

Report Item No: 1

APPLICATION No:	EPF/1205/09
SITE ADDRESS:	Three Jolly Wheelers Chigwell Road Chigwell Essex IG8 8AS
PARISH:	Chigwell
WARD:	Chigwell Village
APPLICANT:	Mr Richard Brown
DESCRIPTION OF PROPOSAL:	TPO/EPF/40/02 T1, T2, T3 and T5 Sycamore - Fell T4, T6 and T7 Sycamore - Remove deadwood
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 A replacement tree or trees, of a number, species, size and in a position as agreed in writing by the Local Planning Authority, shall be planted, and shall be inspected by the Local Planning Authority and agreed to be in accordance with the details prior to implementation of the felling hereby agreed, unless varied with a written agreement of 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 and defective another tree of the same species and size of that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 2 The work authorised by this consent shall be carried out under the direct supervision of the Local Planning Authority, who shall receive in writing, 5 working days notice of such works.
- 3 The works hereby authorised shall not be undertaken after a period of three years from the date of this consent has expired.
- 4 All work authorised by this consent shall be undertaken in a manner consistent with British Standard 3998 (1989) (or with any similar replacement Standard).

This application is before committee since all applications to fell preserved trees are outside the scope of delegated powers.

Description of Proposal:

T1, 2, 3 and 5. Sycamore: Fell and replace.

Description of Site:

The trees T3 and T5 stand as part of a group of sycamores along the southern boundary of the hotel site at approximately 14 metres in height. The pub building largely obscures any views of this group of trees. The three sycamores stand on a grassed area and provide screening to properties in Wheeler Close.

T2 is located at the south eastern corner of the hotel car park on a grass knoll in front of a ranch style fence, beyond which an unmanaged area is populated with a mixture of established native woodland and orchard trees and planted young trees, which form part of the redevelopment planting scheme. T1. Sycamore is located on the northern boundary and overhangs the rear gardens of properties at 43 and 45 Brunel Road. While it is a large tree at around 15 metres tall, it is not visible from any public vantage point and lies beyond the main body of the woodland

Relevant History:

TRE/EPF/0942/08 granted permission to reduce the crowns of several sycamores by 30% due to problems from overhanging branches into the private gardens of properties in Brunel Road and 753 Chigwell Road.

Policies Applied:

LL9 Felling of preserved trees

Summary of Representations:

CHIGWELL PARISH COUNCIL: Are willing to waive any objection they have if the tree officer deems the application acceptable.

3 neighbours were notified and the following response was received:

45 BRUNEL ROAD: The continuing growth obscures light into my garden and prevents planting of flora. The heavy leaf fall and sap damages garden furniture, shed and expensive play equipment. The tree is covered in white fly, which spreads to most areas of the property. The tree overhangs and pushes against my garden fence. Several years ago a similar tree nearby blew down and caused extensive damage to my property. I feel the tree has outgrown its welcome and would be happy to see a replacement planted further from the boundary.'

Issues and Considerations:

The only issue relates to the felling of the 4 trees, since removal of deadwood is exempt from planning control under Tree Preservation Order legislation.

The main reasons to fell the several trees put forward are the following:

- T1: Unsuitable location for tree.
- T1: Negative impact on daily life.
- T1, 2, 3 and 5 Risk of collapse.
- T1: Structural problems caused to fence.

The main planning considerations are:

- Visual amenity of the trees
- Life expectancy of trees
- Suitability of trees in current position.
- Planning issues.

Applicant issues

Unsuitable tree for location

A claim is made that T1 is located badly on the woodland site. The tree stands on a bank at the boundary edge of the site and overhangs into the gardens of 43 and more intrusively into the garden of 45 Brunel Road. The elevated position relative to these small residential gardens increases its dominant shading effect.

This issue is very apparent when the tree is viewed from the back garden of 45 Brunel Road. The tree has grown up naturally and has now reached a considerable size, which is overpowering.

Negative impact on daily life

The issues that affect the reasonable enjoyment of day to day life are detailed, as follows:

- a) During spring and summer time the tree reduces light to the house and prevents the enjoyment of the small garden.
- b) The respondent states that leaf fall, insects and honeydew cover much of the garden and items exposed to the tree's crown spread.
- c) It is claimed that flora fails to thrive due to the tree.
- d) Neighbours are also negatively affected by the tree.

These issues are real and legitimate causes for concern. These various impacts must be weighed against the landscape value of the subject tree in its woodland context.

Risk of collapse

The respondent states that a nearby tree fell and damaged much of her property, with the resultant costly insurance claim and disruption to the family.

T1: This large tree and its immediate neighbour stand on a steep bank, which is retained by the rear fences of the properties along Brunel Road. Given the history of a similar tree collapsing, it is conceivable that this tree might fail on the grounds that its root plate is compromised by the slope and the disruption to its roots due to the installation of the fencing and retaining wall.

T2, 3 and 5: These three trees are at varying stages of infection from a fungal infection commonly known as 'Sooty Bark Disease', which initially kills off upper parts of sycamore trees, in particular. The disease spreads to the main stem and causes death of the tree over a period of several years.

Structural problems to fence

There is clear distortion of the fence and concrete gravel board below it, which will continue to worsen as T1 continues to grow. This is a valid reason to remove the tree and replace it with a better specimen at a more remote location within the woodland site.

It is not disputed that T1 has established itself naturally and unfortunately too close to the garden fence. It also has some structural weakness in the formation of its main branches, which are tightly

forked with 'included bark', which increases the likelihood of branch failure as the tree increases in size.

Planning considerations

Visual amenity

T1 Sycamore is a vigorous tree and stands alone beyond the main woodland group, barely visible from Brunel Road and invisible from any part of The Three Jolly Wheelers publicly accessible car park. Its amenity value is low and its loss would not be noticed.

T2 Sycamore is clearly visible at the corner of the car park but a replacement for this diseased tree will mitigate for its loss.

T3 and T5 Sycamore are of limited visual amenity and are part of a larger group of trees, which will reduce the visual loss to this secluded part of the site behind the main hotel building and the pub.

Life expectancy

It is foreseeable that the life expectancy for T1 will exceed 20 years, if it does not collapse under extreme conditions.

T2, 3 and 5 are declining rapidly and will not live for more than 5 years.

Suitability of tree in current position

T1 will attain such a size that would normally require a considerable amount of space. The relationship between the house and more importantly the garden fence and the tree has become incompatible.

The screening position of T3 and T5 is valuable but will be compensated for by the remaining trees

Planning policy issues

TPO/EPF40/02 was served as an Area Order to provide proper consideration to all trees at this top end of a site threatened by large scale redevelopment in the form of a new hotel and car park. Individually, T1 would not be considered suitable for preservation and an opportunity to plant a better specimen in a more appropriate location would mitigate for its loss.

Health and Safety concerns outweigh amenity landscape factors in respect of T2, 3 and T5

Conclusion:

All the trees have little or no public value and three of the four are diseased and or dying. Only T1 is a healthy tree but self set on a steep slope abutting a boundary structure. It has a compromised structure and causes much nuisance due to its inappropriate location. Planning policy demands that tree removal is not simply justifiable but necessary. There is justification to remove all four trees on grounds of either poor health or problems caused by them.

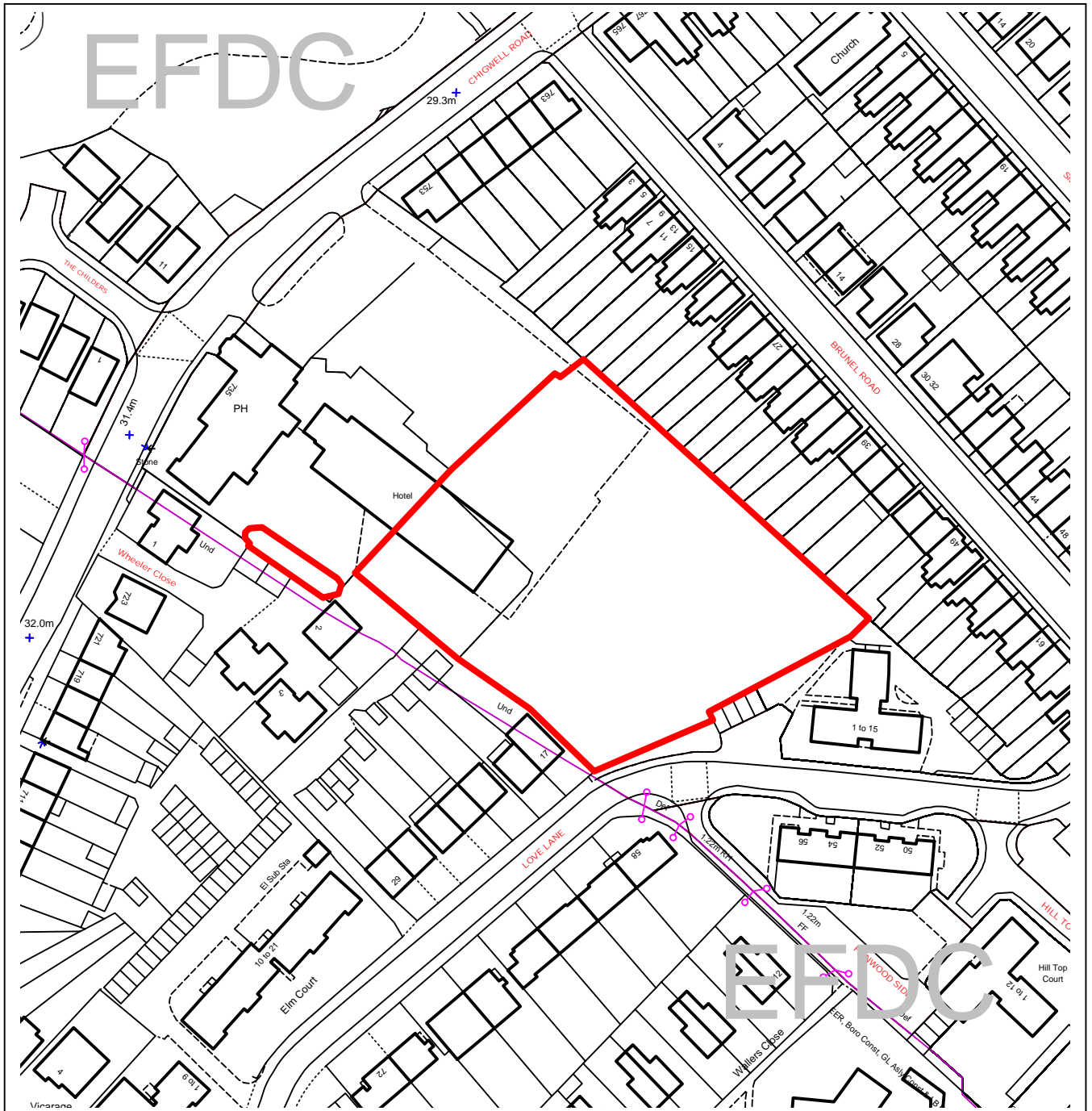
It is recommended to grant permission to this application on the grounds that the reasons given justify the need to remove the trees. The proposal therefore accords with Local Plan Landscape Policy LL9.

In the event of members agreeing to allow the felling it is recommended that a condition requiring the replacement of these trees and a condition requiring prior notice of the works to remove it must be attached to the decision notice.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	1
Application Number:	EPF/1205/09
Site Name:	Three Jolly Wheelers, Chigwell Road, Chigwell, IG8 8AS
Scale of Plot:	1/1250

Report Item No: 2

APPLICATION No:	EPF/0917/09
SITE ADDRESS:	97 Swanshope Loughton Essex IG10 2NB
PARISH:	Loughton
WARD:	Loughton Fairmead
APPLICANT:	Mrs Jodie Saunders
DESCRIPTION OF PROPOSAL:	Use of converted garage for beauty treatments.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The activity hereby approved shall only be carried out in the former garage converted to a habitable room under planning permission EPF/2388/08 and shall only be carried out by the applicant providing she resides at the property. It shall not be carried out in any other part of the house or its garden and shall not be carried out by any other person.
- 2 Notwithstanding the provisions of Regulation 6 of the Town & Country Planning (Control of Advertisements) Regulations 2007 (or of any equivalent provision in any Statutory Instrument revoking or re-enacting those Regulations), no signs or advertisements shall be displayed on the premises without the previous consent in writing of the Local Planning Authority.

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

Description of Proposal:

The proposal relates to the use of a converted garage for the purpose of carrying out beauty treatments. The garage was recently converted to a habitable room with the benefit of planning permission under EPF/2388/09. The applicant states in the description of the proposal that the activity would be time limited to 2-3 days per week.

Description of Site:

A mid terrace house on the south side of a cul-de-sac off Swanshope, Loughton. A parking area for some of the dwellings is situated off the north side of the cul-de-sac. Off street parking exists in front of the application property with parking space for two cars.

Relevant History:

EPF/2388/08 - Conversion of integral garage to habitable room. Grant Permission (With Conditions) - 13/02/2009.

Policies Applied:

Policy DBE9 – Loss of Amenity
Policy ST4 – Road Safety
Policy ST6 – Vehicle Parking

Summary of Representations:

LOUGHTON TOWN COUNCIL: Objection. Lack of parking provision and potential to cause disturbance. Inappropriate activity that should be carried out in business premises.

7 properties were consulted and the following responses were received

92 SWANSHOPE: Objection. Property is already being used for beauty treatments. Customers park cars where they feel like, including objectors designated parking space, which causes obstructions. Customers coming and going is having an adverse effect on the quiet cul-de-sac.

93 SWANSHOPE: Objection. Clients calling are having an impact on the quiet cul-de-sac and is dangerous for children. Not appropriate for a business and cars parked everywhere. Business is already in operation.

95 SWANSHOPE: Objection. Swanshope is a very quiet residential area and proposal is not appropriate. Lack of car spaces. Customer cars are a danger to children.

Issues and Considerations:

The main issues to consider are potential parking issues and whether it will cause harm to road safety or neighbour amenity.

The previously converted garage currently has the equipment in place to carry out the beauty treatments from the premises. The applicant states in the description of the proposal that this would be to operate 2-3 days a week. However the hours of opening specified elsewhere on the application form are, Mon – Fri 10 - 5 and Sat 10 - 5.

The nature of the use is such that it would not cause any noise disturbance. It is the applicants intention to work alone and the workspace would reasonably only accommodate one person administering beauty treatments. There is no intention to employ staff.

It is considered that if one person operated from the premises on an appointment only basis this would be a relatively low key business use and the traffic generation would not be considerably greater than the current position. There is the possibility for potential clients to park to the front of the property and it is reasonable to conclude that most neighbouring properties have the potential to receive visitors on an ad hoc basis throughout the day, which would be capable of generating as much traffic. There is also the potential for clients to travel by public transport or to walk to the property.

Objections from neighbours and Loughton Town Council relate to issues of parking and road safety. It is evident that this is the significant issue in relation to local amenity concerns. Policy ST4 states that the Council will not grant planning permission for new development which leads to an excessive degree of traffic generation or would be detrimental to highway safety. Notwithstanding

the concerns of local residents and the Town Council, having regard to the low intensity of the new use it is not considered likely that the proposal would result in such traffic generation as to be a danger to highway safety. Furthermore, it is possible to control the intensity of the use by limiting the activity to solely to the converted garage, limit the operation of the use to an occupant of the house and prohibit the employment of any staff at the property by imposing conditions on any permission granted. This would adequately deal with the potential of the use to cause harm to amenity or to the free and safe flow of traffic.

