

**Report Item No: 1**

<b>APPLICATION No:</b>	EPF/1650/08
<b>SITE ADDRESS:</b>	M11 Motorway Service Area Roding Lane Chigwell Essex IG7
<b>PARISH:</b>	Chigwell
<b>WARD:</b>	Chigwell Village
<b>APPLICANT:</b>	Olympic Delivery Authority
<b>DESCRIPTION OF PROPOSAL:</b>	Construction of a compound for the undertaking of security checks on, and controlling the movement of, heavy goods vehicles. Works to include change levels, construction of a drainage pond, hard surfacing, perimeter fencing, and associated structures.
<b>RECOMMENDED DECISION:</b>	Grant Permission (With Conditions)

**CONDITIONS**

- 1 All buildings and structures (save for drainage) hereby permitted shall be demolished and the materials removed from site before 1 July 2014 in accordance with the Remediation Strategy described in paragraph 4.2 of the Planning Statement dated August 2008 and shown on Drawing No. A12095-C-116 Rev C unless otherwise agreed in writing by the Local Planning Authority. Materials removed shall include the excavated top soil on the western part of the site, as shown on drawing no: A12095-C-103, which shall be returned to and spread on the eastern part of the site in two 150mm layers. The Remediation Strategy works shall be completed to the Council's satisfaction by 1st July 2014.

Reason: To minimise the long term impact on the visual amenities of the Green Belt and rural landscape in accordance with policies GB7A and LL1 of the Local Plan.

- 2 The use hereby permitted shall be discontinued on or before the 31st December 2013.

Reason: To minimise the long term impact on the visual amenities if the Green Belt in accordance with policies GB7A and LL1 of the Local Plan.

- 3 Construction / demolition works and ancillary operations (which includes deliveries and other commercial vehicle movements to and from the site) shall take place on site only between the hours of 06.00 to 20.00 hours on weekdays and Saturdays, and at no time during Sundays and Bank Holidays unless prior agreement has been obtained in writing from the local planning authority.

Reason: To safeguard neighbouring properties from undue noise and disturbance in accordance with policy DBE9 of the Local Plan.

- 4 Once the logistics centre is operational no delivery or haulage vehicles shall be allowed to enter or exit the site between the hours of 21.00 and 05.30 Monday to Friday inclusive, nor between the hours of 13.00 and midnight on Saturdays, nor at any time on Sundays and bank holidays.

Reason: To safeguard neighbouring properties from undue noise and disturbance in accordance with policy DBE9 of the Local Plan.

- 5 No burning of materials shall take place on site.

Reason: To safeguard neighbouring properties from pollution in accordance with policy DBE9 of the Local Plan.

- 6 All reasonable steps to minimise dust emissions from the site shall be employed throughout the demolition and construction phase of the development.

Reason: To safeguard neighbouring properties from pollution in accordance with policy DBE9 of the Local Plan

- 7 Wheel washing or other cleaning facilities for vehicles leaving the site during demolition and construction works shall be installed in accordance with details which shall be submitted and agreed in writing by the local planning authority. The facilities shall be installed prior to commencement of any works on the site and shall be used to by all vehicles leaving the site during site preparation and construction works.

Reason: To maintain highway safety in accordance with policy ST4 of the Local Plan.

- 8 Development shall be carried out in accordance with the details of the surface water drainage works shown in drawing no A12095-C-105 unless otherwise submitted to and approved in writing by the Local Authority.

Reason: To ensure proper drainage of the site in accordance with policy U3B of the Local Plan.

- 9 The Logistics Centre shall not be brought into operational use until the merge, diverge and weaving length arrangements serving the development directly to and from the M11 have been completed. These arrangements are to be completed in accordance with the approved Option 2 layout in Pell Frischmann report R10295T11-A 'Departure from Standard Mitigation proposals' unless otherwise agreed in writing by the Local Planning Authority in consultation with the Highways Agency.

Reason: To maintain highway safety in accordance with policy ST4 of the Local Plan.

- 10 Unless otherwise agreed with the Council the Logistics Centre shall not be brought into operational use until appropriate signage has been erected prohibiting the use of Junction 5 of the M11 by HGV vehicles accessing or departing from the site.

Reason: To maintain highway safety in accordance with policy ST4 of the Local Plan.

- 11 The screen (A) shown on plan number A12095-C-102 dated 07.08.08 titled 'ODA logistics centre 1 - M11 Perimeter Barrier Layout' shall be erected in accordance with detail outlined in the construction management plan clm-d0601-pln 0004 or any subsequent agreed plan before commencement of the operational use of the Logistics Centre. The fence will be maintained in accordance with the standard requirements.

Reason: To maintain highway safety in accordance with policy ST4 of the Local Plan.

- 12 Details of any lighting on the western half of the site, west of the M11 motorway, shall be submitted and agreed in writing by the Local Planning Authority before work on the western part of the site commences. Should lighting be necessary it shall only be implemented on site in accordance with the agreed details.

Reason: To reduce impact on habitat in areas of woodland and river valley habitat, west of this part of the site in accordance with policy NC4 of the Local Plan.

**This item was deferred at the last meeting of the Committee held on the 5<sup>th</sup> November 2008 as concern was expressed with regard to the signalisation of the M11 J5 / Chigwell Lane junction and the legality of the wording of conditions.**

Following deferral of the application a meeting was held with officers, the Highways Agency, Essex County Council and the Olympic Delivery Authority to address concerns raised by members. Legal advice on the wording of the conditions has been sought both internally and by the ODA.

For reference the original suggested conditions are appended to this report, and amendments were made as follows.

Proposed Condition 1 is an amalgamation of the two previously suggested conditions relating to the remediation and restoration of the site following cessation of the site's temporary use as a logistics centre in 2013. A remediation strategy including plant and seed specification was submitted with the application, and therefore (unless otherwise agreed in writing by the Council) the remediation of the site is to be carried out in accordance with this (the planning statement and drawing referred to in the condition contain the approved specification for the remediation Strategy). Following comments raised by members at the committee meeting the condition now requires that works shall be completed to the Council's satisfaction by 1<sup>st</sup> July 2014.

Suggested Condition 3 addresses a request for a condition limiting disturbance during construction of the M11 Logistics Centre. Condition 4 has been added following members comments relating to the operation of the Logistics Centre. The hours of operation for the site are detailed in the planning statement, section 4.3 as follows:

*"The Hours of Operation of the site for Olympic Site construction vehicles will be 5.30am to 9pm Monday to Friday inclusive and 5.30am to 1pm on Saturdays."*

The first booking will be 06:00, but drivers will have a 30 minute window each side of their delivery time slot, hence the requirement to open at 05:30. For the avoidance of doubt no HGVs will be on site overnight, and the site will be subject to 24hr manned security.

For clarification Condition 5 has been amended, and is included at the request of EFDC's EHO. It stipulates that there is to be no burning of materials on the site at any time (which therefore covers construction and operational phases).

Amendments have also been made to Conditions 9 and 10 which relate to highway requirements.

Condition 9 requires the access arrangements into the Logistics Centre from the M11 (which have already been approved by the Highways Agency) to be completed prior to the Logistics Centre being brought into operational use.

Condition 10 previously referred to signalisation of right turning vehicles leaving Junction 5 of the M11. In the light of members comments regarding this aspect of the proposal, the ODA have agreed that the M11 Logistics Centre will only process vehicles which are travelling to the Olympic Park site from the north (i.e. approaching on the South bound carriageway). This will negate the need for any use of Junction 5.

The ODA proposes to control the flow and route of vehicles (so as to prevent the use of Junction 5) through the following operational measures:

- a) Control bookings to M11 through the Delivery Management System (to include delivery route) to ensure any vehicles which would require to approach from the south are booked to another Logistics Centre at Barking, which is already being created.
- b) Instruction to the contractors not to use the Junction.
- c) Signage in accordance with proposed Condition 10

A corporate commitment has also been given by the ODA regarding control over contractors and delivery management.

Previous Condition 12 relating to Andrews Pond has been removed as this seeks a financial contribution. A Grampian style condition had been sought previously to achieve a decision within the statutory 13 week since the application was deposited, however, the deferral takes it beyond this and a more appropriate means is to address the matter through an s106 obligation. The ODA have agreed to fund the works and to enter into a unilateral undertaking to confirm this commitment.

