been identified primarily for its value in respect of beech trees and wet and dry heaths and for its population of stag beetle. As an internationally important site it is afforded the highest level of protection due to its habitats and species that are vulnerable or rare within an international context.

The Council, as a competent authority under the Conservation of Habitats and Species Regulations 2017 (as amended) (Habitats Regulations), and Policies DM2 & DM22 of the Epping Forest District Local Plan 2011 – 2033 has a duty to ensure that plans and projects for whose consent it is responsible will not have an adverse effect on the integrity of these designated sites either alone or in-combination with other plans and projects within the adopted Local Plan.

The Council has identified two main issues (known as 'Pathways of Impact') that are currently adversely affecting the health of the Epping Forest.

The first is recreational pressure. Surveys have demonstrated that most visitors live within 6.2km (Zone of Influence) of the Epping Forest. As new residential development within 6.2km is likely to result in more people visiting the Epping Forest on a regular basis this will add to that recreational pressure.

The second issue is atmospheric pollution which is caused primarily by vehicles travelling on roads in close proximity to the Forest emitting pollutants (Nitrogen Dioxide and Ammonia). Development proposals (regardless of their type, size, and location within the District) which would result in even an increase in just one additional vehicle has the potential to contribute to increases in atmospheric pollution within the Epping Forest.

### Stage 1: Screening Assessment

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

- 1) The site lies within the 0-3km / 3-6.2 km Zone of Influence as identified in the Epping Forest Strategic Access Management and Monitoring (SAMM) Strategy. In addition, the site lies within the parish of Loughton. 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 has the potential to 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 and atmospheric pollution Pathways of Impact.

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 and atmospheric pollution.

### Stage 2: 'Appropriate Assessment'

#### Recreational Pressures

The application proposal has the potential to increase recreational pressures on the EFSAC. However, the Council, through the development of the SAMM strategy and the Epping Forest District 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 and 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 above strategies. The applicant has agreed to make a financial contribution in accordance with agreed approach. Consequently, the Council is satisfied that the proposal would not have an adverse effect on the integrity of the EFSAC subject to the satisfactory completion of a Section 106 planning obligation.

#### Atmospheric Pollution

The application proposal has the potential to result in a net increase in traffic using roads through the EFSAC. However, the Council, through the development of the Air Pollution Mitigation Strategy (APMS), has provided a strategic, district wide approach to mitigating air quality impacts on the EFSAC through the imposition of planning conditions and securing of financial contributions for the implementation of strategic mitigation measures and monitoring activities. Consequently, this application can be assessed within the context of the APMS. The applicant has agreed to make a financial contribution in accordance with the APMS. In addition, the application will be subject to planning conditions (EVCP/Broadband) to secure measures as identified in the APMS. Consequently, the Council is satisfied that the proposal would not have an adverse impact on the integrity of the EFSAC subject to the satisfactory completion of a Section 106 planning obligation and the imposition of relevant planning conditions.

Notwithstanding the above, as the Council is the applicant the contribution cannot be secured by a Unilateral Undertaking or S106 legal agreement, as the Council cannot sign such an agreement with itself. Other mechanisms are available, however, to ensure that the obligations are met.

#### Other Considerations

Given the siting of the proposed buildings and the separation distance to neighbouring dwellings, there would be no harmful impact, in terms of overlooking, loss of light, overbearing and visual impact.

The proposed dwellings would have sufficient internal amenity space for future occupiers of the dwellings in accordance with the National Described Space Standards, including private external amenity space with a reasonable outlook and light levels.

The Councils Tree & Drainage Officers have raised no objections subject to recommended conditions.

The submitted ecology report indicates that there is potential for birds nest within the Garages, so this element can be overcome with a suitably worded condition.

#### Conclusion

The proposal would make efficient use of land with benefit to the public in the form of affordable housing provision. There will also be some benefit to the local economy from its occupation and construction.

For the reasons set out above having regard to all the matters raised, it is recommended that conditional planning permission be granted.

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

Planning Application Case Officer: Muhammad Rahman | 01992 564415 or if no direct contact can be made, please email:

[contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)

#### Conditions: (22)

- 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: 05000 Rev P01, 05001 Rev P01, 05002 Rev P01, 05003 Rev P01, 05004 Rev P01, 05100 Rev P01, 05101 Rev P01, 05200 Rev P01, 05300 Rev P01, 05301 Rev P01, 05302 Rev P01, 05303 Rev P01, and 21504\_07 Rev B.

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

- 3 An assessment of the risks posed by any contamination, carried out in accordance with British Standard BS 10175: Investigation of potentially contaminated sites - Code of Practice and the Environment Agency's Model Procedures for the Management of Land Contamination (CLR 11)

(or equivalent British Standard and Model Procedures if replaced) shall be undertaken. If any contamination is found then the site shall be remediated. The remediation scheme shall be sufficiently detailed and thorough to ensure that upon completion the site will not qualify as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to its intended use. Confirmation of compliance with the requirements of this condition shall be submitted in writing to the Local Planning Authority prior to occupation of the development hereby approved.