The objectors also make the point that the converted room is already being used for beauty treatments. However the premises were visited by the Enforcement Department in June and investigations found that the treatment room was used ancillary to the main house and only for occasional treatments for family and friends.

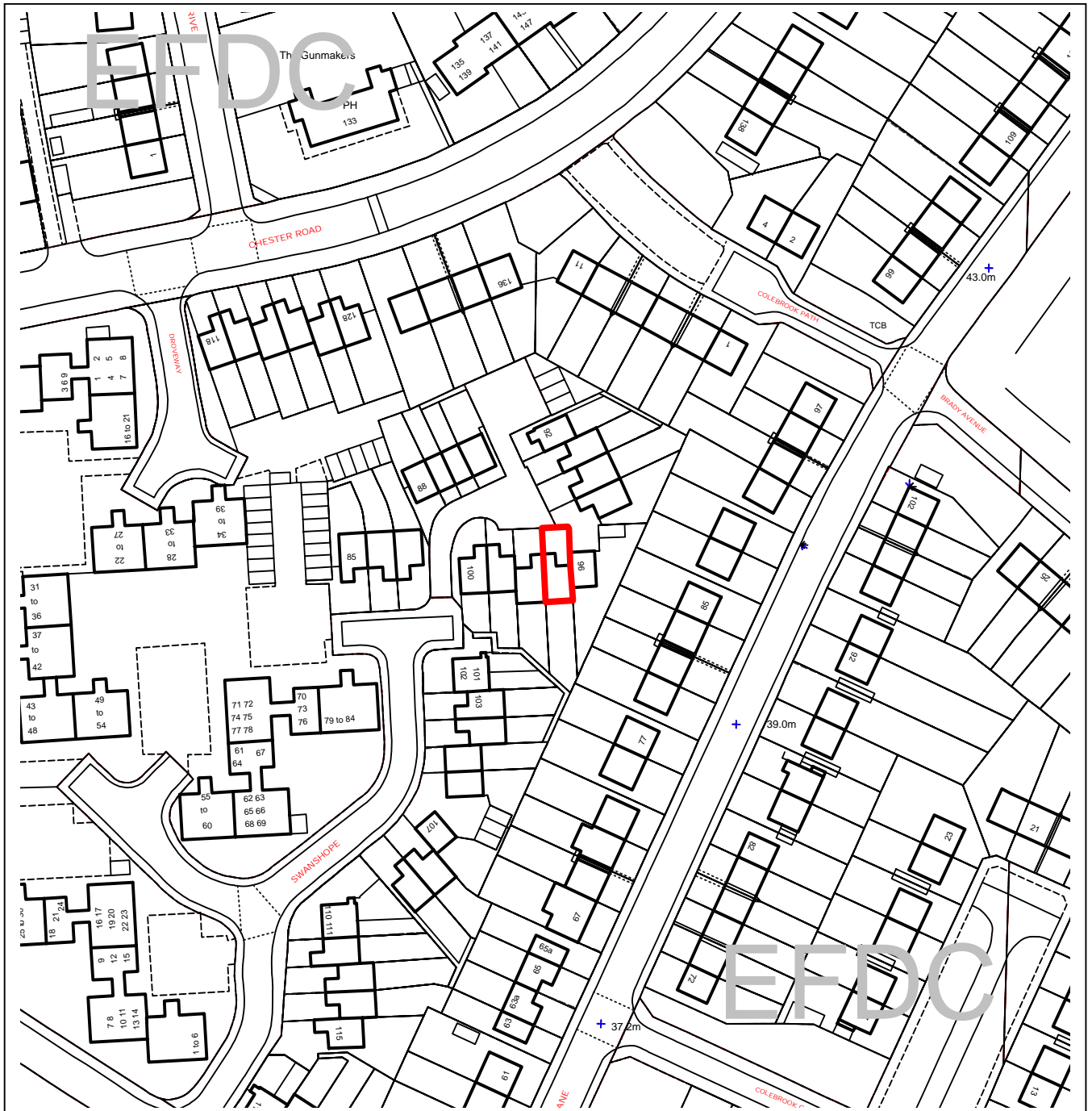
Conclusion:

The proposed use is of low intensity and this can be controlled through appropriate planning conditions. The proposal would not result in a level of traffic generation that would cause significant parking issues or traffic concerns. Accordingly, the new use is acceptable and it is recommended the application be approved with conditions.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	2
Application Number:	EPF/0917/09
Site Name:	97 Swanshope, Loughton, IG10 2NB
Scale of Plot:	1/1250

Report Item No: 3

APPLICATION No:	EPF/1079/09
SITE ADDRESS:	56 Alderton Hill Loughton Essex IG10 3JB
PARISH:	Loughton
WARD:	Loughton St Marys
APPLICANT:	Mr B Singh
DESCRIPTION OF PROPOSAL:	Proposed five bedroom detached house with integral garage at site adjacent to 56 Alderton Hill and the demolition of existing garage.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to first occupation of the building hereby approved the proposed window openings in the first floor flank elevations shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.
- 4 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.

- 5 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.
- 6 Prior to the commencement of the development details of the method for the prevention of the discharge of surface water from the development onto the highway shall be submitted to the local planning authority for approval in writing. The development shall proceed in accordance with the approved details.
- 7 No unbound materials shall be used in the surface finish of the driveway within 6 metres of the site boundary with the highway.
- 8 Any gates provided at the vehicular access shall only open inwards and shall be set back a minimum of 4.8 metres from the nearside edge of the carriageway.

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

Description of Proposal:

This application seeks planning permission for the erection of a new detached dwelling adjacent to 56 Alderton Hill, Loughton. In 2008 planning permission was granted for a two storey dwelling in this location. The approved dwelling had a maximum height of approximately 9.5 metres and was approximately 17 metres in depth, projecting approximately 3 metres beyond the rear elevation of no. 56 at ground floor (although planning permission has been granted for an extension here) and approximately level with the rear elevation of no. 60, at ground floor level.

This application seeks two main alterations to the approved scheme. It is proposed to increase the depth of the two storey element of the dwelling by 0.5 metres and it is also proposed to add a conservatory to the rear elevation. The proposed conservatory would be approximately 5.3 metres deep and 4.8 metres wide. It would be located on the side of the new dwelling closest to 60 Alderton Hill. It would have an eaves height of approximately 2.4 metres (lower than that of the approved ground floor element of the dwelling) and a ridge height of 3.4 metres.

Description of Site:

The application site forms part of the residential curtilage of 56 Alderton Hill, a large detached property. A dwelling to the side of no. 56 (54) has recently been constructed. To the other side of the dwelling, a detached garage presently stands on the site. Between the application site and the neighbouring property (60 Alderton Hill) there is dense boundary planting comprising trees and hedges. 60 Alderton Hill is a detached chalet bungalow. There are two dormer windows in the site roof slope of this dwelling facing towards the application site. These windows both serve bedrooms, with the front bedroom also having a large window in the front elevation and the rear

bedroom having only a 'slit' window in the rear elevation, from which the bedroom receives little natural light and has poor outlook.

Relevant History:

Several planning applications since 1985 for the erection of new dwellings either side of no. 56. No. 54 was built following planning approval in 1996.

In December 1997 application for a dwelling on the site was refused planning permission on the basis that *'the proposed development, by virtue of its limited plot width, would be out of keeping with the street scene, to the detriment of the open, spacious character of the area'*. An appeal against the Council's refusal was dismissed in October 1998.

EPF/1188/07. Demolition of existing garage and erection of a new dwelling. Refused 24/07/07.

EPF/2288/07. Erection of new dwelling. Refused 17/12/07.

EPF/0556/08. Proposed five bedroom detached house with integral garage. Approved 11/06/08.

Policies Applied:

East of England Plan

ENV7 – Quality in the Built Environment

Adopted Local Plan and Alterations

DBE1 – Design of New Buildings
DBE2/9 – Impact of New Development
DBE8 – Private Amenity Space
LL10 – Retention of Site Landscaping
ST4 – Road Safety
ST6 – Vehicle Parking
H2A - Previously Developed Land

Summary of Representations:

LOUGHTON TOWN COUNCIL: The Committee objected to this application as the proposal was contrary to policy DBE9 (i) of Epping Forest District Council's adopted Local Plan and Alterations due to its overbearing appearance on the street scene and as the plot of land was considered too small for the sheer size of the proposed development.

10 properties were consulted, and the following responses were received:

60 ALDERTON HILL: The erection of the dwelling would denigrate the spacious character of the area and appears as an overdevelopment of the whole site. The plans indicate a property which is overbearing, too big and intrusive on the site intended. The development would cause a severe loss of privacy and value as it would directly overlook the sun loggia, living room, two bedrooms and the garden. Dwelling constructed in 2006 remains unsold. Risk to trees in my front garden.

LOUGHTON RESIDENTS ASSOCIATION: We object to this application because of the loss of the ash tree at the front. We would be happy to withdraw our objection if the planting of a suitable replacement is included as a condition or if the Council's arboriculturalist considers that replacement is not a practical possibility.

Issues and Considerations:

The main issues to be considered in the determination of this planning application are as follows:

1. The impact of the proposed dwelling on the amenities of the occupiers of neighbouring dwellings;
2. The impact of the proposed dwelling on the character and appearance of the area; and
3. The acceptability of the proposed parking/highway arrangements.

The impact of the proposed dwelling on the amenities of the occupiers of neighbouring dwellings

Following the previous refusals of permission on this site, the depth of the dwelling at two-storey level was considerably reduced to minimise the impact of the development on the occupiers of the neighbouring dwelling. The neighbouring dwelling, number 60, has two dormer windows in the side elevation, serving the first floor accommodation. The rearmost of the two is the main source of natural light into a bedroom, as the only other window into the bedroom is a narrow window in the rear elevation. The second dormer, located further forward along the elevation, is not a primary window, as the bedroom also has a large window in the front elevation. This current planning application proposed the increased depth of the two storey element of the dwelling by 0.5 metres. It is not considered that this marginal increase beyond the depth of the approved dwelling would result in a material loss of light or outlook to the occupiers of 60 Alderton Hill.

With regard to the proposed conservatory, it would have a fairly low height, particularly immediately adjacent to the site boundary. Furthermore, a gap of approximately 2 metres would be retained between the conservatory and the site boundary. Having regard to the height of the conservatory, the separation distance to the boundary and the size of the neighbouring plot, it is not considered that there would be any material loss of light or outlook to the neighbouring garden or dwelling caused by the proposed development.

The proposed conservatory would be glazed along both side elevations. The site boundary with number 60 is densely planted with trees and a hedge. If considered necessary, a planning condition could be imposed if planning permission were granted to require details of boundary treatment to be submitted to ensure that there would be no overlooking of the neighbouring dwelling. Having regard to the size of the conservatory, it is considered unlikely that there would be an opportunity for overlooking above the height of a standard boundary treatment.

Impact on character and appearance of area

The street has no clearly identifiable building line and whilst there is a considerable amount of space between some dwellings, others are in much closer proximity to one another. The application property would retain a distance of approximately one metre from both boundaries and it is considered that this would be acceptable. Accordingly, subject to the use of satisfactory materials, it is considered that the dwelling would have an acceptable appearance. The comments made by Loughton Town Council are noted. However, the front elevation of the dwelling remains unchanged from the approved scheme, to which the Town Council raised no objection. Whilst the footprint of the building has increased from the approved scheme, it is considered that the site is of a size which would comfortably accommodate the proposal. Accordingly, notwithstanding the representation received from Loughton Town Council, it is considered that the proposed development would have an acceptable appearance within the street scene.

Highways and parking

The existing crossover (which is part of the existing 'in/out' driveway) would be retained. It is considered that this is sufficient and that there would be adequate space within the site for parking and turning.

Other Matters

The ash tree shown for removal on the site plan forms part of the boundary hedge. Part of this planting would need to be removed to enable the proposed development to proceed. It is considered that, subject to adequate replacement planting and landscaping this would not be detrimental to the character and appearance of the area. It is, therefore, considered that this matter may be dealt with by the imposition of a planning condition, if planning permission were to be granted.

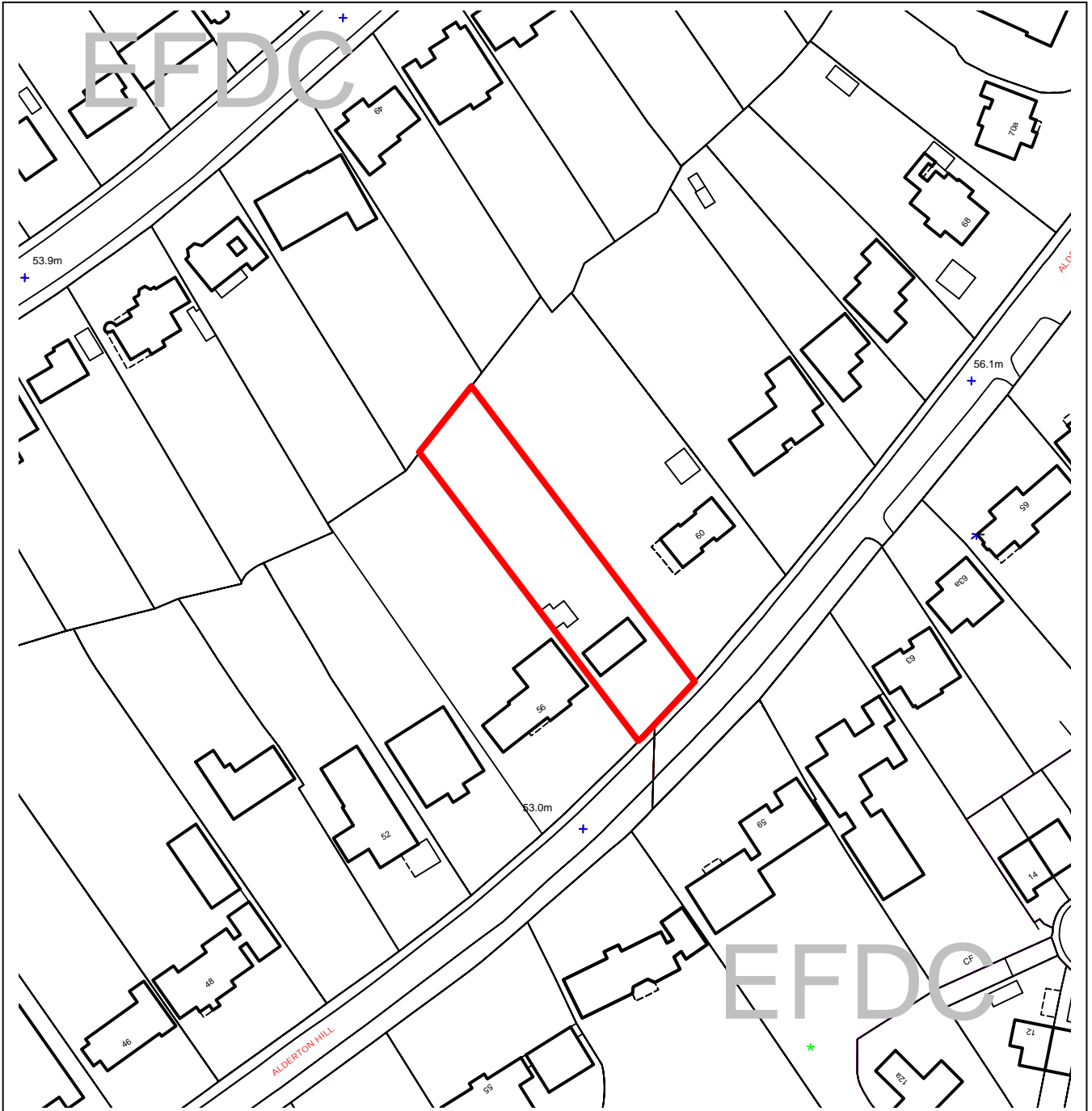
Conclusion

In light of the above appraisal, it is considered that the alterations to the previously approved development would not result in any material harm to either the amenities of the occupiers of neighbouring dwellings or to the character and appearance of the area. Accordingly, it is recommended that planning permission be granted.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	3
Application Number:	EPF/1215/09
Site Name:	56 Alderton Hill, Loughton, IG10 3JB
Scale of Plot:	1/1250

Report Item No: 4

APPLICATION No:	EPF/1185/09
SITE ADDRESS:	Land adj, 34, 54, 66 Pyrles Lane and Pyrles Lane Shopping Parade Loughton Essex IG10 2NN
PARISH:	Loughton
WARD:	Loughton Fairmead
APPLICANT:	Epping Forest District Council
DESCRIPTION OF PROPOSAL:	Construction of car park on redundant clothes drying area.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 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.