Finally, despite there no longer being a need to use junction 5 of the M11 at Loughton, Loughton Town Council have still been consulted and any comments received will be verbally reported at the meeting.

**The original report from the 5<sup>th</sup> November meeting is reproduced below:**

*This application is before this Committee since it is an application for development of a significant scale and/or wider concern and is recommended for approval (Pursuant to Section P4, Schedule A (c) of the Council's Delegated Functions).*

**Description of Proposal:**

The construction of a temporary Logistics Centre is required to facilitate the 2012 Olympic and Paralympic Games. The development comprises the construction of a compound for the undertaking of security checks on and controlling the movement of Heavy Goods Vehicles. Works are to include: change in levels; hard surfacing; construction of administration building and structure for security equipment; storage of topsoil (west of M11); erection of perimeter fencing; erection of lighting columns; construction of drainage works; erection of signage; and associated works and a remediation strategy comprising of site restoration works following the cessation of operation at the site.

The use is for a temporary period ceasing on the 31st December 2013.

### **Description of Site:**

The total area of the application site is 8.17 ha; divided, more or less centrally, by the M11 into two sub areas. The sub area to the east of the M11 is approximately 3.5 ha and the sub area to the west of the M11 (which will remain largely undeveloped) is approximately 4.5 ha.

Access to the site is currently controlled by perimeter fencing, and is gained via restricted slip roads from the north bound and south bound M11 only. The site is owned by and has remained in use by the Highways Agency since the construction of the M11. Currently the site is predominantly vacant grassland and scrub with the exception of an Essex Police Control Centre located on the northern boundary of the western sub area; it has been agreed that police operations from this Control Centre should not be affected by the Logistics Centre. In addition to this there is a small area utilised as a compound by the Highways Agency on the western sub-section.

### **Relevant History:**

The site was earmarked as a potential location for a Motorway Service Area (MSA) during the construction of the M11 motorway when it was expected that the M11 was to extend further into central London. However the proposed section of the M11 from Hackney Wick to South Woodford through Leyton, Leytonstone and Snaresbrook was never built as part of the M11 and the motorway consequently starts at junction 4. This negated the need for an MSA in this location at that time. The site has remained under the land ownership of the Highways Agency since the construction of the M11.

### **Policies Applied:**

#### National Policy

PPS1: Delivering Sustainable Communities (2005)  
PPS25: Development and Flood-risk (2006)  
PPG13: Transport (2001)  
PPS9: Biodiversity and Geological Conservation (2005)  
PPS7: Sustainable Development in Rural Areas (2004)  
PPG2: Green Belt (1995)

#### East of England Plan

T1: Regional Transport Strategy Objectives and Outcomes  
T6: Strategic and Regional Road Networks  
SS1: Achieving Sustainable Development  
SS7: Green Belt

#### Epping Forest Local Plan and Alterations

Policy NC1 – Sites of Special Scientific Interest (SSSIs)  
Policy NC4 – Established Features of Local Interest  
Policy DBE9 – Protection of the Enjoyment of Dwellings and their Amenity Spaces  
Policy GB2A – Development in the Green Belt  
Policy GB7A – Conspicuous Development  
Policy LL1 – Protection of the Rural Landscapes  
Policy LL2 – Planning Permission for Development in the countryside  
Policy LL3 – Developments on the Edges of Settlements  
Policy LL10 – Landscaping - protecting existing features

## **Issues and Considerations:**

The main issues that arise with this application are deemed to be the following:  
Greenbelt, Flood-risk, Ecology, Amenity and Highways.

### **Green Belt - Principle of Development**

The carrying out of development, including engineering and other operations and the making of material changes in the use of land, is considered to be inappropriate development, except in very special circumstances, unless it maintains the openness of land and does not conflict with the purposes of including land in the Green Belt. The applicants demonstrate within the application material the very special circumstances that apply to this development in the Green Belt, how the circumstances outweigh the harm and, therefore, why the development should be permitted.

The benefits of the M11 Chigwell site are its capability to control the movement of delivery vehicles close to the Olympic Site and its locational advantages of proximity to the Motorway, proximity to the Olympic Site, good road links from other parts of the country to the Olympic Site, location outside the urban area and its minimal impact on local communities and other road users.

The Olympic Delivery Authority (ODA) had declared a target of 50% of materials and equipment (by weight) to be delivered by sustainable transport methods, (rail and water) to reduce the impact on the environment. Even with the target of 50% of materials being delivered by rail or water, the expectation is for up to 600 road delivery vehicles per day. The strategy is to smooth the flow through the day thus reducing peaks and to avoid vehicles reaching the Olympic Site that are not authorised to enter.

It is considered that there is both a need to provide the facility and that the application site represents the most appropriate option. The proposed development of the logistics facilities is both critical and essential for the delivery of 2012 Olympic and Paralympic Games and therefore the development of the Logistics Centre (the subject of this application) is considered to be of national importance and the reason that very special circumstances apply.

### **Green Belt - Visual Impact**

In terms of visual impact upon the green belt, the treed bank around the site is to be retained and this provides an effective and natural visual barrier, even to the proposed 20m high lighting columns proposed for the site. This part of the M11 is generally not lit, but lighting along the centre of a motorway is not uncommon close to urban areas and therefore is acceptable for the duration of the planning permission. The proposed development has been designed using sympathetic materials and colours. The proposed use of green Paladin Fencing for the external perimeter of the Logistics Centre will ensure that this has limited prominence and will not be an incongruous feature within this area of countryside.

Furthermore, the grassed earth bunds which separate the site from the wider landscape and the presence of the perimeter tree belts ensure that there is limited intervisibility with the local settlements, Chigwell Conservation Area or the recreational routes which pass through the area. Much of the land that adjoins the site is at a higher level and used for outdoor recreational purposes, even from Roding Lane to the south of the main site there is limited visibility, owing to the heavy screening around the site.

There are no objections raised with regard to the application site falling within the greenbelt, or the potential visual impact of the scheme, that would be limited to the M11 road.

### Flood-risk

The surface water system incorporates attenuation storage and interceptors; and foul water sewage will be addressed through a self contained water treatment system. The Environment Agency (EA) has no objections with regard to drainage into the River Roding. The site is downstream from the Roding Valley Meadows SSSI site and is shown to have no negative impact upon this.

The EA's original objections to the scheme have been satisfactorily addressed through the submission of an addendum to the Flood Risk Assessment (FRA). The amended drainage solution which now forms part of this planning application provides attenuation via a dry pond to be located on the North West side of the M11. Legacy arrangements include the retention of the dry pond subject to agreement by the landowners. Topsoil will replace the concrete hard standing and drains will be infilled; the gradients on the southeast part of the site will be reduced compared to current gradients, so that some betterment to surface runoff rates will be retained, whether the pond is retained or not. The FRA (with the addendum) meets the requirements of Government advice in PPS25.

### Ecology

Whilst the site itself is not covered by any statutory or non-statutory wildlife designation, that part of the site west of the M11 adjoins a Local Nature Reserve (Roding Valley Meadows), the northern part of which is designated as a Site of Special Scientific Interest (SSSI). The basis to the designation is its species rich grassland comprising traditionally managed hay meadows, flood meadows and marsh.

In terms of impact upon the environment, the treed bank around the site is to be retained and this provides an effective and natural visual barrier. The site will be returned to a natural state after cessation of the operation in December 2013 in accordance with the remediation strategy. This will involve the removal of structures, break up and disposal of the concrete surfacing and seeding the eastern part of the site with wildflower/grass seed mix of British Seed Houses type WFG 6 or approved equivalent.

Natural England raises no objections in respect of either statutorily designated sites or legally protected species, nor does the Council's landscape officer. As a precaution scrub clearance on the site will be scheduled for outside the breeding season.