Reason: It is the responsibility of the developer to ensure the safe development of the site and to carry out any appropriate land contamination investigation and remediation works. To ensure the 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 is 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.

- 4 No development, including works of demolition or site clearance, shall take place until details of installation of services and their routing have been submitted to the Local Planning Authority and approved in writing. If within the calculated root protection areas of trees on / adjacent to the site, this shall include an Arboricultural supervision timetable. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.

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.

- 5 Tree protection shall be installed as shown on Tim Moya Associates Tree Protection Plan, Drawing No: 210775-P-10 dated April 2022, prior to the commencement of development activities (including any demolition). The methodology for development (including Arboricultural supervision) shall be undertaken in accordance with the submitted Tree Survey/ Arboricultural Method Statement reports.

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 No preliminary ground works shall take place until a flood risk assessment and management and maintenance plan shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using WinDes or other similar best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.



Reason: The development is located in a flood risk area and would likely result in increased surface water run-off, in accordance with Policy DM15 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 7 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.

Reason: To ensure satisfactory provision and disposal of surface water in the interests of Land Drainage, in accordance with Policies DM16 & DM18 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 8 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.

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.

- 9 Prior to any above groundworks, details and location of the parking spaces (including garages) equipped with active 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 must include details as follows:

- Location of active charging infrastructure; and
- Specification of charging equipment to be used.

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.

- 10 No works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check for active birds nests immediately before the structure is demolished and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Such confirmation shall be submitted to and approved by the Local Planning Authority before the said demolition commences.

Reason: To 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 and s40 of the NERC Act 2006 (Priority habitats & species).

- 11 Prior to first occupation, the applicant/developer shall ensure that each dwelling has been provided with the necessary infrastructure to enable its connection to a superfast broadband network or alternative equivalent service.

Reason: To ensure the development contributes to supporting improved digital connectivity throughout the District and supports the wider aims and objectives for reducing car-led air pollution, improving the health and wellbeing of residents and visitors including the EFSAC, in accordance with Policies D5, DM2, DM9 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 12 Prior to first occupation of the development, measures shall be incorporated within the development to ensure a water efficiency standard of 110 litres (or less) per person per day.

Reason: The District is classed as being in an area of severe water stress and the reduction of water use is therefore required in the interests of sustainability, in accordance with Policy DM19 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 13 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, and so retained.

Reason: To maintain and improve the biodiversity of the site and to mitigate any impact from the development hereby approved, in accordance with Policy DM1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 14 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, and/or Oyster Cards, 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.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport. The above measures are to ensure that this proposal is not contrary

to 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.

- 15 Prior to the first occupation of the development the parking and turning areas as indicated on the approved plans shall be provided and retained as such for the life of the development.

Reason: To ensure that appropriate access, vehicle parking and turning is provided. The above measures are to ensure that this proposal is not contrary to 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.

- 16 Prior to the first occupation of the development the cycle parking, as indicated on the approved plans, shall be provided and retained as such for the life of the development.

Reason: To ensure appropriate cycle parking is provided in the interest of highway safety and accessibility. The above measures are to ensure that this proposal is not contrary to 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.

- 17 Prior to first occupation of the development hereby permitted, the storage for waste and recycling for the residential units shall be complete and so retained.

Reason: To ensure adequate provision is made in a suitable location, in accordance with Policies DM11 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 18 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those specified on the approved plans.

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

- 19 The proposed dwelling(s) hereby permitted shall be built in accordance with Part M4 (2) of the Building Regulations.

Reason: To ensure satisfactory provision of homes for people with disabilities and to meet the changing needs of households, in accordance with Policy H1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 20 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.

- 21 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.

- 22 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 Classes A, AA, B, C, D & E of Part 1 to schedule 2 shall be undertaken, without the prior written agreement of the Local Planning Authority.

Reason: To ensure further consideration is given with regards to the effect on the character and appearance of the area and living conditions on adjoining properties, in accordance with Policy DM9 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

**Informatives: (2)**

- 23 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.

- 24 Under Building Regulations B5, access for fire tenders is required to a point not further than 45 metres from the entrance to the dwelling. Any road or private drive forming part of such a fire access must be no less than 3.7 metres wide between kerbs (this may be reduced to 3.1 metres for a gateway or similar short narrowing) and should have a minimum centre line bend radius of 6.55 metres. The access way should be capable of carrying a 12.5 tonne vehicle. A cul-desac which is more than 20 metres long must have a turning head of a least Size 3.

All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at [development.management@essexhighways.org](mailto:development.management@essexhighways.org) or by post to:

SMO3 - Essex Highways, Unit 36, Childerditch Industrial Park, Childerditch Hall Drive, Brentwood, Essex, CM13 3HD.