- 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 Notwithstanding the detail shown on the approved plans, the height of the section of wall adjacent to the service road (shown hatched black on the approved plan BWS.11.03) shall not exceed one metre.
- 5 Prior to the first use of the development hereby approved, drainage systems shall be installed in accordance with the details approved in the submitted Flood Risk Assessment and on approved plans BWS.11.05 and BWS.11.06.
- 6 Prior to the commencement of the development hereby approved, details of the proposed brick wall shall be submitted to the local planning authority for approval in writing. The development shall proceed in accordance with the approved details,.

This application is before this Committee since it is an application for the Council's own development (Pursuant to Section P4, Schedule A (e) of the Council's Delegated Functions).

Description of Proposal:

This application seeks planning permission for the provision of a car park on a redundant clothes drying area. The car park would have a total of sixteen spaces: thirteen for general use by shop tenants, customers and residents; two for private use by residents and one disabled bay. Hard and soft landscaping of the site is also proposed.

Description of Site:

The application site is a redundant clothes drying area, located to the side of a four storey mixed use building, comprising retail uses at ground floor level and residential use on the upper floors. The site is irregular in shape. To the east of the site is a service road, to the south is an electrical substation and Burney Drive and to the west is an area of open space leading onto Pyrles Lane. The whole of the site is surfaced with concrete, although some weeds have grown through the surface in parts. The site is surrounded by a brick wall. At the opposite end of the four-storey building a similar sized site is currently being developed for residential use. On the opposite side of Pyrles Lane are a row of semi-detached dwellings and on the opposite side of the service road are blocks of flats with garage blocks.

Relevant History:

EPF/1924/99. Change of use of communal washing/drying area to off street parking area.
Withdrawn 25/05/00.

Policies Applied:

East of England Plan

ENV7 – Quality in the Built Environment
T14 - Parking

Adopted Local Plan and Alterations

DBE1 – Design of New Buildings
RP5A, DBE2 & DBE9 – Neighbouring Amenity
LL11 - Landscaping
ST4 – Road Safety

ST6 – Vehicle Parking

Summary of Representations:

10 properties were consulted, a site notice was erected and the following responses were received:

LOUGHTON TOWN COUNCIL: No objection.

65 PYRLES LANE: Comment - Plans seem well-thought-out and notice taken of our earlier comments. However, since it is a long time since the first plans were offered, my neighbours and I have serious doubts about whether the public will use the car park enough. They have become used to parking out in the road and on the pavement outside my house, so that it is often difficult for buses to get through. I would hope that once the car park is in operation, active deterrents will be put in place to prevent parking in the road. The roses area is still used as a play area and litter place, and although the aesthetic plans are well-meant, an entrance through the rose-bush area would still have been a good idea and encourage shoppers to use the facility.

Issues and Considerations:

The main issues in this case are:

1. Impact on Neighbours;
2. Impact on Character and Appearance of Area; and
3. Parking and Highway Safety Matters.

Impact on Neighbours

It is considered that the proposed use of the site would have potential to generate greater disturbance than the previous use, as the site would be accessible to the public and there would also be some noise arising from the car parking use. Notwithstanding this, the site is located within an urban area and the nearest dwellings are somewhat detached from the disturbance by virtue of their location in the upper floors of the adjacent building. Accordingly, it is not considered that the increased disturbance arising from the proposed use would be detrimental to the neighbouring residents' enjoyment of their properties.

The proposed lighting columns, due to their position in relation to neighbouring dwellings, would not result in light spillage exceeding that which would be reasonably expected within an urban location.

Impact on Character and Appearance of Area

The appearance of the site would not be considerably different to existing, as the site would continue to be mainly enclosed by a brick wall. Several 6 metre high lighting columns are proposed to be added within the site, although it is not considered that these would be harmful to the character and appearance of the area. Furthermore, the site would benefit from the proposed additional landscaping. At the rear of the site, the replacement brick wall would be set back from the kerb edge, allowing for a 1.5 metre wide footpath. In addition to the benefits that this has for pedestrian safety, it is considered that it would also improve the appearance of the site within the street, by creating a more spacious appearance to the service road.

Parking and Highway Safety

The Council normally considers planning applications for car parking in accordance with the adopted maximum standards. However, in this instance, an existing requirement for additional car

parking has been identified. The proposed car parking would provide general public parking for use by traders, shoppers and residents. Accordingly, it is not considered relevant to assess the parking provision in terms of the floor area of the premises that would be served. Notwithstanding this, there is presently very limited car parking serving the retail uses and flats and it is considered to be apparent that there is a need for greater provision, as presently the only provision for off-street parking is a few private spaces accessed from the service road. It is not considered that the application proposes excessive car parking spaces and accordingly the proposal is considered to be in accordance with the principle of local and national car parking policies. The layout of the proposed car parking is considered to be acceptable to allow adequate space for manoeuvring within the site.

With regard to highway safety, the County Council are generally satisfied with the proposed access arrangements. However, they do recommend the use of a planning condition to restrict the height of the wall adjacent to the vehicle access to a maximum of one metre.

Other Matters

Landscaping

Several areas of landscaping are shown within the proposal and it is considered that these would serve to soften the proposed development and enhance the appearance of the site. The implementation of this site landscaping may be secured by the use of a planning condition.

Designing out Crime

The wall around the proposed car park is shown on the application drawings as having a height of 1.5 metres. The Design and Access Statement advises that this height is to deter youths sitting on low walls and congregating, following advice from Essex Police. Whilst crime is a material consideration in the determination of a planning application, it is considered in this instance that greater weighting should be applied to the consideration of highway and pedestrian safety. Accordingly, despite the advice from Essex Police, it is recommended that the planning condition suggested by County Highways, limiting the height of the wall to one metre, is applied. There may be alternative methods available to deter people from sitting on the wall, for example concerning the design of the top of the wall.

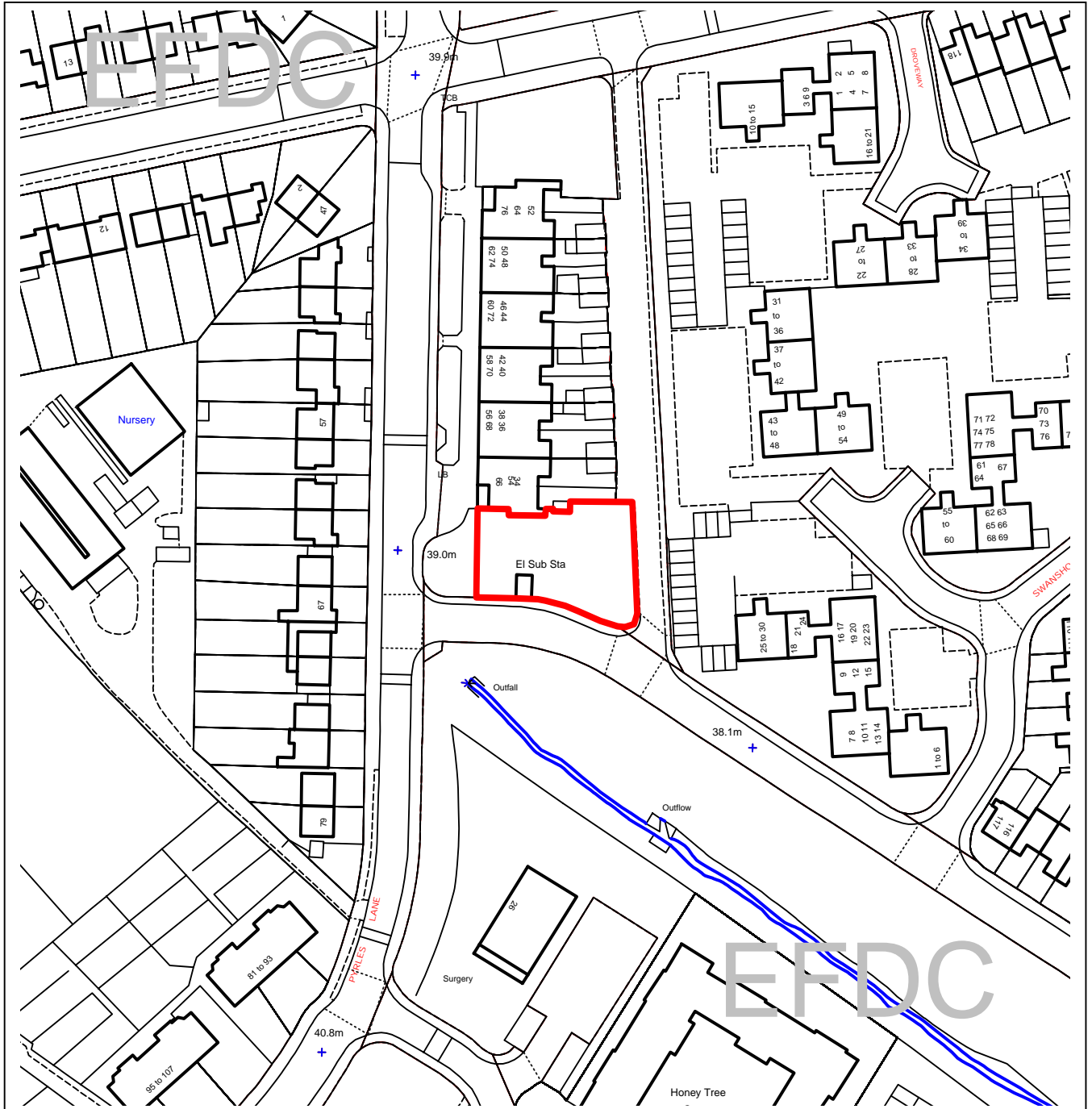
Conclusion

In light of the above appraisal, it is considered that the proposed car park would not be harmful to either the character and appearance of the area, or to the amenities of the occupiers of neighbouring dwellings. The proposed access is considered to be acceptable in terms of highway safety and it is considered that the amount of car parking is acceptable, having regard to the existing need. Accordingly, it is recommended that planning permission be granted.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	4
Application Number:	EPF/1185/09
Site Name:	Land adj, 34, 54, 66 Pyrlles Lane and Pyrlles Lane Shopping Parade, Loughton, IG10 2NN
Scale of Plot:	1/1250

Report Item No: 5

APPLICATION No:	EPF/1143/09
SITE ADDRESS:	Holly House Private Hospital High Road Buckhurst Hill Essex IG9 5HX
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill West
APPLICANT:	Mr Guy Love
DESCRIPTION OF PROPOSAL:	Existing Hospital to be remodelled to incorporate 11 new bedrooms and a new bed lift. New single storey bedroom block (10 new bedrooms) with plant room and screened area above. New front entrance and access corridor adjacent to the existing hospital leading to new redevelopment of the existing Ambulance station on Knighton Lane to become an extension to the hospital providing new operating theatres, consultant rooms etc. New Sub Station & Switch room. (Revised application.)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to the commencement of development details of screen walls, fences or such similar structures shall be agreed in writing by the Local Planning Authority, and shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 4 Details of foul and surface water disposal shall be submitted to and approved by the Local Planning Authority before any work commences and the development shall be implemented in accordance with such agreed details.
- 5 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.

- 6 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.

- 7 A replacement tree or trees, of a number, species, size and in a position as agreed in writing by the Local Planning Authority, shall be planted within one month of the implementation of the felling hereby agreed, unless varied with the written agreement of the Local Planning Authority. If within a period of five years from the date of planting any replacement tree is removed, uprooted or destroyed, 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 tree protection plan, to include all the relevant details of tree protection has been submitted to the Local Planning Authority and approved in writing.

The statement must include a plan showing the area to be protected and fencing in accordance with the relevant British Standard (Trees in Relation to Construction-Recommendations; BS.5837:2005). It must also specify any other means needed to ensure that all of the trees to be retained will not be harmed during the development, including by damage to their root system, directly or indirectly.

The statement must explain how the protection will be implemented, including responsibility for site supervision, control and liaison with the LPA.

The trees must be protected in accordance with the agreed statement throughout the period of development, unless the Local Planning Authority has given its prior written consent to any variation.

- 9 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.

10 Prior to the commencement of the development details of the proposed surface materials for the driveway surfacing shall be submitted to and approved in writing by the Local Planning Authority. The agreed surface treatment shall be completed prior to the first occupation of the development.

11 Prior to commencement of development, including demolition or site clearance works, a phased contaminated land investigation shall be undertaken to assess the presence of contaminants at the site in accordance with an agreed protocol as below. Should any contaminants be found in unacceptable concentrations, appropriate remediation works shall be carried out and a scheme for any necessary maintenance works adopted.

Prior to carrying out a phase 1 preliminary investigation, a protocol for the investigation shall be agreed in writing with the Local Planning Authority and the completed phase 1 investigation shall be submitted to the Local Planning Authority upon completion for approval.

Should a phase 2 main site investigation and risk assessment be necessary, a protocol for this investigation shall be submitted to and approved by the Local Planning Authority before commencing the study and the completed phase 2 investigation with remediation proposals shall be submitted to and approved by the Local Planning Authority prior to any remediation works being carried out.

Following remediation, a completion report and any necessary maintenance programme shall be submitted to the Local Planning Authority for approval prior to first occupation of the completed development.

12 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.

13 All material excavated from the below ground works hereby approved shall be removed from the site unless otherwise agreed in writing by the Local Planning Authority.

14 A Travel Plan shall be submitted not later than 3 months from the occupation of the development to include a staff parking management strategy. Details to be submitted to and agreed in writing with the Local Planning Authority.

- 15 The provision of secure powered two wheeler parking in accordance with the Essex Planning Officers Association Vehicle Parking Standards dated August 2001, details shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be provided before occupation and retained at all times.
- 16 The provision of 5 secure and covered cycle parking stands (for 10 cycles) as shown on drawing number 2649/SK010 rev B. The approved facilities shall be provided before occupation and retained at all times.
- 17 No development hereby approved shall take place until measures to enable the provision of implementation and monitoring of the required Travel Plan, necessitated by this development, are secured. These measures are laid out in the Essex Country Council letter dated 07 August 09, and require the contribution of £3000 to the County Council to allow the monitoring and checking of the Travel Plan.

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

Description of proposal:

This proposal primarily comprises alterations and extensions to an existing hospital building and the redevelopment of Knighton Lane Ambulance Station as an additional hospital building for Holly House Hospital that would be linked to the existing building. It also includes the demolition of offices for the hospital (Ivy Cottage, 25 High Road, Buckhurst Hill) to provide a new 20 space visitor car park.