With regard to deer, it is not considered that the development of the site will have any effect on deer crossing the motorway. At present any crossings are likely to be either across the motorway or using the slip road as although the culvert could be crossed (i.e. muntjac can swim) its enclosed nature would probably deter most individuals. It is unlikely that muntjac deer are present in large numbers. It is likely that the deer using the area are mainly centred within the woodland that is to the north and west of the site venturing onto the proposed development area occasionally to feed. It is unlikely that muntjac cross the motorway with any frequency as they are a relatively shy species and the habitat to the east of the M11 is not of particularly high quality for this species.

Essex Wildlife Trust raised no objections to the application, furthermore the ODA are considering a contribution towards restorative works to Andrews Pond at Roding Valley. Works include replacing the dam, which is leaking badly and causing erosion, de-silting and improving the existing pond area and enlarging the inlet ditch to be able to plant a reedbed, with the hope of cleaning some of the oil from the road run-off before it reaches the pond and subsequently the River Roding. The pond is a valuable resource for school groups visiting the site.

### Amenity

The nearby properties and conservation area at Roding Lane are screened by tall hedgerows and trees lining the road. The few viewpoints out of the road are impeded by the mature treebelt bordering the proposed site. The tree belt and hedgerows consist of coniferous and deciduous species and are deemed to provide screening throughout the year.

The construction phase is likely to be of significant duration and whilst some distance away on higher ground, it is close enough to neighbouring residential premises to warrant the inclusion of a number of conditions to control any disturbance. Conditions to restrict bonfires and hours of operation, and require wheel-cleaning are to be added to any permission during the construction stage to ensure amenity is protected.

Views available to the limited range and number of potential visual receptors located along Roding Lane are short range, being restricted and framed by the mature and tall roadside hedgerows and hedgerow trees. Where rare opportunities for views across or through the adjacent vegetation cover exist, views westwards are restricted by built form and woodland belts within the intervening area. As such, the proposed Logistics Centre would not be visible from any point along the lane, and the proposed development would not alter the existing visual context. Views into the site from the motorway will be limited to the 20m lighting columns, owing to the provision of a 3m high timber fence along the western elevation.

No objections have been received regarding amenity.

### Highways

The Logistics Centre, operated for goods/delivery vehicles, has little traffic impact on the surrounding highway network. In 2011, it is predicted that traffic congestion is likely to exist at Junction 5 M11/Chigwell Lane in the PM peak but this is largely as a result of the growth in background traffic rather than the Logistics Centre traffic.

The submitted Transport Assessment indicates that 20% of the HGV movements to the proposed site will originate from the south. This means that some HGV's will travel northbound on the M11 to junction 5 where they will cross Chigwell Lane and rejoin the M11 to go southbound. The existing priority junction here has a central reservation of approximately 4m width which is inadequate to allow HGV's to safely wait to cross the dual carriageway of Chigwell Lane and then turn right before driving onto the loop slip road and rejoin the M11 southbound.

Junction improvements at Chigwell Lane (signals at the junction to control the northbound slip road and to facilitate heavy goods vehicles leaving the slip road) will offset this and are to be provided by the ODA in conjunction with the Langston Road traffic light signalling improvements paid for from highway contributions gained from planning permissions granted in Langston Road by this Committee over the last 4 years. Implementation of new traffic signals will require limited physical works and provide acceptable traffic operational conditions.

The fence that runs along side the M11 will be a 3m high solid wooden fence in line with the Highways Agency's requirements. Check-gates are proposed at the entrance together with bollards, kerbs and other traffic controlling measures. They have been kept to a minimum to ensure safe and efficient flows into the site.

### **Conclusion:**

The Olympic development is a project of national importance and the proposed Logistics facility is integral to its delivery. It will help aid sustainable economic development and accords with the aims of sustainable transport. The impact on landscape and environment is deemed to be



negligible There will be no significant impact on wildlife and nature conservation, nor cultural heritage.

The development accords with the aims and objectives of PPS1, PPG2, PPS7, PPG13, PPG16, and PPS25 which are significant material considerations that weigh in its favour.

It is considered there are significant material considerations that weigh in favour of the development and that the application proposals comply with Government Guidance and policies in the East of England Plan and the Local Plan.

The local benefits are that firstly, there will be a traffic light signalised junction at the end of the slip road off the M11 to control traffic crossing the central reservation of Chigwell Lane, which currently relies on traffic waiting for breaks in the two-way cross movement of vehicles along Chigwell Lane and then there is only room for one vehicle at a time in the central reservation. Secondly, the ODA will provide a contribution towards restorative works to Andrews Pond at Roding Valley for the Essex Wildlife Trust.

It is for these reasons that the application is recommended for approval subject to conditions.

### **SUMMARY OF REPRESENTATIONS:**

CHIGWELL PARISH COUNCIL. No objections

ENVIRONMENT AGENCY. No objections. The Environment Agency originally expressed objections, objecting on the grounds of an absence of acceptable Flood Risk Assessment (FRA.) They advised that, in order to resolve this, the FRA must show how SUDS will be maximised on site, with any obstacle to their use clearly justified. It should also show how it would be feasible to balance surface water runoff to the Greenfield run off rate for all events up to the 1 in 100 year storm. Following the submission of 'Olympic Delivery Authority – M11 Logistics Centre Flood Risk Assessment – Addendum Report' dated October 2008 the EA has since withdrawn their objection. The drainage solution provides attenuation via a dry pond to be located on the North West side of the M11.

NATURAL ENGLAND. No objections in respect of either statutorily designated sites or legally protected species. Natural England advises that potential impacts to breeding birds will need to be countered by scrub clearance being scheduled for outside the breeding season (Mar-Aug inclusive). As the western side of the site is close to areas of woodland and river valley habitat, they also strongly advise that lighting be kept to a bare minimum to reduce impacts on bat foraging in this area. With reference to the River Roding, Natural England advises that it is a very clean river with good quality habitat along its banks. The issue of drainage into the river will require Environment Agency consent to discharge into the river as set out in the flood-risk assessment.

ESSEX POLICE. No objections. Highlights the opportunity to "design out crime, and design in community safety." Also emphasise the additional strains pressures the London Olympics will place on the police. A further letter was received from Essex Police, confirming that all concerns have been addressed.

## Appendix 1 – Original Suggested Conditions

- 1 Unless otherwise stated in the Remediation Strategy in para.4.2 of the ODA Planning Statement dated August 2008 for the site and as indicated on drawing no. A12095-C-116 Rev.C, all buildings and structures hereby permitted shall be demolished and the materials removed from site before 1 July 2014. Materials removed shall include the excavated top soil on the western part of the site, as shown on drawing no. A12095-C-103, to be returned to and spread on the eastern part of the site in two 150mm layers.

Reason: For the avoidance of doubt.
- 2 The use hereby permitted shall be discontinued on or before the 31st December 2013.

Reason: A temporary permission is granted due to the short term need for the Logistics Centre for the delivery of the Olympic and Paralympic Games.
- 3 A scheme for the restoration of the site, which includes methodology and seed specification, shall be submitted to and approved by the local planning authority before the use hereby permitted ceases; this scheme shall be implemented before 1 July 2014.

Reason: To achieve a satisfactory standard of restoration in the interests of amenity to conserve and enhance natural features, the character of the area and to mitigate environmental losses due to the development.
- 4 All construction / demolition works and ancillary operations (which includes deliveries and other commercial vehicles movements to and from the site) shall take place on site between the hours of 06.00 to 20.00 hours on weekdays and Saturdays, and at no time during Sundays and Bank Holidays unless prior agreement has been obtained in writing from the local planning authority.

Reason: To safeguard the local area from undue noise and disturbance.
- 5 No burning of materials shall take place on site throughout the demolition and construction phases of the development.

Reason: In the interest of the amenities of neighbouring properties and pollution prevention.
- 6 All reasonable steps to minimise dust emissions from the site shall be employed throughout the demolition and construction phase of the development.

Reason: In the interest of the amenities of neighbouring properties and pollution prevention.
- 7 Wheel washing or other cleaning facilities for vehicles leaving the site during demolition and construction works shall be installed in accordance with details which shall be submitted and agreed in writing by the local planning authority. The facilities shall be installed prior to commencement of any works on the site and shall be used to by all vehicles leaving the site during site preparation and construction works.