Consulting and treatment rooms in the upper ground floor of the existing hospital building would be converted to provide 11 new bedrooms. An extension to the existing building would also be constructed at upper ground floor level to provide a bedroom block of 10 bedrooms in place of a small roof top car park. Plant would be provided on the roof of the extension, partially within a first floor room, but largely within a screened area. A new front entrance and access corridor will be erected on the south elevation of the building and continuing alongside the south elevation of the bedroom block addition. An additional bed lift provided within the existing building.

The extensions to the existing hospital building would be finished in a mix of render and glazed panels at lower and upper ground floor levels with modern cladding panels used for the north elevation of the bedroom block addition and the screen for the plant area on its roof.

The Knighton Lane Ambulance Station would be demolished and in its place a three storey building would be erected with a footprint of 46m by 28m. The new building would provide a 41 space basement car park, operating theatres and associated facilities at a lower ground floor level and consulting and waiting rooms together with a pharmacy at upper ground floor level to replace and enhance those facilities lost to provide additional bedrooms in the existing hospital building. A first floor with a smaller L shaped footprint would provide additional consulting and waiting rooms including a dentistry facility. Large plant rooms would take up approximately one third of the first floor.

The new three storey building would be dominated by a mansard roof finished in clay plain tiles taking up the upper two floors that would be punctuated by regular placing of dormer windows at upper ground floor and rooflights at first floor. The walls of the lower floors would be finished in buff stock brick and broken up by the insertion of windows at regular intervals. The roof of the

greater part of the building would be flat with a sedum cover. There would be no windows in the north elevation.

The scheme will see overall increases in rooms and parking spaces as follows:

	Existing	Proposed	Change
Consultant Rooms	17	30	+13
Bedrooms	42	63	+21
Car Parking Spaces	82 at hospital 35 at Amb. Stn (117 overall)	129 overall	+12 overall (giving a total increase of 47 for the hospital)
Employees (full & part time)	379	455	

Description of Site:

Private hospital on the east side of Buckhurst Hill High Road, to the south of a large electrical sub-station. There are residential dwellings to the south and east, and a disused Ambulance Station to the east facing Knighton Lane. There are a number of preserved trees on the site. Part of Epping Forest (Lords Bushes) is to the east of Knighton Lane, and is Green Belt land, a SSSI and a SAC. No 25 High Road is currently used as offices for the Hospital and is within their ownership. The Ambulance Station is lower than the Hospital site owing to the fall of the land across the site.

Relevant History:

Holly House

Various, relating to extensions and facilities at the hospital.

EPF/0491/09 Extensions and demolition of ambulance station withdrawn

Ambulance Station

EPF/0866/02 Outline application for 15 flats refused

EPF/0730/03 Outline application for 16 flats refused

Allowed on appeal

Policies Applied:

CP1	Sustainable development
CP2	Built environment
CP3	New Development
CP7	Urban development
CP9	Sustainable transport
DBE1	Design
DBE2	Neighbour amenity
DBE3	Development in Urban Areas
DBE6	Car Parking
DBE9	Neighbour amenity
ST4	Highway Safety
ST6	Parking
CF2	Health care facilities
LL10	Protected trees
GB7A	Conspicuous development
HC5	Epping Forest
NC1	SSSI sites

Representations Received

104 properties were consulted, 2 Site notices posted (1 in Knighton Lane), and the following responses were received:

BUCKHURST HILL PARISH COUNCIL: – object the plans are misleading as different scales have been used. In addition this and the previous application have been submitted to coincide with the last planning list of the cycle, therefore, denying residents sufficient time to object to an application of this size. There have been limited changes from the last application and the proposed development is not in keeping with the surrounding residential area, the traffic implication will cause safety issues within Knighton Lane for drivers, cyclists and pedestrians as a road of this size would be unable to cope with the increase in traffic. It is also felt that this development would reduce the amenity value of Knighton Lane. The number of existing parking spaces decreased from the last application to this one, showing a wilful attempt to mislead about the number of parking spaces being added.

BUCKHURST HILL RESIDENTS SOCIETY: – object, attach below my original comments for the application previously withdrawn which largely still stand. LSI Architects have been most disingenuous with the car parking stats seeking to reduce the starting number from 104 to 82 to exaggerate the increase as a result of demolishing Ivy cottage. However there are still insufficient parking spaces. At no stage is there a calculation of the extra parking needed as a result of the extra hospital capacity. The increase in staffing alone is likely to generate another 50 cars on side streets. Hospital workload increases are likely to generate more clients parking on kerbs, side roads and Forest land in the vicinity due to insufficient capacity on site. Access - This is an improvement with most vehicles entering from the high road now. However staff parking access is still via Knighton lane with pedestrian access also. The 3 shift system is likely to generate around 250 vehicle movements in Knighton Lane each day which is unacceptable. In addition staff are likely to park in this road and use the pedestrian access. I propose that access for the staff car park should be restricted to the High Road only. Scale - This application represents overdevelopment of the site with the Ambulance station being both too high and out of character with the surrounding residential and green belt area in Knighton Lane. The overdevelopment means there is insufficient parking and a large impact on both Knighton Lane and High Road traffic plus overflow on street parking in all surrounding roads!

NEIGHBOURS AND OTHER OBJECTORS: Have commented that the scheme is too obtrusive, over dominant and out of keeping with Knighton Lane. Will cause overshadowing and be overbearing on neighbour properties. Parking already causes serious problems, this will make it worse. Will adversely affect road safety, and the new access to Knighton Lane will make traffic worse. Adverse environmental impact, and light pollution.

2 The Drummonds
4 The Drummonds
6 The Drummonds
8 The Drummonds
9 The Drummonds
3 Lords Bushes Court
8 Lords Bushes Court
3 Knighton Lane
4 Knighton Lane
5 Knighton Lane
6 Knighton Lane
7 Knighton Lane
8 Knighton Lane (2 letters)
10 Knighton Lane

18 Knighton Lane
20 Knighton Lane
33 Knighton Lane
55 Knighton Lane
45 Knighton Lane
49 Knighton Lane
2 Knighton Place
3 Knighton Place
1 Duchess Grove
2 Duchess Grove
3 Duchess Grove
8 Duchess Grove
30 – 32 High Road
36 Scotland Road
43 Scotland Road
79A Palmerston Road

ESSEX COUNTY COUNCIL (Highway Authority): No objection – subject to the imposition of conditions requiring the submission of a travel plan, provision of secure powered two wheeler parking and provision of 5 secure and covered cycle parking stands (for 10 cycles). The County Council will require a fee of £3000 for checking and monitoring the travel plan.

CONSERVATORS OF EPPING FOREST: Objection. The proposed 3 storey building would be visually intrusive when viewed from the Forest. The development would result in a more intensive use of land that has the potential to significantly increase the amount of traffic in the area that could result in congestion and safety problems which could affect Forest land. The proposal is contrary to local Plan policies relating to Epping Forest and Sites of Special Scientific Interest.

NATURAL ENGLAND: No objection. “After consultation with the responsible officer for the nearby Epping Forest SSSI, Natural England has no objection to the proposed development in respect of either statutorily designated sites or legally protected species, as we are not currently aware of any such populations which might be adversely affected.”

Issues and Considerations:

The main issues are:

1. The impact on the street scene
2. Design
3. Amenities of the neighbouring properties
4. Epping Forest and the SSSI
5. Protected Trees
6. Parking and traffic issues.

The scheme has been revised from the withdrawn application EPF/0491/09 by including the proposal to remove No 25 High Road to provide more parking and by revising the access arrangements off Knighton Lane.

In 2003 an application was granted on appeal for the redevelopment of the Ambulance Station for 4 blocks of flats, one three storey and the other three being two storey. The Inspector concluded that the development was not out of keeping with the area and would not generate adverse traffic.

Impact on the Street Scene

- This is a "Brownfield" site and is previously developed land. Therefore the principle of redevelopment of the site is acceptable, although the scale and impact requires careful assessment.
- The alterations to the existing hospital are concentrated on the south elevation which borders Knighton Place and Knighton Green. An existing upper ground floor roof parking area would be converted to extra bedrooms, a link would be built to the proposed new bedroom block, and the entrance would be changed to make the main entrance at the south west corner of the existing block.
- These changes would be read against the background of the main hospital building and are logical and not out of keeping or scale with the existing building and can be comfortably accommodated on this site.
- No 25 High Road is a building of little visual merit, and is used as offices, which will be relocated into the main building. There is no adverse impact from its removal, and indeed it will increase the openness of the street scene in this location and the landscaping will result in a significant softening of the frontage of the site.
- The main issue is therefore the new building replacing the Ambulance Station in Knighton Lane. The existing building is partially two storey with a flat roof and a utilitarian design. Its removal is to be welcomed.
- The plot measures 41m deep by 65m wide, with two vehicle accesses onto Knighton Lane. There is a significant screen of over 20 mature preserved trees on the verge on the eastern boundary facing Lords Bushes.
- The footprint of the new building is not dissimilar to the existing structure, but the height and design are very different, and it is noted that the scheme is considerably different to the scheme allowed on appeal in 2003.
- The new building will be three stories high with an underground car park, and measures a maximum of 46m wide and 28m deep, by 11.5m high with a mansard style roof with various side and front projections.
- The proposed building would be a significant and major building within the street scene in Knighton Lane.
- The proposed building will be no higher than the neighbouring properties at 31 – 35 The Drummonds and 41A Knighton Lane, and has been designed so that this is the case. It is also below the height of the existing hospital when viewed from the east.
- A gap on the side boundaries of 4m increasing to 7.5m to the front and rear of a projecting stairwell will remain to the nearest house at The Drummonds. The building would be set 13m from the nearest house at Knighton Place.
- The building has been designed with a number of projections and features such as the mansard roof to avoid it having a monolithic appearance and to reduce its impact within the street scene.
- The mature tree screen on all three main vantage points (north, south and east) will remain, and these will provide significant screening to the new building and even in the winter months would considerably assist in softening and breaking up the visual impact of this building.
- It is also the case that Knighton Lane is a street which has no local vernacular or uniformity of building style, and it is clearly an urban street on its west side.
- It is accepted that the new building is a significant one, but is a major improvement on the poor quality structure it will be replacing.
- It is also the case that this is a suitable use for the site and will more generally contribute to meeting the health care needs of the general population as NHS patients are treated at the Hospital on a daily basis due to recent changes in admission policies.
- Therefore it is considered that the building can be comfortably accommodated on this site and due to its siting, location, height and screening, which is already in situ, is not out of keeping or overbearing within the street scene.

Design

- The design of the new works to the existing hospital will complement and enhance the southern flank which is currently somewhat utilitarian.
- The new building is designed not to be a pastiche extension of the existing building, but is to stand alone with a predominantly glazed link between the two buildings. It is a relatively bold and innovative scheme which is modern in appearance but makes the transition from the older building to the new in a sensitive and comprehensive manner.
- It is acknowledged that it is of a different appearance to anything else within this area (although not out of character with the more modern houses which are the immediate neighbours), but this is a result of its intended function, and as explored above it is the case that this area is of varied buildings which already successfully incorporates the main hospital within it.
- The materials are appropriate to the scheme and not out of keeping with the more modern styles of houses to the immediate boundaries of the site.

Impact on Neighbours

- The main neighbours that have the potential of being adversely impacted by the new building are 41A Knighton Lane, Knighton Place (mainly No 3) and 31 – 35 The Drummonds. The extensions have the potential to impact on Knighton Green.
- There would be no adverse loss of sunlight or day light to any of these neighbours due to the orientation of the site and the existing screening provided by the mature trees.
- Likewise, there would be no adverse overlooking of these properties private areas.
- There is no doubt that there will be an impact on the visual outlook of the various neighbours, but due to the orientation of the new building and the current properties, distances involved and screening it is considered that this impact will not result in any significant harm.
- The new car park and the access ramp to the basement car park have the potential to affect Knighton Lane and Place, and Knighton Green. However, it is the case that these areas are already used for the parking of vehicles, and the properties on the High Road already have a high level of background noise due to the use of this road. The basement car park has the potential to remove much of the noise which now occurs from the informal use of the ambulance station which is in the open air. These areas will also be screened by fencing and soft landscaping and it is considered that the use will not result in any adverse impact.
- Deliveries will continue as before to existing loading bays on the south elevation, and this scheme would see no further impact. The Council's Environmental Health Officer has raised no objections to the scheme.
- It is accepted that this is a balanced case weighing the concerns of the neighbours to that of the application, but it is considered that there will be no significant harm caused to their amenities by this scheme.

Epping Forest and the Green Belt

- The site is not within the Green Belt, but Lords Bushes Court on the other side of Knighton Lane is, and is also a Site of Special Scientific Interest and a Special Area of Conservation.
- It is considered there will be an impact on this area from the scheme, and there is an objection from the Conservators of Epping Forest. It must therefore be assessed to see if this objection would justify a refusal.
- The issues raised by the Conservators about the size and context of the building have been dealt with above and Officers are satisfied that the scheme can be accommodated within the street scene without causing an adverse impact.
- The impact on Lords Bushes is perhaps more difficult to assess since the comments of the Conservators and Natural England appear to contradict each other. Those from Natural England are, however, much more focused on the value of Lords Bushes as a SSSI and SAC and are stated to be based on an assessment of their officer who is responsible for the SSSI.
- It is the case that the development will be effectively screened by the existing preserved tree line and it must be acknowledged that this is an urban street which has no restrictions on residential dwellings and lighting. There is already significant urban built development on the

west side of the lane for its whole length, and this scheme is not crossing the divide between the east and west of the Lane.

- Therefore it is considered by Officers that due to the existing screening, the nature of the urban context of the street, and the fact it is on a sharply defined boundary between urban development and natural landscape that this scheme will not cause harm to Lords Bushes and it would not be possible to justify a refusal on these grounds.

Trees and Landscape

- The scheme will see the removal of three protected trees, one on the northern boundary and the others near the southern; they will be replaced and a significant programme of soft landscaping along the boundaries with neighbouring properties is proposed.
- The Council's Landscape Officer has commented that the schemes are acceptable subject to the relevant conditions. She has no concerns over the ability of the applicant to protect and enhance the preserved trees on the site.

Traffic

- Apart from the scale and size of the development, the other main strand of concern for local residents is the parking and traffic issues.
- This scheme has been amended from the previous submission to remove the northern vehicle access to the ambulance station and to remove the link between the High Road entrance and the Knighton Lane entrance. This has removed the potential for vehicles to use this as a cut through between the two roads.
- Both of these changes are welcome and assist the scheme.
- Parking is contentious in this area; the current hospital has parking for around 117 spaces. However, this includes 35 spaces at the Ambulance station which is being used as a staff car park for the hospital. This is unofficial and has not been counted by the applicant as the Ambulance Station site will either be redeveloped in accordance with this scheme or developed separately for an unrelated scheme. It is clear the Ambulance Station site has the potential to be sold to another developer should it not be possible to develop it as part of the hospital, and thus this parking would be lost. Officers can therefore understand the reasoning behind this approach to calculating existing parking space provision, but it is the case that, if taken together the current parking is for 117 vehicles and the proposed will be for 129, an increase of 12 spaces.
- The small overall increase in parking provision will cover some 75 extra employees. However, not all of these will be on site at any one time as the site runs a 24 hour shift system, and a third of this increase will be in part time employees. Inevitably a significant number of these will be local people or will travel by the good public transport links to the site.
- Therefore it is considered that the extra provision is acceptable and in line with Government's and Local policy on parking provision.
- The use of Knighton Lane by cars will be restricted to the 43 spaces provided in the underground car park. It is considered that this will not be an excessive number for Knighton Lane to cope with spread out over the working day, and will not harm the more rural feel of this road.
- This scheme also has the opportunity to have a Green Travel Plan as a condition.
- The County Highways Officer has commented that they have no objections to the scheme subject to conditions for a Green Travel Plan and parking for motorbikes and bicycles. She has also commented that "The Highway Authority has looked at the applicant's draft travel plan and has fed back comments to the applicant. ...the existing staff parking situation is based on a "first come first served basis", this could lead to more staff travelling to work in vehicles than there are parking spaces for, leading to local on-street parking. With a specific focus in the Travel Plan for looking at a staff parking management strategy, it is anticipated that a system can be introduced to eliminate extra staff vehicle journeys over and above the number of available on site spaces. The Traffic Assessment (TA) [submitted as part of the application] has demonstrated that the proposed development will not affect the operational capacity of any junctions under the responsibility of Essex County Council. The TA has however demonstrated

that the junction of A104/A121 will experience an impact in the future as a result of traffic growth and the proposed development. Mitigation in the form of traffic signals has been offered by the applicant, but this would be down to Redbridge Authority to pursue, not being within the responsibility of Essex County Council. The Highway Authority is satisfied that mitigation in the form of additional TRO's to prevent on-street parking is not necessary as a result of the proposed development".

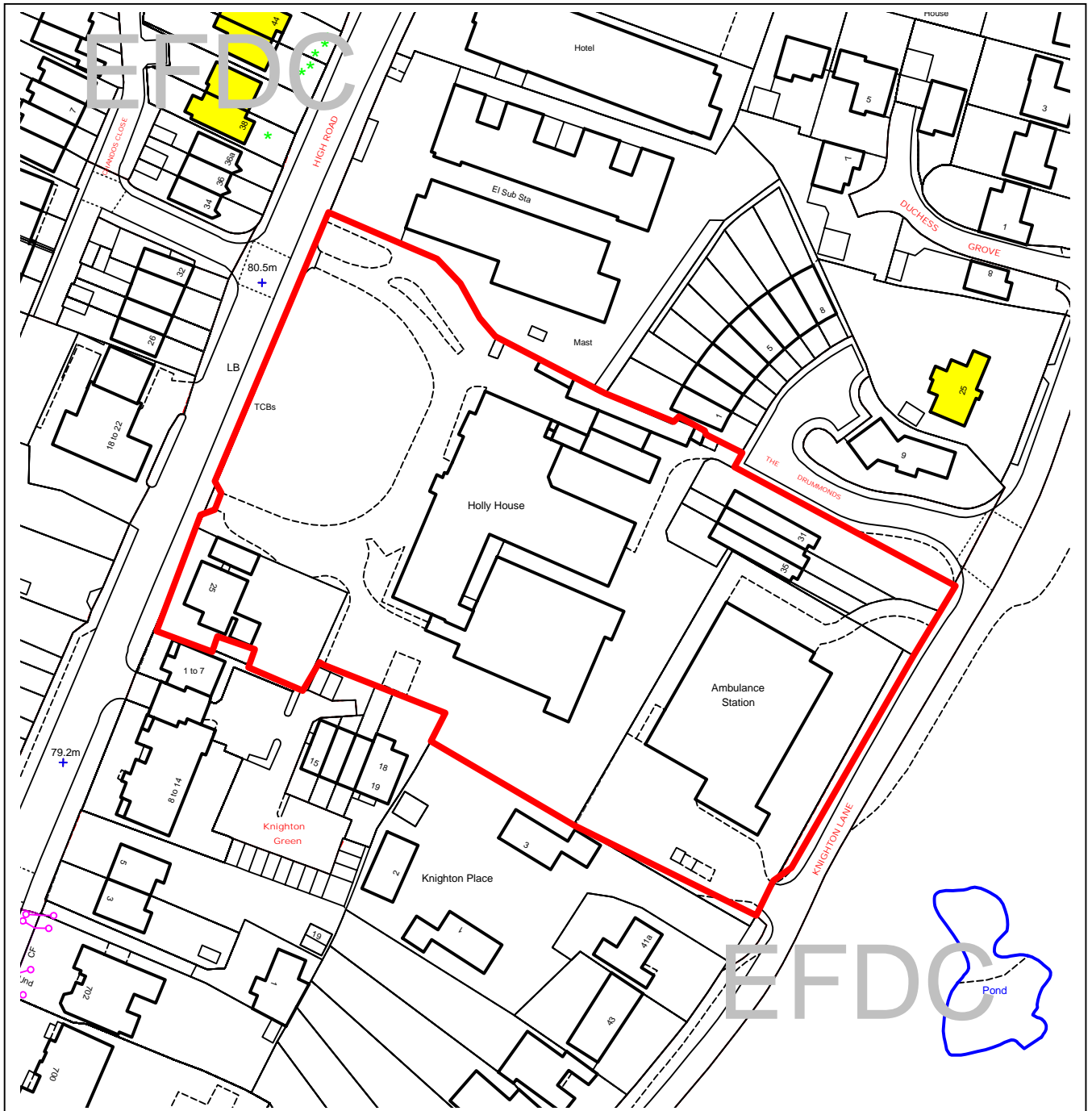
Conclusion

This is a balanced case and there are a number of objectors who make considered and reasoned points. However this is a previously developed site, and is large enough to accommodate the new building together with the proposed extensions to the existing hospital building. The proposed new building has been designed not to be higher than the adjacent houses or hospital building and is appropriate for its function. It will not cause any significant adverse impact on the neighbour's amenities, preserves the protected trees and has no significant impact on Lords Bushes. Parking provision is improved, there would be one less access to Knighton Lane and no vehicle through route between the High Road and Knighton Lane. For the above reasons this development is acceptable and the application is therefore recommended for approval.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	5
Application Number:	EPF/1143/09
Site Name:	Holly House Private Hospital, High Road, Buckhurst Hill, IG9 5HX
Scale of Plot:	1/1250

Report Item No: 6

APPLICATION No:	EPF/1237/09
SITE ADDRESS:	16 Luctons Avenue Buckhurst Hill Essex IG9 5SG
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill West
APPLICANT:	Mr Martin Scarth
DESCRIPTION OF PROPOSAL:	First floor side extension and part two, part single storey rear extension. (Revised application)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Materials to be used for the external finishes of the proposed extension, shall match those of the existing building.
- 3 The flank wall of the first floor side extension hereby approved shall be set a minimum distance of 1 metre from the boundary of the property with 18 Luctons Avenue, Buckhurst Hill.

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

Description of proposal:

First floor side extension over existing garage, measuring 5m x 9.4m by 4.5 m high with a hipped roof, a single storey rear extension measuring 3.6m x 4m by 4.2m high with a hipped roof, and a two storey rear extension measuring 4m x 1.8m by 7.3m high with a hipped roof.

Description of Site:

A two-storey detached house on a rectangular plot. The area consists of detached and semi detached properties of various styles and designs. The land slopes down to the east.

Relevant History:

EPF/0483/87	single storey rear and side extensions	approved
EPF/0390/09	two storey side and rear extensions	withdrawn

Policies Applied:

DBE9	Excessive Loss of amenities for neighbours
DBE10	Design of residential extensions

Representations Received

19 properties were consulted and no responses were received:

BUCKHURST HILL PARISH COUNCIL – object, proposed scheme is overdevelopment and not in keeping with the street scene.

Issues and Considerations:

The main issues in this application are the effects of this development on:

1. The street scene
2. Design
3. The amenities of neighbouring properties

The scheme has been amended from the original 2009 application to reduce the height of the ridgeline on the side extension, and now has a hipped roof on the two storey rear extension.

Impact on Street Scene

- The scheme has 3 elements, with the most visible being the first floor side extension to be erected over the existing side single storey extension/garage. The scheme will maintain a gap of 1m from the boundary with No 18 Luctons Avenue. The ridge height has been lowered by 0.8m below the existing main ridgeline from the previous scheme.
- It is noted that the neighbouring property has been built very close to the site boundary, but this scheme maintains a gap and this, together with the hipped roof, avoids an unacceptable terracing effect within the street.
- When viewed from the street the extension is typical of side extensions in urban areas and meets the criteria as laid out in the Council's design policies.
- It is the case that this is a fairly significant extension, but this is a large plot and it can comfortably accommodate an extension of this size and design without it being cramped or causing any significant harm being caused to the character and appearance of the street scene.
- Whilst substantial the scheme could not be described as overdevelopment of this site.
- The side/rear single storey extension and the two storey rear extension will not be visible from the street. It is the case that neither has a harmful effect on the character or appearance of the area.

Design

- The extensions integrate well with the existing property and its appearance will be acceptable.
- The side extension remains within the front and rear elevation lines, and the two storey rear extension is in the middle of the rear elevation and is appropriate in scale and design.
- The single storey rear extension would respect the design of the house.
- Materials will match.

Impact on Neighbours

- There would be no adverse overlooking or loss of privacy of any neighbour, nor any appreciable loss of light.
- Whilst the rear single storey extension would project 5.3m from the rear main wall of the original house, in this instance there is an existing single storey rear extension to no 18 Luctons Avenue that projects approximately 4m rear of the original rear wall of the application

property adjacent to the boundary with the application property. This relationship would safeguard the amenities enjoyed by the occupants of no. 18 from any potential harm caused by the proposed addition.

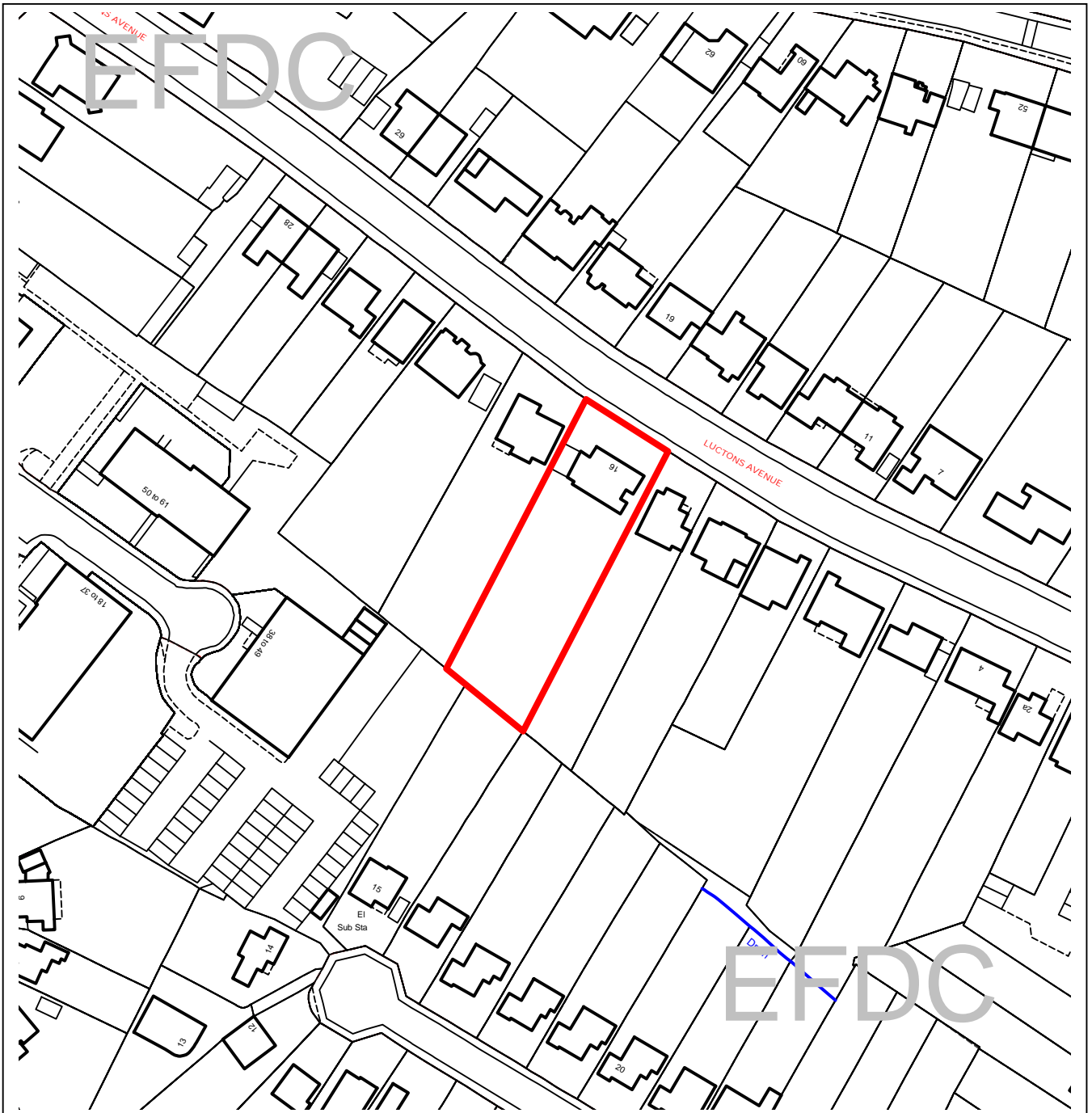
Conclusion

The extensions will not have an adverse impact on the street scene and there is a negligible impact on the neighbours. This application is therefore recommended for approval.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	6
Application Number:	EPF/1237/09
Site Name:	16 Luctons Avenue, Buckhurst Hill IG9 5SG
Scale of Plot:	1/1250

Report Item No: 7

APPLICATION No:	EPF/1348/09
SITE ADDRESS:	102 - 104 Queen's Road Buckhurst Hill Essex IG9 5BS
PARISH:	Buckhurst Hill
WARD:	Buckhurst Hill West
APPLICANT:	Mr Jason Cooper - Mount Charm Group
DESCRIPTION OF PROPOSAL:	Application for a basement area (office use) and two additional car parking spaces to a previously approved commercial office and meeting hall development.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to the commencement of development details of screen walls, fences or such similar structures shall be agreed in writing by the Local Planning Authority, and shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 4 Prior to first occupation of the building hereby approved the proposed window openings in all flank walls shall be fitted with obscured glass and have fixed frames, and shall be permanently retained in that condition.
- 5 Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or of any equivalent provisions of any Statutory Instrument revoking or re-enacting that Order) no enclosure or balcony shall be formed at any time on any part of the roof of the development hereby approved without the prior written approval of the Local Planning Authority.
- 6 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.

- 7 Before the commencement of the development or any works on site, details of the landscaping of the site, including retention of trees and other natural features, shall be submitted in writing for the approval of the Local Planning Authority, and shall be carried out as approved.
- 8 Prior to the commencement of the development details of the proposed surface materials for the driveway shall be submitted to and approved in writing by the Local Planning Authority. The agreed surface treatment shall be completed prior to the first occupation of the development.
- 9 Gates shall not be erected on the vehicular access to the site without the prior written approval of the Local Planning Authority.
- 10 The meeting hall on the ground floor shall be retained for community uses as laid out in Class D1 of the Use Classes Order 2005 and for no other use.
- 11 The D1 use hereby permitted shall not be open to staff/customers/ members of the public outside the hours of 0800 to 2200 on Mondays to Sundays.
- 12 Prior to the commencement of the development, details illustrating the provision of secure bicycle parking shall be submitted to and approved in writing by the Local Planning Authority (LPA). The parking shall be implemented in accordance with these agreed details and shall be provided prior to the first use of the offices and maintained on site thereafter unless the LPA gives its written consent to any variation.
- 13 Provision shall be made for shower and changing facilities prior to first use of the premises hereby approved, the details of which shall have been previously submitted for approval in writing by the Local Planning Authority (LPA). The shower and changing facilities shall be implemented in accordance with these details and retained in situ thereafter unless otherwise agreed in writing by the LPA.
- 14 The use hereby approved shall not be commenced until details of a Green Travel Plan containing a travel to work car use and car parking arrangement strategy of the development as a whole has been submitted to and approved in writing by the Local Planning Authority. The Plan shall comprise details to reduce car dependence and vehicle emissions and to establish and encourage the use of alternative transport modes of journeys to and from work and during working hours, including how to deter visitors arriving and departing by motor car. Details of the proposals shall include measures to secure increases in car sharing, public transport use, cycling and walking, proposals for car parking restrictions and controls and details of on-site facilities to promote alternative modes of travel to the site. The plan shall contain relevant surveys, publicity and marketing; review and monitoring mechanisms shall identify targets, timescales and phasing programmes and on-site management responsibilities. The plan shall be implemented as approved and be subject to annual review for the first 5 years. This shall be carried out in conjunction with the Local Planning Authority.
- 15 The car parking areas shown on drawing no. N02-00 shall be provided prior to the occupation of the building hereby approved and thereafter retained free of obstruction for the sole purpose of parking vehicles of occupiers of and visitors to the building.