Reason: In the interest of highway safety

- 8 Development shall be in accordance with details of the surface water drainage works shown in drawing no A12095-C-105 unless otherwise submitted to and approved in writing by the Local Authority.

Reason: To ensure proper drainage of the site.

- 9 The development shall not be brought into use unless / until, the merge, diverge and weaving length arrangements serving the development directly to and from M11 have been completed in accordance with the approved in principle outline Option 2 layout in Pell Frischmann report R10295T11-A 'Departure from Standard Mitigation proposals' and constructed to the specification of the Highways Agency and to the satisfaction of the Local Planning Authority in consultation with the Highways Agency and open to traffic, unless otherwise agreed in writing by the Local Planning Authority in consultation with the Highways Agency.

Reason: In the interest of highway safety

- 10 No traffic from the development (including construction traffic) is to use M11 J5 until a traffic signal scheme for the M11 J5 / Chigwell Lane junction as shown in outline on drawing no D12095T521 has been constructed and open to traffic and a Stage 3 Completion Certificate is obtained, unless otherwise agreed in writing by the Local Planning Authority in consultation with Essex County Council and the Highways Agency. Before the traffic light signal scheme operates it shall be linked via MOVA (Microscopic Optimised Vehicle Actuation) to the existing Langston Road signalised junction, to the north.

Reason: In the interest of highway safety

- 11 The screen (A) shown on plan number A12095-C-102 dated 07.08.08 titled 'ODA logistics centre 1 - M11 Perimeter Barrier Layout' shall be erected in accordance with detail outlined in the construction management plan clm-d0601-pln 0004 or any subsequent agreed plan before commencement of the use of the site. The fence will be maintained in accordance with the standard requirements.

Reason: In the interest of highway safety

- 12 Before commencement of the development hereby approved, measures to secure restorative improvements to Andrews Pond at Roding Valley Meadow Nature Reserve, located in the vicinity of the west part of the site, shall be agreed by the Local Planning Authority.

Reason: To improve the ecology of the area and reduce existing surface run-off from the motorway.

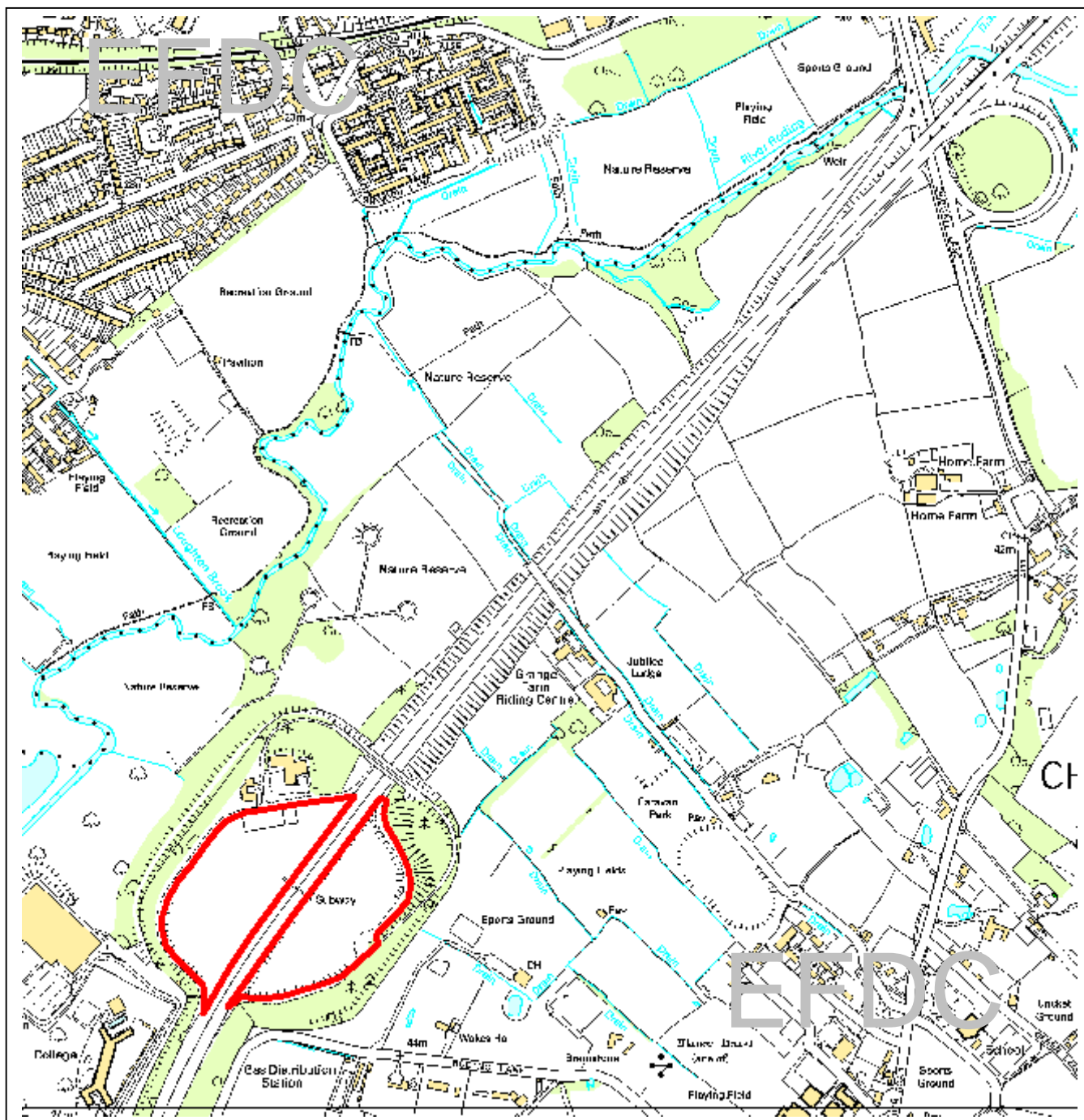
- 13 Details of any lighting on the western half of the site, west of the M11 motorway, shall be submitted and agreed in writing by the Local Planning Authority before work commences on site. Should lighting be necessary it shall only be implemented on site in accordance with the agreed details.

Reason: To reduce impact on habitat in areas of woodland and river valley habitat, west of this part of the site.



# Epping Forest District Council

## Area Planning Sub-Committee South



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<b>Agenda Item Number:</b>	1
Application Number:	EPF/1650/08
Site Name:	M11 Motorway Service Area, Roding Lane, Chigwell, IG7
Scale of Plot:	1/10,000

**Report Item No: 2**

<b>APPLICATION No:</b>	EPF/1279/08
<b>SITE ADDRESS:</b>	113 & 115 Grange Crescent Chigwell Essex IG7 5JD
<b>PARISH:</b>	Chigwell
<b>WARD:</b>	Grange Hill
<b>APPLICANT:</b>	The Grange Development (Essex) Ltd
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of two houses and erection of a three storey building comprising of 20 no. 2 bedroom flats and 3 no. 1 bedroom flats. (Revised application)
<b>RECOMMENDED DECISION:</b>	Grant Permission (Subject to s106)

**CONDITIONS**

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 The development shall be carried out in accordance with the amended plans received on 22 September 2008 unless otherwise agreed in writing with the Local Planning Authority.
- 3 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 4 Prior to first occupation of the building hereby approved the proposed window openings in the west facing flank walls shall be fitted with obscured glass and have fixed frames, and shall be permanently retained in that condition.
- 5 No development shall take place on site, including site clearance, tree works, demolition, storage of materials or other preparatory work, until all details relevant to the retention and protection of trees, hereafter called the Arboricultural Method Statement, have been submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be undertaken only in accordance with the approved details, unless the Local Planning Authority has given its prior written consent to any variation.

The Arboricultural Method Statement shall include a tree protection plan to show the areas designated for the protection of trees, shrubs and hedges, hereafter referred to as Protection Zones. Unless otherwise agreed, the Protection Zones will be fenced, in accordance with the British Standard Trees in Relation to Construction-Recommendations (BS.5837:2005) and no access will be permitted for any

development operation.

The Arboricultural Method Statement shall include all other relevant details, such as changes of level, methods of demolition and construction, the materials, design and levels of roads, footpaths, parking areas and of foundations, walls and fences. It shall also include the control of potentially harmful operations, such as burning, the storage, handling and mixing of materials, and the movement of people or machinery across the site, where these are within 10m of any designated Protection Zone.

- 6 The fencing, or other protection which is part of the approved Statement shall not be moved or removed, temporarily or otherwise, until all works, including external works have been completed and all equipment, machinery and surplus materials removed from the site.

The Arboricultural Method Statement shall indicate the specification and timetable of any tree works, which shall be in accordance with the British Standard Recommendations for Tree Works (BS.3998: 1989).

The Arboricultural Method Statement shall include a scheme for the inspection and supervision of the tree protection measures. The scheme shall be appropriate to the scale and duration of the works and may include details of personnel induction and awareness of arboricultural matters; identification of individual responsibilities and key personnel; a statement of delegated powers; frequency, dates and times of inspections and reporting, and procedures for dealing with variations and incidents. The scheme of inspection and supervision shall be administered by a suitable person, approved by the Local Planning Authority but instructed by the applicant.

- 7 No tree, shrub, or hedge which are shown as being retained on the approved plans shall be cut down, uprooted, wilfully damaged or destroyed, cut back in any way or removed other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. All tree works approved shall be carried out in accordance with British Standard Recommendations for Tree Work (B.S.3998: 1989).

If any tree shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 3 years of the completion of the development, another tree, shrub, or hedge shall be planted at the same place, and that tree, shrub, or hedge shall be of such size, specification, and species, and should be planted at such time as may be specified in writing by the Local Planning Authority.

If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

- 8 The development, including site clearance, must not commence until a scheme showing hard surface and soft landscaping and a statement of the methods of its implementation have been submitted to the Local Planning Authority and approved in writing. The soft landscaping scheme shall be implemented within the first planting season following the completion of the development hereby approved.

The scheme must include details of the proposed planting including a plan, details of

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

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

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

- 9 Prior to the commencement of development details of screen walls, fences or such similar structures shall be agreed in writing by the Local Planning Authority, and shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 10 Wheel washing or other cleaning facilities for vehicles leaving the site during construction works shall be installed in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority and these facilities installed prior to the commencement of any building works on site, and shall be used to clean vehicles leaving the site.
- 11 A flood risk assessment 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 programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained in accordance with a management plan to be submitted concurrently with the assessment.
- 12 All construction/demolition works and ancillary operations (which includes deliveries and other commercial vehicles to and from the site) which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 13 Prior to commencement of development, details of levels shall be submitted to and approved by the Local Planning Authority showing the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 14 No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site.

- 15 Prior to commencement of the development details shall be approved in writing by the Local Planning Authority showing the means to prevent the discharge of surface water from the development onto the highway. The approved scheme shall be carried out in its entirety before the access is first used and shall be retained at all times.
- 16 Prior to the commencement of development details showing a turning layout for refuse collection vehicles entering and leaving the site shall be agreed in writing by the Local Planning Authority.
- 17 Notwithstanding the details on the approved plans, details of the refuse store, including their siting, shall be approved in writing by the Local Authority. The details as agreed shall be carried out and implemented on site prior to first occupation of the flats hereby permitted.
- 18 Parking for taxi vehicles, as shown on drawing No. 7684/003 Rev F shall be marked out and provided on site, prior to the access to the flats from Manor Road first being brought into use.

**Subject to the applicant entering into a Section 106 Legal Agreement for the developer contributing in respect of the following:**

- 1. Provision of 10 out of the proposed 23 flats will be provided on site as affordable housing. (7 to be general needs rented and 3 as shared ownership).**
- 2. Financial education contribution of £48,042.00 (Calculated using April 2008 cost multiples and index linked from this date using PUBSEC index)**
- 3. Financing alterations to the public highway in Manor Road involving a redesigned/ improved priority junction, works taking place in public highway including any area to become public highway, details of a junction protection scheme (Traffic Regulation Order), imposed visibility at the junction for all highway users including a suitable pedestrian crossing point.**
- 4. The legal agreement to secure the applicant's right to access land in the ownership of London Underground (within red line application site) to allow continued vehicle and pedestrian access to the site.**

*This application is before this Committee for the following reasons:*

- since it is an application for commercial development and the recommendation differs from more than one expression of objection (Pursuant to Section P4, Schedule A (f) of the Council's Delegated Functions);*
- since the recommendation differs from the views of the local council (Pursuant to Section P4, Schedule A (g) of the Council's Delegated Functions);*
- since it is an application for development of a significant scale and/or wider concern and is recommended for approval (Pursuant to Section P4, Schedule A (c) of the Council's Delegated Functions); and*



- *since it is an application for residential development of 5 dwellings or more and is recommended for approval (Pursuant to Section P4, Schedule A (d) of the Council's Delegated Functions).*

### **Description of Proposal:**

*This application seeks full planning permission for the erection of a three storey block containing 23 flats (20 x 2 – bedroom flats and 3 x 1 – bedroom flats). The building plan would be 'L' shaped with a pitched roof, with several gabled sections projecting from the roof and also two lift towers, which would stand taller than that section of the main building itself.*

The building would have a maximum height of approximately 12.1 metres above ground level (with the underground car park area extending approximately 2.1 metres below ground level).

The site provides 34 car parking spaces with additional areas for motorcycle and cycle parking sited within an underground car park.

A narrow access is proposed alongside the railway to the east of the application site, to provide vehicular access to the site from Manor Road. Access for emergency services only is to be via the existing vehicular access onto Grange Crescent.

### **Description of Site:**

The application site comprises an area of approximately 0.235m<sup>2</sup> and is presently occupied by two detached dwellings, accessed from Grange Crescent. Manor Road – the B173 is a two-way single carriageway and serves a local route that runs in an east/west direction linking the A1112 Romford Road with the A113. The land uses that front onto the road include agricultural, industrial, residential and commercial. The access into the site from Manor Road slopes gradually downwards from west to east.

### **Relevant History:**

EPF/0715/05. Outline application for three bedroom bungalow. Refused 10/06/05.

Reason: Inadequate retention of trees that make valuable contribution to the site, inadequate access and sight lines from Grange Crescent; loss of amenity to residents of neighbouring properties (visual impact).

EPF/1655/07. Demolition of two houses and erection of a three storey building comprising 21 no. 2 bedroom flats and 2 no. 1 bedroom flats. Withdrawn 22/11/07.

### **Policies Applied:**

#### East of England Plan

H2 – Affordable Housing

T14 – Parking

ENV7 – Quality in the Built Environment

LA1 – London Arc

#### Adopted Local Plan and Alterations

H2A – Previously Developed Land

H3A – Housing Density

H4A – Dwelling Mix

H5A – Provision for Affordable Housing

H6A – Site Thresholds for Affordable Housing

H7A – Levels of Affordable Housing  
CP1 – Achieving Sustainable Development Objectives  
CP2 – Protecting the Quality of the Rural and Built Environment  
CP3 – New Development  
CP4 – Energy Conservation  
CP5 – Sustainable Building  
DBE1 – Design of New Buildings  
DBE2 – Impact of New Buildings  
DBE8 – Amenity Space Provision  
ST4 – Highways Considerations  
ST6 – Car Parking Standards  
LL10 – Adequacy of Provision for Retention  
LL11 – Landscaping Schemes

### **Issues and Considerations:**

The main issues in this case are:

1. The acceptability of the principle of residential development on this site;
2. The impacts of the proposed development on the amenities of the occupiers of neighbouring dwellings;
3. The impacts of the proposed extensions on the character and appearance of the area;
4. The provision of affordable housing; and
5. The acceptability of the proposed parking and access.

#### *1. Principle of the Development*

Policy H2A of the Local Plan Alterations states that the re-use of previously developed land will be encouraged when considering residential use. The proposed development makes efficient use of an existing Brownfield site, this scheme therefore accords with this policy. Government advice in PPS3 states that housing densities should be at least 30 dwellings per hectare, to ensure the most efficient use of land. In this instance, the density of the development would be approximately 104 dwellings per hectare. Making efficient use of land by building flats inevitably leads to higher densities and will be higher than prevailing densities of housing in the surrounding area. Having regard to the central location and the accessibility of the site by public transport, it is considered that the density level may be acceptable, subject to there being adequate space on site for the provision of off-street parking and private amenity space and the development not being out of keeping with the pattern of surrounding development. These matters will be considered further in this report.