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

Description of Proposal:

Application for a basement area (office use) and two additional car parking spaces to a previously approved commercial office and meeting hall development.

Description of Site:

An existing single storey meeting hall, set back some 26m to the south of Queens Road with a car park to the front of the hall. There are residential properties to either side, the rear and across the road. The site is not within the Town Centre Area defined in the Local Plan. The site slopes gently down to the east.

Relevant History:

CHI/0751/73	Use of hall for Play Group	approved
EPF/2337/07	Demolition of existing and new offices	withdrawn
EPF/1753/08	Demolition of existing, erection of new offices and community hall	approved
EPF/0180/09	Amendments to EPF/1753/08	refused
EPF/0880/09	Amendments to EPF/1753/08	refused

Summary of Representations

16 properties were consulted and a site notice posted.

To date only one representation has been received from neighbours, but it is considered likely that previous objectors to applications relating to this site since 2008 will comment on this application. These will be reported orally at committee. The objections raised by neighbours to application EPF/0180/09 and EPF/0880/09 are reproduced below:

PARISH COUNCIL – Object, to the basement scheme as it would constitute an overdevelopment of the site and would greatly exacerbate the already limited parking facilities in the road.

BUCKHURST HILL RESIDENTS SOCIETY – Object, roof lights will impact on resident's privacy and amenity. Access to the basement is inadequate and dangerous, and natural light is very limited. Will exacerbate the traffic problems, overdevelopment of the site.

1 GREEN ACRES, EPPING – Object on the grounds of the impact of the extra parking.

100 QUEENS ROAD – Object, overdevelopment of the plot, no increase in parking, basement use for community is unsafe, will overlook my address, will cause subsidence to my house (2 letters).

81 PRINCES ROAD – Object, Encroachment on privacy, pollution from extra cars.

Current representation received:

81 PRINCES ROAD – Object, quiet, residential area and office activity etc will be out of character, noise and pollution from cars, invasion of privacy by overlooking windows. Loss of historic land and building. Reduction of light to homes and gardens

Policies Applied:

East of England Plan

E1 – Provision of employment

Local Plan

E4A – Protection of Employment Sites

CP3 – New development

CP5 – Sustainable Building

CP6 – Achieving sustainable urban development patterns

CP7 – Urban Form and Quality

CP9 – Sustainable transport

DBE1 – Design of new buildings

DBE2 – Effect of new buildings on surrounding area

DBE9 – Amenity considerations

ST4 – Highway safety

ST6 – Vehicle parking

Issues and Considerations:

The main issues in this application are:

1. Context
2. Design
3. Neighbours Amenity
4. Parking

The 2008 scheme was granted permission by Area Plans South Sub Committee. This scheme has been amended from the original application with five roof lights installed on the top of the main roof, 4 new windows on the east flank and a basement under the footprint of the ground floor. This basement would be used for extra office accommodation. This application also offers a lift serving the basement and two extra parking spaces.

The previous two 2009 schemes had the community hall placed in the new basement. These were refused on the basis that the community hall being placed in the basement would have resulted in a community use being given insufficient prominence in the scheme and on the basis that, due to insufficient off-street parking provision, the introduction of additional office floorspace imputed to an overdevelopment of the site, which would adversely affect the character of the area.

It is acknowledged that this report was written before the conclusion of the consultation exercise carried out on the application. However, it is considered that the change in the internal arrangements of the building would have little impact on the concerns of the neighbours and the Parish Council as previously expressed, and these concerns are addressed in this report.

Building in Context

- The site is 14m wide and 47m deep, with the existing building set back some 19m from the main building line in this part of Queens Road. It is 8.5m high with a gable ended pitched roof.
- The approved scheme will see a three storey block erected, measuring a maximum of 22.5m deep, 11.7m wide and 10m high with a mansard roof. Parking will be at the rear, accessed via a tunnel on the east flank, with 7 parking spaces provided.
- The plan of the building is 'L' shaped with a single storey rear projection adjacent to the west flank with 106 Queens Road.
- A gap of 1m will remain to each flank.
- The scheme will have a meeting hall for community uses on the ground floor and two floors of offices above and office use in the basement area.

- The fenestration amendments to the approved scheme are minor and have no adverse effect on the street scene.
- The new basement will not be visible from the street, and will have ground level flush roof lights on either flank.
- Whilst the visual impact on the street scene is negligible, it is the case that the scheme will introduce a further 137m² of office space to the site in the proposed basement.
- The intensification of the use would see an increase in the office space provided (from 317m² to 454m² a 43% increase in floor area), with a resulting knock-on effect on parking which will be dealt with later in this report.
- However the provision of the office in the basement would not now change the character of the building and, unlike the previous two refused schemes, will retain the public face of the community use which gives the building a mixed character and appearance within the street scene.
- Therefore it is considered that although there is an intensification of the office use it does not cause any harm to the character and appearance of the block, and does not have any adverse impact on the street.

Design

- The scheme retains the community hall on the ground floor and this overcomes the very serious concerns that the Council had about moving it into the basement area, in terms of its future use and function.
- The use of the basement for office use is, on the other hand, acceptable, and causes no harm.
- It has been pointed out the only natural light that would be received by the basement would be from light wells. Since the basement would be used as an office this arrangement is acceptable.

Amenity & Impact on Neighbours

- The scheme will impact on the adjacent neighbours (100 and 106), and neighbours to the rear (83 – 91 Princes Road).
- There would be no adverse impacts in terms of overlooking, overshadowing or visual impact from the proposed amendments. All new side windows are shown as obscure glazed and this could be conditioned. The roof lights would not result in any overlooking of any neighbour.

Parking

- The scheme provides nine off-street parking places. The parking standards show a need for 15 spaces for the offices and 6 for the community use.
- Whilst the previous scheme also provided less places than required it was considered that the close proximity of the site to excellent public transport links from local buses and trains overcame the concerns raised by local residents about the amount of off-street parking proposed. In addition it was also expected that the community use would be for local people who would be within easy walking distance of the site.
- However, the increase in office space means that it is reasonable to expect a larger provision of parking for the 45% increase in available office space.
- In this instance the scheme provides a further 2 parking spaces at the front of the site. It is also the case that it would not be realistically possible to increase the parking provision further on the site.
- The increase in parking provision is not as much as Officers would have hoped for in an ideal world, but in this case, as noted above it is difficult to physically provide more. However, the level of provision made must reflect the fact that the site is within easy walking distance of excellent public transport links and Queens Road is a controlled area for parking.
- This is a balanced matter, but due to the location and increase in parking provision it is considered that the parking objection to the scheme has been overcome.

Conclusion

This is a scheme which has reverted to using the ground floor as a community hall, and has overcome the concerns the Council had over the use of the basement for this use. Extra parking is provided, and it is considered that the increase in office space in the basement is acceptable and will not have an adverse impact on the character of the street scene. It is therefore recommended for approval.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	7
Application Number:	EPF/1348/09
Site Name:	102 - 104 Queen's Road, Buckhurst Hill, IG9 5BS
Scale of Plot:	1/1250

Report Item No: 8

APPLICATION No:	EPF/1041/09
SITE ADDRESS:	109 & 111 Manor Road Chigwell Essex IG7 5PS
PARISH:	Chigwell
WARD:	Grange Hill
APPLICANT:	Countrywide Developments (UK) PLC
DESCRIPTION OF PROPOSAL:	Demolition of 2 houses and construction of 12 flats. (Revised application)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to first occupation of the building hereby approved the proposed first floor window openings in the west elevation together with the west facing window openings in the flat identified as flat 12 on drawing no 08221_003 REV B shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.
- 4 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.
- 5 Prior to the commencement of the development details of the proposed surface materials for the driveway shall be submitted to and approved in writing by the Local Planning Authority. The agreed surface treatment shall be completed prior to the first occupation of the development.
- 6 Gates shall not be erected on the vehicular access to the site without the prior written approval of the Local Planning Authority.

- 7 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.
- 8 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.

- 9 Before the occupation or use of any phase or part of the development, whichever is the soonest, a Landscape Management Plan (LMP) shall be submitted to and approved by the LPA.

The LMP shall contain a statement of the long-term aims and objectives covering all elements of the implementation of the agreed landscape scheme and full details of all management and establishment operations over a five-year period, unless otherwise agreed in writing by the LPA. It shall also include details of the relevant management, and supervisory responsibilities.

The LMP shall also include provision for a review to be undertaken before the end of the five year period. A revised LMP shall be submitted for the agreement of the LPA before five years has expired. The revised details shall make similar provisions for the long term maintenance and management of the landscape scheme. The revised scheme shall also make provision for revision and updating.

The provisions of the LMP, and subsequent revisions shall be adhered to and any variation shall have been agreed beforehand in writing by the LPA. No trees, shrubs, hedges or other plants shall be removed for the duration of the Landscape Management Scheme or its revisions, without the prior written approval of the LPA. Any trees, shrubs, hedges or other plants being so removed shall be replaced in the first available planting season by an equivalent replacement or replacements to the satisfaction of the LPA. Management of the landscape scheme in accordance with the LMP or their agreed revisions shall not cease before the duration of the use of the development unless agreed in writing by the LPA.

10 No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

11 The development, including site clearance, must not commence until a tree protection plan, to include all the relevant details of tree protection has been submitted to the Local Planning Authority and approved in writing.

The statement must include a plan showing the area to be protected and fencing in accordance with the relevant British Standard (Trees in Relation to Construction-Recommendations; BS.5837:2005). It must also specify any other means needed to ensure that all of the trees to be retained will not be harmed during the development, including by damage to their root system, directly or indirectly.

The statement must explain how the protection will be implemented, including responsibility for site supervision, control and liaison with the LPA.

The trees must be protected in accordance with the agreed statement throughout the period of development, unless the Local Planning Authority has given its prior written consent to any variation.

12 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.

13 Mitigation for the protection of Bats on the site as outlined in the submitted Bat Assessment Survey shall be carried out prior to the first occupation of the site

14 Prior to occupation of the development hereby permitted the existing crossover shall be removed and the footpath resurfaced and kerb reinstated for use as approved in writing by the Local Planning Authority.

- 15 The development shall not be occupied until the car parking area indicated on the approved plans, including any parking spaces for the mobility impaired has been hard surfaced, sealed and marked out in parking bays. The car parking area shall be retained in this form at all times. The car park shall not be used for any purpose other than the parking of vehicles that are related to the use of the development.
- 16 No development hereby approved shall take place until measures to enable the provision of education improvements to the local area, necessitated by this development, are secured. These measures are laid out in the Essex County Council letter dated 09 Jul 09, and require the contribution of £18,705 to the County Council, calculated using the April 2009 cost multipliers and will need to be index linked using the PUBSEC index.

This application is before this Committee 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).

Description of proposal:

Demolition of two existing dwellings and erection of 12 flats (two 1 bed, 10 two bed), with 19 parking spaces.

Description of Site:

Two detached houses on separate adjacent plots on the south side of Manor Road next to the Sherrell House development. Burney Court is to the east and St Winifred's Close runs along part of the eastern boundary and the whole of the southern boundary of the site. There are a number of protected trees on the site.

Relevant History:

EPF/1028/91	Three Blocks of 3 storey flats	refused
EPF/1631/08	13 Flats	withdrawn
EPF/2462/08	13 Flats	refused

Policies Applied:

CP1, 3, 6 & 7 Core Policies re sustainable development
H1A, H2A, H3A, H4A Housing Provision
CP2 Protecting the Quality of the Rural and Built Environment
DBE 1, 2 Design of new buildings
ST4 & 6 Highways & Parking
DBE 6 Parking
DBE 8 Amenity Space
DBE 9 Amenity for neighbours
LL10 Landscaping and Protected Trees

Summary of Representations

32 properties were consulted, a site notice posted and the following responses were received:

PARISH COUNCIL – No objection

ST WINIFRED'S RESIDENTS ASSOCIATION – object, over-intensive use of site, vehicle access is dangerous and will cause traffic congestion, will affect the privacy of our communal gardens, overdevelopment of site, insufficient parking, out of keeping with the area (2 letters)

1 ST WINIFRED'S CLOSE – Object, higher than Burney Court, development too large for the site, insufficient parking, too close to a major junction.

11 ST WINIFRED'S CLOSE – Object, darken our outlook.

130 MANOR ROAD – object, size and scale out of keeping with the area, overdevelopment, higher than Burney Court, car access is dangerous.

134 MANOR ROAD – Object, overlook my property, will increase traffic and accident hazard, garden will be overlooked.

Issues and Considerations:

The main issues in this application are:

5. Context
6. Design
7. Sustainability
8. Neighbours Amenity
9. Landscaping and Trees
10. Highways Matters

A particular concern is whether this scheme overcomes the reason for refusal of application EPF/2462/08. The proposal in that application was for 13 flats and it was refused on the basis that it amounted to an overdevelopment of the site, out of keeping with the character of the area and on the basis that insufficient off-street parking provision was proposed resulting in a development detrimental to on-street parking.

This new scheme removes 1 two bedroom flat and increases the parking spaces from 13 to 19, and includes secured parking spaces.

Essex County Council has asked for an education contribution for this scheme of £18,705. This can be secured by condition.

Building in Context

- The plot that would be created is a maximum of 24m wide and about 91m deep.
- The existing properties are two-storey detached houses which spread across most of the width of the plots.
- The new flats will be a maximum of 24m wide and 45m deep with a staggered 'T' shape to take advantage of the depth of the plot with the rear projection being to the south of the main portion of the block.
- Overall height is 9.4m with a hipped/flat roof (although a light shaft machinery room will be higher with a pyramidal roof). There will be three flat roof dormers on the front roof slopes, and three flat roofed dormers on the rear roof slopes.
- The scheme will be built close to the side boundaries (0.3m in each case).
- A ground floor car park will be provided, being the depth of the building with undercroft parking for the majority of these parking spaces.
- This part of Manor Road is of a varied and diverse character and appearance with large detached houses on the north of the street and a small block of flats (Burney Court) and the large and imposing bulk of the new Sherrell House nursing home which is under construction. St Winifred's Close to the east consists of two three-storey flat-roof blocks of flats.