#### *2. Neighbouring Amenity*

In assessing the impact of the proposed development on the amenities of the occupiers of neighbouring dwellings, as the site is located within a built up residential area, it is in quite close proximity to a number of residential properties. The most affected properties would be 111 Grange Crescent, the garden of which runs along the southern boundary of the site and 22, 24 and 26 Grange Crescent, the rear boundaries of which abut the site along its eastern boundary. Several letters of objection from neighbours were received and the impact of the proposed development will differ accordingly from neighbouring occupiers, but these are the most likely to be affected.

##### *111 Grange Crescent*

The proposed development would be located approximately 8 metres from the boundary with this property, adjacent to the rear of the dwelling. Due to the shape of the proposed building, this area would increase further along the garden, and then reduce again towards the rear.

The rearmost point of the garden would be approximately 9 metres from the proposed building. Any windows with a sight over 111 Grange Crescent would be located at least 15 metres away. In addition to the windows facing towards this property, there would be balconies projecting from the western elevation of the building. However, these would be angled to face away from 111 Grange Crescent and this design feature would be sufficient to avoid any material overlooking.

The current house to the rear at No. 115, to be removed by the development, has very little impact because of its small scale and distance away.

In comparison, it is considered that the bulk of the new building will have a far greater visual impact, but it would be located a sufficient distance from this neighbouring property to avoid any material loss of outlook.

#### 22, 24, 26 Grange Crescent

These properties have gardens of approximately 30 metres in depth. The impact of the building would be reduced by the screening present along the site boundary, which is mainly present within the gardens of neighbouring dwellings and therefore to be retained. There is considerable screening in the form of planting along the boundary of the site with these properties. Windows in the upper floors of the elevation facing towards this property would be obscure glazed and there would not, therefore, be any material overlooking of these neighbouring gardens. There has to be a judgement on whether this would appear overbearing from these properties, given the height and scale of the building so close to the rear garden boundaries. On balance, the separation distance of around 32m to 37m to the neighbouring dwellings, just about safeguards against harm to the amenities.

### 3. Impact on Appearance of the Area

The area immediately surrounding the application site is surrounded by fairly low density housing, with most properties in Grange Crescent being semi-detached two storey dwellings. Notwithstanding the pattern of surrounding development, the application site is somewhat alienated from the street scene, with a frontage of only approximately 10 metres onto Grange Crescent. The building itself would be set back from this boundary by approximately 16 metres. Accordingly, whilst the development would be of a considerably higher density than the surrounding pattern of development, it is considered that the relationship of the site with the street scene is such that it would not appear overly conspicuous or out of keeping.

The overall appearance of the development would be a building three storeys in height; it would have traditional hipped pitched roofs which are in keeping with the style of surrounding development. The footprint and bulk is clearly more considerable than neighbouring houses and an argument could be put forward that this does not respect the pattern of development in the locality. Officers can see that an argument could be put forward to justify such a refusal on these grounds, but this is balanced against its location set back from public vantage points in Grange Crescent and Manor Road. On balance, despite concerns over visual impact and character, the building relates to its plot and proximity to its surroundings, particularly on the edge of the London Underground line and tennis courts.

The parking provision within the site will be sited under the building; therefore amenity space provision will cover the rest of the site. The area surrounding the site, if attractively landscaped, will provide adequate amenity space for the proposed new dwellings.

### 4. Affordable Housing

The Council's requirements for affordable housing on developments of this size and number of units of 15 or more are that 40% of the units should be provided on site as affordable housing. In

this case, this would amount to the provision of 10 units. The breakdown of the type of affordable housing will be agreed between the applicant and the Council's Director of Housing but is likely to be 9 x 2-bedroom flats and 1 x 3-bedroom flat. Should planning permission be approved, the affordable housing provision shall be secured by a Section 106 legal agreement.

#### 5. Highways, Access and Parking

The only vehicular access into the site would be along the eastern boundary, adjacent to the railway line and the private road from Manor Road into the site measures at a distance of some 55 metres. This land that grants access into the site is within the ownership of London Underground and accordingly, the Council would need to secure a legal confirmation of the applicant's right to access this land to a degree of permanence over time to ensure that there is continuing vehicle access to the site. The applicants have confirmed that there is such an agreement in place. However, it would be expedient to include this within a Section 106 legal agreement, to ensure that continued rights of access are secured.

Furthermore, in order to facilitate the access onto this land from Manor Road, a number of alterations are proposed to the public highway. These works would take place outside of the application site and do not, therefore, form part of this planning application. Discussions have been undertaken with the County Council, who are satisfied with the proposed works. The completion of these works shall also be secured within a Section 106 legal agreement, should planning permission be approved. The works to the highway would involve alterations to the access road itself to allow for the provision of parking spaces for a taxi company which operates from the junction of the access road with Manor Road and currently park haphazardly here. Further alterations are proposed to Manor Road itself in order to secure sufficient visibility at the junction. This would involve alterations to the northern and southern edges of the carriageway and alterations to the position of road markings.

Highway Authority has not raised any objections to the access arrangements subject to a legal agreement and conditions. Benefits include the taxi firm having improved parking provision and improved access to the public highway, without further burden to Grange Crescent.

The proposal is for 23 flats and the number of allocated underground parking bays indicated is 34, this includes visitor parking bays, a motorcycle park and cycle store. According to the Vehicle Parking Standard, in this location, the maximum parking requirement is 1 space per each new flat. The site is located in an urban area sited in close proximity to public bus transportation routes, and a London Underground train station, there should be less dependency on car use and encouragement of more sustainable means of transport. It is considered that the proposal meets with this council's parking standard requirements and provision of means of transport as an alternative to the motor car.

#### 6. Other Matters

##### Landscaping

Although there are several established trees within the site boundaries, none of these trees are protected by a Tree Preservation Order. It is assessed that the foundations for the building will come within the Root Protection Zone (RPZ) for established trees that make a valuable contribution to the visual amenities of the area. Therefore, should planning permission be approved, further details relating to methodology for all works in order to protect established trees on site during construction and other means of soft landscaping to offer screening from the development to surrounding dwellings will additionally be required. This can be achieved by appropriate landscaping conditions. The conditions shall also ensure all of the trees are retained thereafter.

### Refuse

Enclosed refuse bin storage is provided and appropriately sited within the car park entrance of the building. Additional details for collection of refuse due to large turning vehicles will be required and this can be achieved by an appropriate condition.

### Education contribution

The site presently accommodates two dwelling houses which will be demolished to enable the development of no. 23 flats. Also considered, from the anticipated 23 flats, 3 flats will be 1 bedroom and 20 flats will be 2 bedroom. In determining the education contribution, the two dwellings to be demolished are discounted together with the 3 x one bedroom flats.

Whilst there are sufficient primary places at local schools serving the development, the only secondary school in the area, West Hatch, is currently oversubscribed and within the Ward where the proposed development is situated. There are also no early childcare places, according to a report published in April 2008, Essex County Council's Childcare Sufficiency Assessment. It is clear that at both secondary and early years / childcare levels, action is needed to provide additional places and this development will contribute to that need. A reasonable contribution has been estimated by the Education department to provide for this much needed service from the anticipated number of new dwellings to contribute £48,042 for 2 secondary school places and one early year and childcare place. This contribution can be secured by a Section 106 legal agreement.

### Conclusion

In light of the above appraisal, the proposal to erect a flatted development comprising of 23 flats is, on balance, reasonable in design, appearance and siting. It is considered that the proposal will not result in material harm to surrounding occupier's amenity. Vehicular traffic will be accessed directly from Manor Road; hence will not impact on residents in Grange Crescent. Residents will see a noticeable change in their outlook from their properties and a judgement has to be made whether this causes demonstrable harm to their amenity. On balance, Officers are of the opinion that any overbearing impact will be to the latter end of their properties rather than to the most useable areas of their gardens or house.

As such the recommendation is to grant planning permission, subject to the completion of the Section 106 legal agreement to secure the provision of the affordable housing, the continued access over the land on the eastern boundary of the site, the payment of a contribution towards education services within the local area and the improvements to the public highway.

### **SUMMARY OF REPRESENTATIONS:**

CHIGWELL PARISH COUNCIL objects: The Council OBJECTS to this application on the grounds that it is overdevelopment, out of keeping with the area, overlooking neighbouring properties and the height of the building will be overpowering.

CHIGWELL LAWN TENNIS CLUB, GRANGE HILL objects: Overlooking concerns, potential problems with subsidence created by footings and building will be out of character in the area

10 GRANGE CRESCENT objects: Added pressure on existing infrastructure. Design is at odds with surrounding dwellings and parking concerns.

11 GRANGE CRESCENT objects: Out of keeping, building will destroy the character and amenity. Development will increase traffic and also concern of road safety. Parking concerns, increase in pollution and noise levels, building is overbearing and out of scale.

21 GRANGE CRESCENT objects: Building will be out of keeping, parking concerns, potential traffic congestion, increase in noise and pollution. The development will result in loss of privacy to 20, 22, 24, 26, 28, 30 & 111. Concern of sewage and surface water pressure due to strain on infrastructure.

23 GRANGE CRESCENT objects: Potential harm to the pavement and verges during construction. Congestion will increase.

26 GRANGE CRESCENT objects: Building is out of character and scale. Parking concerns. Loss of privacy and potential increase in noise.

31 GRANGE CRESCENT objects: Building is out of keeping with the area. Overdevelopment of the site, loss of privacy, light, overdominance and overshadowing. Similar blocks within the vicinity are overbearing. Development will change the character of the area. Drainage concerns. Potential increase in noise and disruption during and after construction. Parking concerns.

33 GRANGE CRESCENT objects: Potential increase in traffic, parking concerns, and building will have a detrimental visual impact within the street scene.

38 GRANGE CRESCENT objects: Objects to the development.

41 GRANGE CRESCENT objects: Building is bulky and out of keeping. Additional parking concerns and access concerns.

43 GRANGE CRESCENT objects: Parking concerns and potential harm to the character of the area.

49 GRANGE CRESCENT objects: Overdevelopment of the site, traffic congestion will adversely affect the road.

57 GRANGE CRESCENT objects: Traffic and parking concerns

66 GRANGE CRESCENT objects: Parking concerns and congestion

70 GRANGE CRESCENT objects: Building is out of keeping in the area, parking concerns and highway safety. Building will overshadow surrounding properties.

71 GRANGE CRESCENT objects: Traffic concerns and building will alter the appearance of the street.

74 GRANGE CRESCENT objects: Increase in number of people and traffic. Building is out of keeping with the surrounding sites.

77 GRANGE CRESCENT objects: Concern relating to drainage, parking, traffic and noise.

82 GRANGE CRESCENT objects: Out of keeping, potential increase in traffic, parking concerns and crime. Building will be overbearing in height and size.

84 GRANGE CRESCENT objects: Building is out of keeping with the character, type, visual amenity and street scene. No precedent for flats in the area. Increased traffic, noise and pollution. Potential harm to grass verges. Infrastructure concerns – water and drainage.

89 GRANGE CRESCENT objects: Building is out of character in the area. Development will result in parking problems and will affect house prices.

91 GRANGE CRESCENT objects: Building is out of keeping with the character of the area. Site will be overdeveloped and potential increase in parking and traffic.

107 GRANGE CRESCENT objects: Increase in traffic and parking. Development will harm the character of the area and views. Infrastructure concerns – water and drainage. Security concerns, potential increase in noise and vandalism.

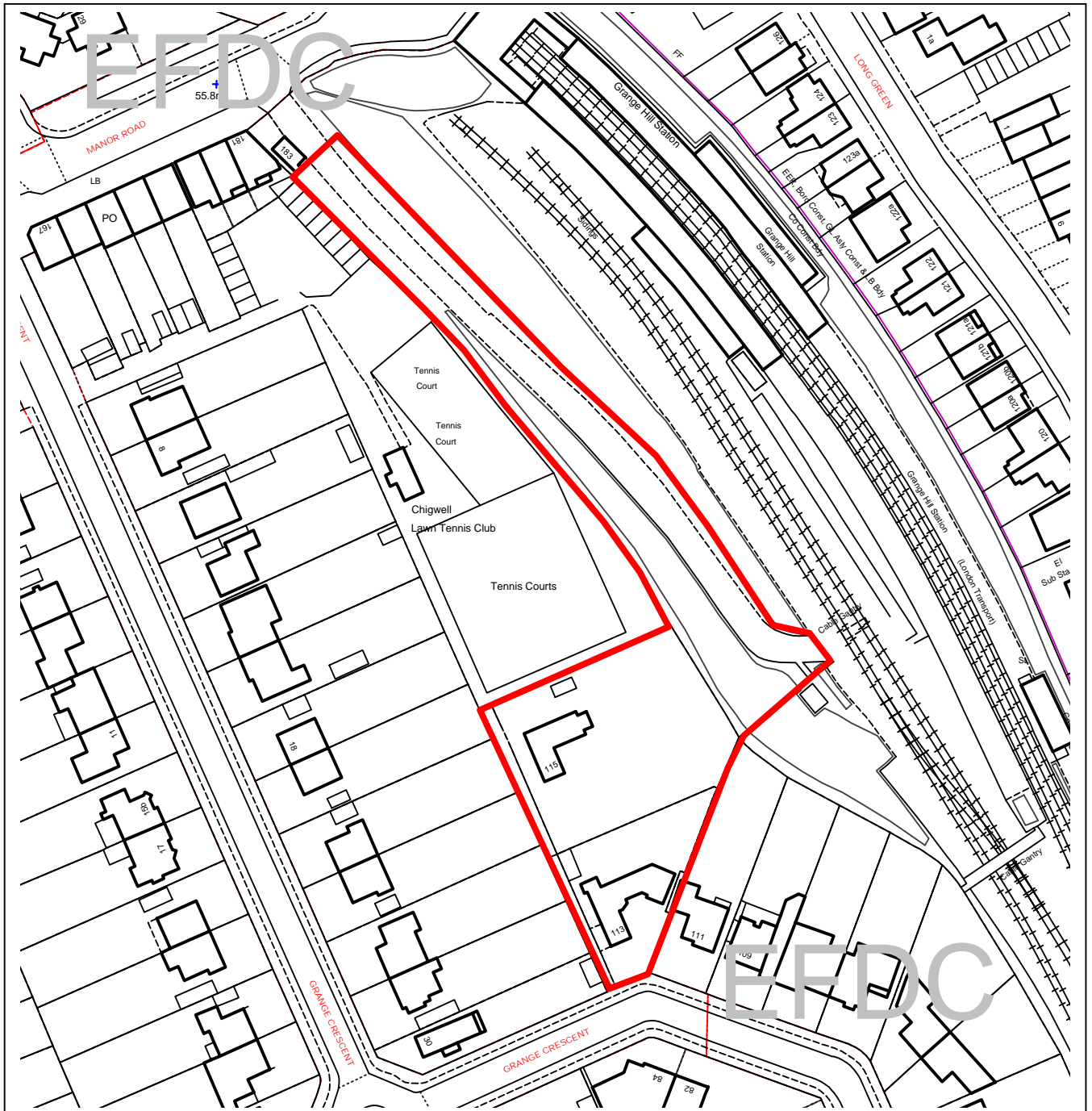
109 GRANGE CRESCENT objects: Potential for rear access to become the main access point. Increase in parking and traffic concerns. The building will be out of keeping in the area and imposing. Building will result in overlooking, loss of privacy and loss of light. Building is higher than surrounding dwellings. There are drainage concerns. Potential increase in noise. The proposal is cramped and overdeveloped.

111 GRANGE CRESCENT objects: Traffic and congestion concerns. Emergency exit will be blocked by cars. Overcrowding and building will be out of place in the street. Infrastructure concerns – drainage.