- There are a number of other flat developments in this area, around the Shell Petrol Station and on the north side of Manor Road, the nearest being the development under construction at the Manor Hall site. Therefore the principle of flatted developments in this area is acceptable.
- The scheme has been designed to deal with the constraints of the site in terms of its layout. It would safeguard adjacent protected trees, and has been designed to fit into the street scene on Manor Road.
- Whilst the gap to the boundaries is smaller than normally would be acceptable the gaps to either neighbouring building are considerable and compensate for the smaller gaps.
- The scheme is wider than Burney Court, but nowhere near the width of Sherrell House. It is 1m higher than Burney Court and 2m lower than Sherrell House. Therefore the scheme provides a visual transition in scale and height from Burney Court to Sherrell House which does not harm the character of the locality and appearance of the street scene.
- The scheme can be comfortably accommodated on this large plot and would not be either out of keeping with the area or too large a development. It is also the case that this site is classed as previously developed land in an urban area. The efficient reuse of such urban land is a national and local priority and this scheme complies with this priority.

Design

- The scheme has been revised so that the elevation facing Manor Road has been simplified and made less 'fussy' and complicated.
- The scheme does not present a monolithic or bulky appearance from Manor Road and has some interest in its design.
- When viewed from either flank the scheme is broken up by changes in roof height and fenestration details which are not overbearing or excessive.
- The flat roof dormers are acceptable and in keeping with this property.
- The materials can be conditioned to be appropriate to the area. The illustrated materials on the submitted drawings are acceptable and the Council's Conservation Officer has stated that they do not cause any harm to the building or the area.

Sustainability & Urban Development

- This is previously developed land. In both Policies CP6, 7 and PPS3 priority is given to the reuse of previously developed land in urban areas, but this should not be at the expense of the quality of the local environment or cause unsympathetic change.
- It is considered that this is a good quality and sympathetic scheme.

Amenity & Impact on Neighbours

- The main neighbours that would be affected are Sherrell House, Burney Court and St Winifred's Close.
- There will be no adverse overlooking of Sherrell Court. The west facing first floor flank windows of this scheme would be obscure glazed. This is an appropriate solution since those windows do not serve habitable rooms. A non obscure glazed flank dormer window serving a bedroom at flat 9 would look to Sherrell Court. This would align with the north east corner of the care home facing its roof and a significant part of the east elevation that contains no windows to habitable rooms. A further dormer window serving the living room of flat 12 would look to Sherrell Court and has the potential to cause overlooking. However, this is a secondary window and it is appropriate to require it to be obscure glazed.
- Whilst some of the rear undercroft parking will be visible from the upper floors of Sherrell House, it will be screened by the boundary fence and landscaping and is considered acceptable.
- There will be no adverse overlooking of Burney Court due to siting and obscure glazing of windows.
- There would be some overlooking of the rear garden area of Burney Court but significant screening will be provided by existing trees and the new landscaping scheme. In addition a first floor balcony on the east flank will be provided with an obscure glazed panel. It is

considered that this would not cause any significant harm to the amenities of the occupiers of Burney Court.

- St Winifred's Close has two blocks of flats to the east of this scheme. There is the potential for overlooking from the rear projection of this scheme. The minimum separation between this scheme and the nearest of the two blocks is 31m across car parking areas and the road. The scheme also provides new boundary treatments and retention of a number of TPO trees which will provide significant softening and screening.
- Therefore the scheme will not result in unacceptable overlooking to the occupants of St Winifred's Court.
- Whilst there will be a visual impact on St Winifred's Close and Burney Court from the increased height and depth of the new building this is dwarfed by the bulk of Sherrell House and would not justify a refusal as the impact will not be significant or adverse due to the distances, design, siting and the screening provided by the landscaping.
- The amount of amenity space provided is a minimum of 980m², which is over the required 300m².

Landscaping

- The Landscape Officer has commented that the scheme is acceptable subject to conditions to preserve the protected trees.

Highway Issues

- The scheme will provide 1.5 off street car parking spaces per flat, plus covered bicycle parking. It is on a bus route and is within 700m of a tube station.
- The parking provision has been increased by 50% and the site is also within easy walking distance of excellent and sustainable public transport links. This is in line with the point of Government policy which aims to reduce reliance on the motorcar.
- The Highway Authority has raised no objections to the scheme on the grounds of safety of the access onto Manor Road and there will be no additional road safety issues from the development.

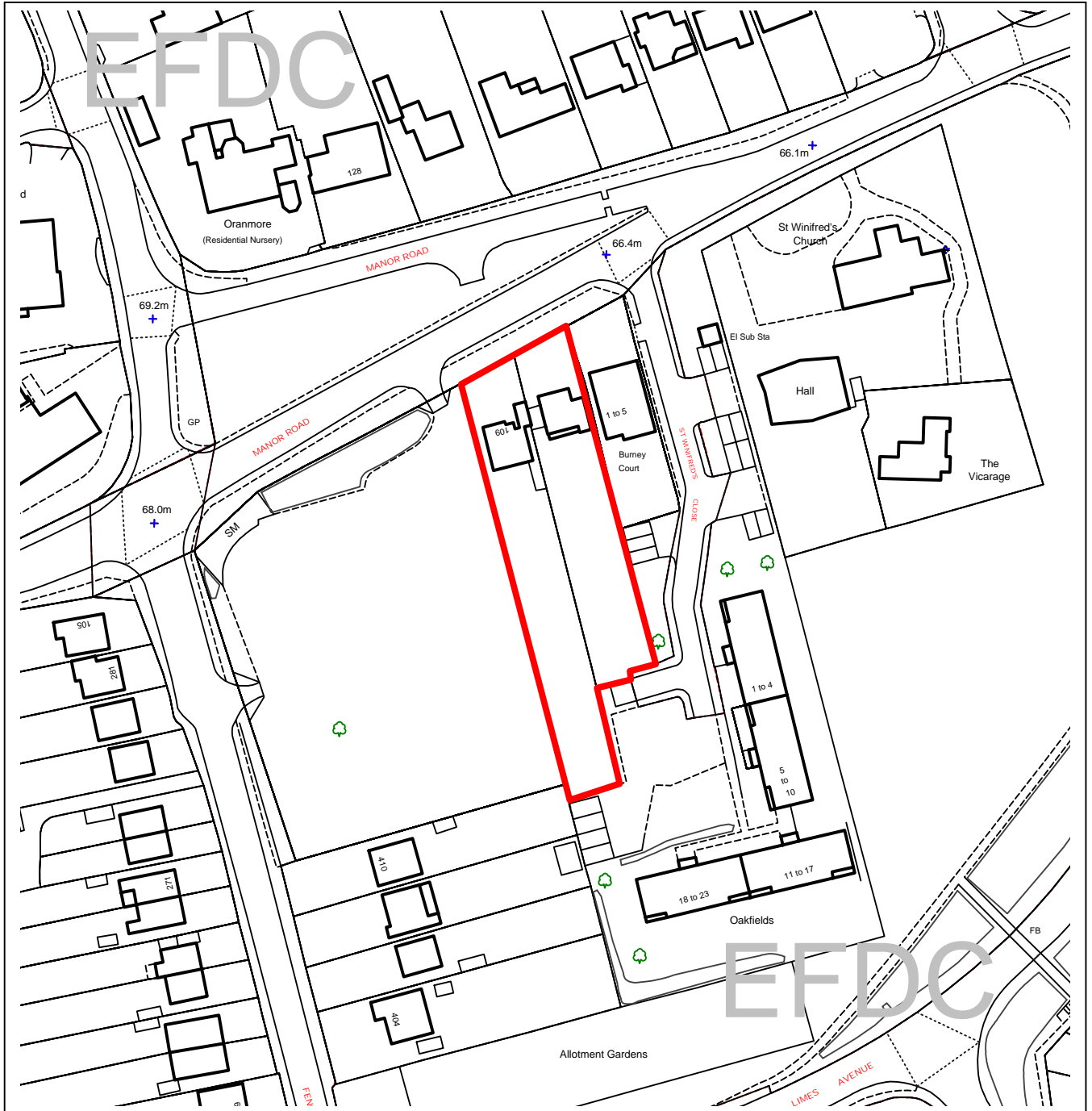
Conclusion

This is a substantial scheme, but the proposed flats can be comfortably accommodated on this large plot without causing significant harm to either the street scene or the neighbours. No harm is caused to highway safety and the parking provision is adequate. The scheme has reduced the number of flats and increased the parking to overcome the previous reasons for refusal. The recommendation is therefore for approval.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	8
Application Number:	EPF/1041/09
Site Name:	109 & 111 Manor Road, Chigwell IG7 5PS
Scale of Plot:	1/1250

Report Item No: 9

APPLICATION No:	EPF/1064/09
SITE ADDRESS:	40a Hainault Road Chigwell Essex IG7 6QX
PARISH:	Chigwell
WARD:	Chigwell Village
APPLICANT:	Mr Syed Raza
DESCRIPTION OF PROPOSAL:	Change of use from vacant land (formerly agricultural) to car parking for use in association with Victory Hall.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Before the commencement of the development, or of any works on the site, and concurrently with the detailed design plans, a tree survey shall be submitted to the Local Planning Authority. The survey shall contain relevant details on all trees on or adjacent to the site, and with a stem diameter of 100mm or greater, to include the following:
 - (a) Reference number, species, location, girth or stem diameter, and accurately planned crown spread.
 - (b) An assessment of condition, and value.
 - (c) Existing ground levels, including contours where appropriate, adjacent to trees, where nearby changes in level, or excavations, are proposed.
 - (d) Trees to be removed in conjunction with the proposed development shall be clearly marked as such on a plan.
- 3 The development, including site clearance, must not commence until a tree protection plan, to include all the relevant details of tree protection has been submitted to the Local Planning Authority and approved in writing.

The statement must include a plan showing the area to be protected and fencing in accordance with the relevant British Standard (Trees in Relation to Construction-Recommendations; BS.5837:2005). It must also specify any other means needed to ensure that all of the trees to be retained will not be harmed during the development, including by damage to their root system, directly or indirectly.

The statement must explain how the protection will be implemented, including responsibility for site supervision, control and liaison with the LPA.

The trees must be protected in accordance with the agreed statement throughout the period of development, unless the Local Planning Authority has given its prior written consent to any variation.

- 4 The parking area shown on the approved plan shall be constructed as shown on the approved plan EPL_20 rev.B (unless otherwise agreed in writing) and shall be retained free of obstruction for public car parking thereafter.
- 5 Details of the surface materials for the car parking hereby approved shall be submitted to the Local Planning Authority for approval in writing and the development shall proceed in accordance with the approved details.
- 6 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.

This application is before this Committee as it has been referred by the District Development Control Committee.

Description of Proposal:

This application proposes the change of use of the land from agricultural to car parking for use in association with Victory Hall. 17 car parking spaces are proposed.

Description of Site:

The application site is a ribbon of land approximately 5.8 metres in width running adjacent to the Victory Hall site. The land is banked and there are several Ash and Sycamore trees along its length.

Relevant History:

(Adjacent site) EPF/0247/09. Erection of new five bedroom house with basement and integral garage. The Council has resolved to grant planning permission subject to the completion of a Section 106 legal agreement requiring the provision of a car parking area on the current application site and the transfer of the land to Epping Forest District Council.

Policies Applied:

Adopted Local Plan and Alterations

DBE1 – Design of New Development
GB2A – Development in the Green Belt
GB7A – Conspicuous Development
CP2 – Protecting the Quality of the Rural and Built Environment
LL10 – Landscaping for Retention
LL11 – Landscaping Schemes
ST4 – Road Safety

Summary of Representations:

CHIGWELL PARISH COUNCIL. Strongly support.

TRUSTEES OF VICTORY HALL. Objection. Would affect privacy and security at Victory Hall and for the activities practiced there. The original application proposed 13 spaces rather than 17. We, the trustees, are not aware of a need for additional parking at Victory Hall. (Clarification is being sought from the Chairman of the Trustees regarding a final ground for objection).

Issues and Considerations:

The main issues to be considered in this case are: the acceptability of the proposed development within the Metropolitan Green Belt; the impact of the proposed development on the character and appearance of the area; the impact on residential amenity; and any impact on highway safety.

Green Belt

The site is located within the Metropolitan Green Belt, where the proposed car parking is considered to constitute inappropriate development. Notwithstanding this, Members have previously considered that there is a need for additional car parking for Victory Hall and it is, therefore, considered that the community benefit of the provision of this additional parking may provide very exceptional circumstances for allowing the development.

It is considered that the proposed development would have a limited impact on the openness of the Green Belt, due to its location immediately adjacent to the Victory Hall site. It would be only a slight encroachment into the Green Belt and the physical development on the site would not be prominent when viewed from the open countryside to the rear of the site. Having regard to this quite limited impact on the open character of the Green Belt, it is considered that considerable weighting may be applied to the case for very special circumstances.

Appearance

The proposed development would require the loss of most of the trees on the land. The trees are generally multi-stemmed and appear to be self sown. With the exception of the Ash tree located close to the site frontage onto Hainault Road, the trees appear not to have particular merit when viewed individually. Notwithstanding this, they do provide a clear demarcation of the site boundary and would provide important screening following the development on the adjacent site. It is considered that the Ash tree to the front of the site could be retained within the development. This would soften the impact of the proposed development when viewed in the street scene and could be controlled by the use of a planning condition.

The loss of the trees would result in the proposed new dwelling on the adjacent site being considerably more prominent when viewed from Hainault Road. However, the resolution to grant planning permission on the adjacent site includes a planning condition requiring the submission of a landscaping scheme. As these two development sites are within the same ownership and are intrinsically linked via the proposed Section 106 legal agreement, it is considered that it would be reasonable to require reinforced landscaping to provide screening along this boundary through the condition proposed to be attached to the permission for the new dwelling. Having regard to this, it is not considered that the loss of the trees would be detrimental to the street scene. If that adjacent development did not proceed, there would be no harm caused by the removal of the trees.

Residential Amenity

If the proposal for a new dwelling on the adjacent site were to proceed, the car parking area would extend along a length of approximately 40.8 metres of the private amenity space. In some instances, such a relationship could be considered to be harmful to residential amenity, due to the potential for noise and disturbance. However, in this case the proposed dwelling would have a large rear garden, with a width in excess of 30 metres. Having regard to the size of the garden, it is not considered that the loss of amenity along the side boundary would be detrimental to the future occupiers' enjoyment of that property.

Highway Safety

It is considered that there would be sufficient space within the existing Victory Hall site to enable cars to turn. No alterations are proposed to the existing access onto Hainault Road and it is considered that the access is capable of accommodating the additional 17 vehicles. Accordingly, it is not considered that there would be any material harm to highway safety.