# Epping Forest District Council

## Area Planning Sub-Committee South



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<b>Agenda Item Number:</b>	<b>2</b>
Application Number:	EPF/1279/08
Site Name:	113 & 115 Grange Crescent, Chigwell, IG7 5JD
Scale of Plot:	1/1250



**Report Item No: 3**

<b>APPLICATION No:</b>	EPF/1719/08
<b>SITE ADDRESS:</b>	20 Cascade Close Buckhurst Hill Essex IG9 6DY
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	Mr M Ashfaf
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of a two storey end of terrace dwelling.
<b>RECOMMENDED DECISION:</b>	Grant Permission (With Conditions)

**CONDITIONS**

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 The development, including site clearance, must not commence until a scheme of landscaping and a statement of the methods of its implementation have been submitted to the Local Planning Authority and approved in writing. The approved scheme shall be implemented within the first planting season following the completion of the development hereby approved.

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

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

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

*This application is before this Committee since the recommendation differs from the views of the local council (Pursuant to Section P4, Schedule A (g) of the Council's Delegated Functions) and the recommendation differs from more than one expression of objection (Pursuant to Section P4, Schedule A (f) of the Council's Delegated Functions).*

### **Description of Proposal:**

This application seeks permission to erect a two-storey, two-bedroom dwelling that will alter the pair of semi-detached dwellings into a block of three terraced dwellings.

### **Description of Site:**

The subject site is an irregularly shaped plot of land that accommodates a two-storey semi-detached dwelling house. The site is located on the south side of Cascade Close and is within a residential neighbourhood situated in the built up urban area of Buckhurst Hill. The rear gardens of properties that front Chestnut Close/ Cascade Close border the site to the western and southern boundary respectively. The site is accessed from a public pedestrian footpath that runs along the northern boundary at the front entrance into the site and beyond this is sited a block of 3 storey flats and a 2-storey terraced block of dwellings. The ground level of the site is higher in relation to the footpath and the properties that look onto the site.

### **Relevant History:**

None applicable

### **Policies Applied:**

DBE 1 & 2 – Design of new buildings  
DBE 6 - Design of car Parking spaces  
DBE 8 & 9 - Amenity space provision & neighbour Amenity  
H4A - Dwelling Mix  
ST4 – Parking & ST6 - Traffic Criteria  
CP 4 & 5 - Sustainable buildings  
LL10 - Landscaping

### **Issues and Considerations:**

The main issue is whether the proposal will have a detrimental impact upon the locality and/or the amenities of residents living in the vicinity of the site, the design, highway safety and sustainability.

#### **Sustainability & dwelling mix**

- The proposal is to erect a two-storey dwelling on the land adjacent to 20 Cascade Close.
- There is a varied mix of dwellings in the immediate vicinity of the site, which is appropriately located in an urban area close to shops and public transport; this makes it a suitable location for a new housing development.

#### **Design & appearance within the street scene**

- The new building joins on to an existing two-storey semi-detached dwelling and results in a terrace block of 3 dwellings. An objection has been received from immediate neighbour at no. 19 and the parish council relating to the potential harm to the value of adjoining property no. 19 and insurance values. This is not a planning matter to substantiate a reason for refusal.

- In terms of the bulk and size of the building, the ground floor plan measures 4.89m at the front and this width narrows to 3.69m at the rear with an overall depth of 8.13m. The plan of the first floor is rectangular shaped and measures 3.69m x 8.13m. The overall height of the building to the ridge measures 8.2m and the profile is finished with a hip end roof.
- With matching materials, it is considered that the design, bulk, size and appearance of the new dwelling remains in keeping with the appearance of the parent semi-detached dwellings and will not result in visual harm to the street scene.
- Additional concern has been raised by neighbouring occupiers relating to the appearance of the new dwelling as it would be out of character within the area. The property is accessed off a public footpath hence does not face directly onto the main road. Additionally, within the vicinity of the site, the street scene is quite varied as there are blocks of flats, semi-detached properties, terraced blocks and maisonettes directly to the north of the site.
- The new dwelling maintains an acceptable setback from the western edge boundary and will not appear out of place in the proposed location.
- Therefore, with all matters considered to the design and appearance of the new dwelling within the street scene. A new dwelling in this location will not result in any potential harm to the character of the area or the street scene.

### Parking

- There is no off-street parking proposed and no scope for any in this part of the road as the site is accessed from a public footpath. The neighbouring homes also do not have off-street parking. However, despite neighbour's objections on this matter, Cascade Road is not so heavily parked as to not absorb parking associated with the development. Therefore, there are no highway safety implications from this development.

### Landscaping

- There are small trees located within the plot where the new dwelling will be sited. The trees are small and the species are not exemplary in quality, therefore their removal will not result in any visual harm. A condition would ensure that suitable soft landscaping will be provided in the front garden to enhance the visual effect of the development as seen from the footpath, the proposal therefore complies with policy LL10.

### Amenity

- The proposed new dwelling provides approximately 70m<sup>2</sup> amenity space in the rear garden area; sufficient for a 2-bedroom dwelling, and complies with policy DBE8.
- Due to the position of the new dwelling, the relationship with adjacent sites is such that there is a considerable distance between this and neighbouring buildings, such that there will be no loss or undue overshadowing to neighbouring occupiers, other than the end part of rear gardens to the west.
- The siting and position of the proposed new dwelling is higher in relation to properties immediately north of the site, specifically nos. 25 and 26 Cascade Road. The principle bedroom window of the new dwelling will overlook at an oblique angle, rear facing bedroom windows and the garden area of nos. 25 and 26 Cascade Road. However, these properties are already significantly overlooked due to the position of the parent building no. 20; it is therefore considered that these properties will not be any worse off than the relationship of what currently exists.
- Several letters of representation have been received from adjacent neighbours to the west boundary of the site that faces onto Chestnut Close and the south boundary that faces Cascade Close. The concern relates to overlooking and loss of privacy, and while there would be some overlooking due to the position of the south facing window of the proposed new dwelling looking into the rear end gardens of 24 and 25 Chestnut Close, these properties

benefit from elongated rear gardens to a depth of 23.0m. It is therefore assessed that any overlooking will be to the rear end garden areas which would not materially affect the amenities of these properties.

- Therefore, whilst understanding that the new house will be close to neighbouring rear gardens it will not result in material loss of privacy to these neighbours.

## **Conclusion**

The proposal makes the best use of urban land without causing significant detrimental harm to the amenities of adjacent occupiers. The new dwelling will not appear out of character in relation to the attached dwelling house and would be in keeping with the surrounding area. This scheme therefore complies with relevant Local Plan policies and as such is recommended for approval with conditions.

## **SUMMARY OF REPRESENTATIONS:**

BUCKHURST HILL PARISH COUNCIL objects: Concerns that the erection of this dwelling will turn the neighbouring property from a semi-detached to an end of terrace property thus affecting their insurance values.

25 CHESTNUT CLOSE objects: Loss of privacy, loss of view, out of place and not in keeping.

24 CHESTNUT CLOSE objects: Potential loss of trees, bulk of building, loss of view, overlooking back garden and loss of privacy.

23 CHESTNUT CLOSE objects: Increased feeling of enclosure, loss of value to property, potential loss of trees and perceived loss of privacy if side windows are inserted in the flank wall.

22 CHESTNUT CLOSE objects: Loss of views, loss of privacy, overlooking and loss of light to rear garden.

26 CASCADE ROAD objects: Loss of light and loss of privacy. Potential increase in noise. Increase in traffic congestion and parking concerns.

19 CASCADE CLOSE objects: Out of character and not in keeping. Scale does not correspond with surrounding semi-detached properties. Effect on property value should property be converted into a terrace. Insufficient parking provision on site. Potential damage of footpath during construction.

18 CASCADE CLOSE objects: Out of character and out of keeping. Insufficient parking and potential damage of the footpath.

17 CASCADE CLOSE objects: Out of character and out of keeping. Insufficient parking and potential damage of the footpath.



# Epping Forest District Council

## Area Planning Sub-Committee South



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<b>Agenda Item Number:</b>	<b>3</b>
Application Number:	EPF/1719/08
Site Name:	20 Cascade Close, Buckhurst Hill IG9 6DY
Scale of Plot:	1/1250