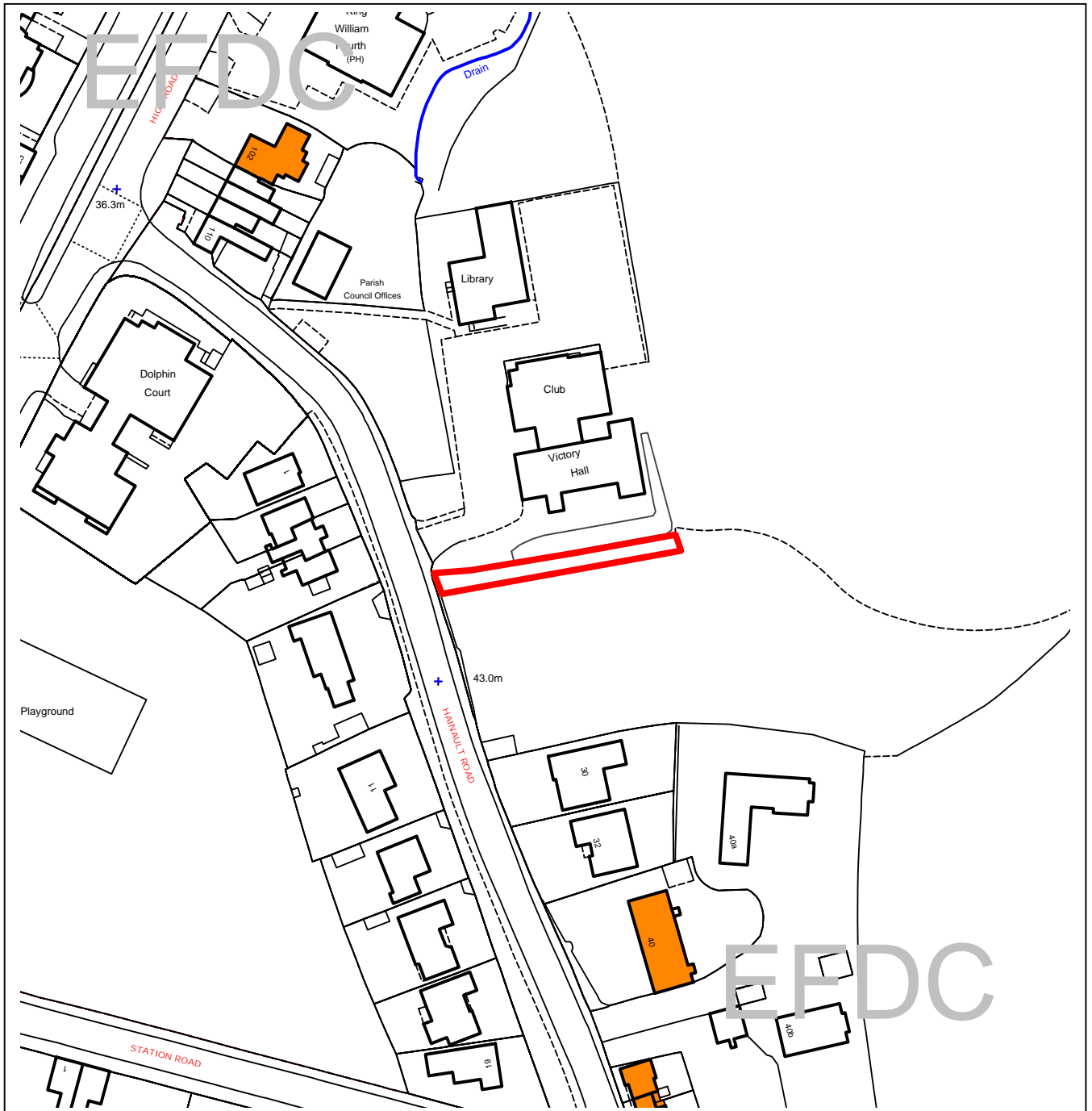
Conclusion

In light of the above appraisal, it is considered that there are exceptional circumstances for allowing this development within the Green Belt. It is considered that the proposed development would have an acceptable appearance and the Ash tree to the front of the site could be retained to soften the appearance of the additional parking within the street scene. There would be no adverse highway issues arising from the proposed development. Screening of the proposed development on the adjacent site could be reinforced using conditions attached to that planning permission. Accordingly, it is considered that the proposed development would be acceptable. It is, therefore, recommended that planning permission be granted.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	9
Application Number:	EPF/1064/09
Site Name:	40a Hainault Road, Chigwell IG7 6QX
Scale of Plot:	1/1250

Report Item No: 10

APPLICATION No:	EPF/1075/09
SITE ADDRESS:	94 Hainault Road Chigwell Essex IG7 5DH
PARISH:	Chigwell
WARD:	Grange Hill
APPLICANT:	Mr Saleem-ud-din Mohammed Ali
DESCRIPTION OF PROPOSAL:	Amendment to EPF/520/08, for retention of enlarged rear dormer window.
RECOMMENDED DECISION:	Grant Permission

CONDITIONS

None

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

Description of Proposal:

Amendment to EPF/0520/08, for retention of enlarged rear dormer window. The rear dormer measures 4m wide with a pitched roof 2.65m in height. The proposal is a retrospective application and the dormer window is currently unauthorised.

Description of Site:

94 Hainault Road is a detached two storey dwelling which has approval for a loft conversion which included raising the roof (which has been implemented) and a 1.5m wide and 2.1m in height pitched roof dormer on the rear roof slope. The application site is within the built up area of Chigwell, and not within the Metropolitan Green Belt or a Conservation Area.

Relevant History:

EPF/2637/07 – Loft conversion with dormer windows and raise roof height - Refused
EPF/0520/08 – Loft conversion with dormer windows and raise roof height (Revised application) – App/Con

Policies Applied:

Epping Forest District Local Plan and Alterations

DBE9 – Impact on amenity
DBE10 – Extensions to dwellings

Summary of Representations:

4 properties were consulted and the following responses were received:

CHIGWELL PARISH COUNCIL: The Council strongly OBJECTS to this application. Both EFDC and The Parish Council have objected in the past and the Parish Council has now been informed that the works have taken place.

96 HAINAULT ROAD – Objection loss of privacy in the garden

92 HAINAULT ROAD – Objection – dormer out of character and scale with neighboring properties and loss of privacy.

Issues and Considerations:

The main issues that arise with this application are considered to be the following:

- Amenity of Neighbouring Properties
- Appropriateness of Design
- Other Matters

Amenity

The neighbouring properties have objected to the proposal due to loss of privacy. Although it is agreed that the dormer is larger than that actually approved, as with the smaller dormer, it is not considered that this proposal significantly reduces privacy having regard to the existing view from the first floor windows. It is appreciated that there may be a perception of increased overlooking because of the increase in size of the dormer, but it is not considered sufficient to justify a refusal.

Appropriateness of the Design

The dormer is a large addition to the roofslope, however it is considered to be of an acceptable design given the inclusion of the pitched roof which complements the existing gable feature to the rear.

Other Matters

As an additional point, the proposal could have been completed under Permitted Development, without the need for planning permission if it had not been built at the same time as the raising of the roof.

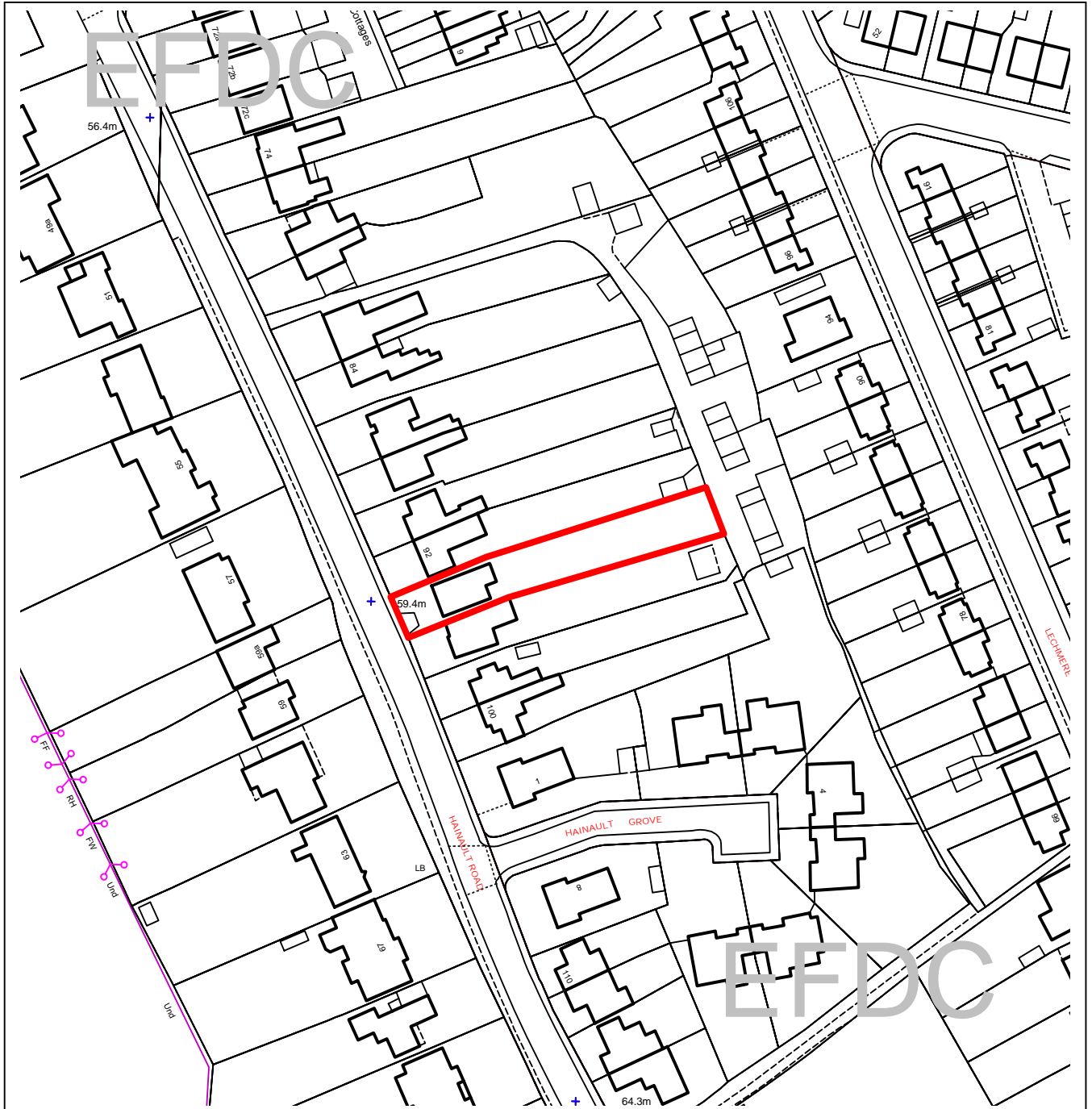
Conclusion:

On the particular merits of this proposal the balance of issues as outlined above were considered such to justify recommending that conditional planning permission be granted.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	10
Application Number:	EPF/1075/09
Site Name:	94 Hainault Road, Chigwell IG7 5DH
Scale of Plot:	1/1250

Report Item No: 11

APPLICATION No:	EPF/1128/09
SITE ADDRESS:	24 Daleside Gardens Chigwell Essex IG7 6PR
PARISH:	Chigwell
WARD:	Chigwell Village
APPLICANT:	Mr Arshad Mohammed
DESCRIPTION OF PROPOSAL:	Two storey rear and side extension, alterations to roof and new loft conversion with rear dormer window, new front garden walls and front drive, landscaping. (Revised application)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development shall be carried out in accordance with the amended plans received on 28/07/09 unless otherwise agreed in writing with the Local Planning Authority.
- 2 The proposed window openings in the first floor flank elevation on the north east elevation shall be fitted with obscured glass and have fixed frames to a height of 1.7metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.
- 3 Materials to be used for the external finishes of the proposed extension shall be in accordance with the material details on the submitted plans dated 28/07/09.
- 4 Any gates provided at the vehicular access shall only open inwards and shall be set back at a minimum of 4.8m from the nearside edge of the carriageway.

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

Description of Proposal:

The proposal is a revised application following a recent withdrawal of a previous application. This proposal includes a two storey side extension on the south west boundary, with a two storey rear extension to a depth of 6.0m from the original rear wall at ground floor and 5.0m at first floor level. A front extension is also proposed to include a balcony and the application also includes a loft conversion with a set of rear dormer windows. A new wall and set of entrance gates are proposed to the front of the property.

Description of Site:

Work is already being carried out on site and the property is significantly altered from the original dwelling. A Temporary Stop Notice had been served to prevent continued work on the site. This expired 31/07/09. The original dwelling was, in comparison to other dwellings on the road, a relatively small detached dwelling. The site is close to the junction of Daleside Gardens and Vicarage Lane, being the first property on the road. As a result of this, the property is abutted on one side by the rear gardens of dwellings on Vicarage Lane, and on the other side by a large detached dwelling (Craigellachie). Rear gardens in the area are spacious and the general feel of the area is of large properties set on generous plots. The north east boundary of the site includes an electrical sub station with a section of land to the front. This section of land was initially included as part of the application site. However amended plans have been received on 28/07/09 to remove this section of land from the proposal.

Relevant History

EPF/0611/09 - Two storey rear and side extensions, alterations to roof and new loft conversion with rear dormer, front porch, new front garden walls and front drive and landscaping and additional drop kerb. Withdrawn Decision - 10/06/2009.

Policies Applied:

Policy DBE9 – Loss of Amenity
Policy DBE10 – Design of Residential Extension

Summary of Representations:

8 properties consulted were consulted and the following responses were received:

PARISH COUNCIL: OBJECTION. The council objects to this application on the grounds that there is a lack of information and inaccuracies in the plans. In addition, given the history of the site, both the Planning Officer's and Enforcement Officers should consider this application carefully.

LOCHBIE, VICARAGE LANE: OBJECTION. 2 Letters Received. Work is being carried out on site. Footpath outside the front is completely ruined and dangerous for residents. Council could be liable to any injury claims.

Issues and Considerations:

The main issues to consider are the design of the proposal and any potential issues of loss of amenity.

Impact on Appearance of Area

Policy DBE10 states that a residential extension should "complement, and where appropriate enhance" the streetscene and existing building in relation to such things as scale, form and separation from neighbouring buildings.

The initial application had included a two storey side extension which did not retain the requisite 1.0m gap at first floor level. This proposal retains the gap and would be acceptable from this perspective. The proposed roof on this extension complements the proposed main roof and would present no design issues. The front extension with balcony has been scaled back to a more acceptable level which perhaps adds individual character to the dwelling without being over

dominant. The proposed garden wall and gates have been reduced in size to a more acceptable level.

The entire front elevation would be altered to produce a completely different front elevation and roof. This would complement the other properties along the road; which are large, detached and individual in character. The rear extension, though bulky, would continue a rear building line which steps out as it progresses along this section of Daleside Gardens. The dormer windows are also quite large, however there are similar large dormers nearby, and the revised scheme is a significant reduction on the withdrawn application and more subservient to the existing roof.

In conclusion it is considered that this revised scheme would present no significant issues in relation to impact on the appearance of the area.

Impact on Neighbours Amenity

Policy DBE9 requires that residential extensions do not lead to loss of neighbour amenity in relation to such things as visual impact, overlooking or loss of daylight/sunlight.

The application site is bordered on the southern boundary by a large detached dwelling. The two storey side extension would be adjacent to that property. The proposal would extend approximately two metres beyond the building line of the neighbouring property on this elevation. However this would not have an overly dominant influence. The adjacent property enjoys the benefit of a large spacious garden and since it is south facing it would at worst lose a small amount of light to part of the patio area earlier in the day. A pair of large conifer trees currently provides a good shield between the property and the rear extension. Although they are not intended to be removed, it is not clear whether the works carried out on site without planning permission will eventually result in their loss. However it is considered that the retention of these trees would not be necessary to make the development acceptable.

To the north of the house and proposed additions is an electricity substation and the bottom of the garden of Pine Lodge. This is a relatively long garden which has significant screening at the boundary. There is no significant impact on this boundary. The rear dormer windows would not result in a significant increase in overlooking over that which would arise from the first floor windows of the proposed rear extension.

The front extension with balcony would not result in adverse overlooking of any neighbouring properties. The distance to rear gardens on Vicarage lane are 20m approx with the roadway between. The property is also partly screened by trees on the public road.

Highways Consultation

Essex County Council Highways Department have been consulted in relation to the development and suggest a condition that gates should be set back 4.8m from the nearside edge of the carriageway. It is considered that this is reasonable and the application shall be conditioned accordingly.

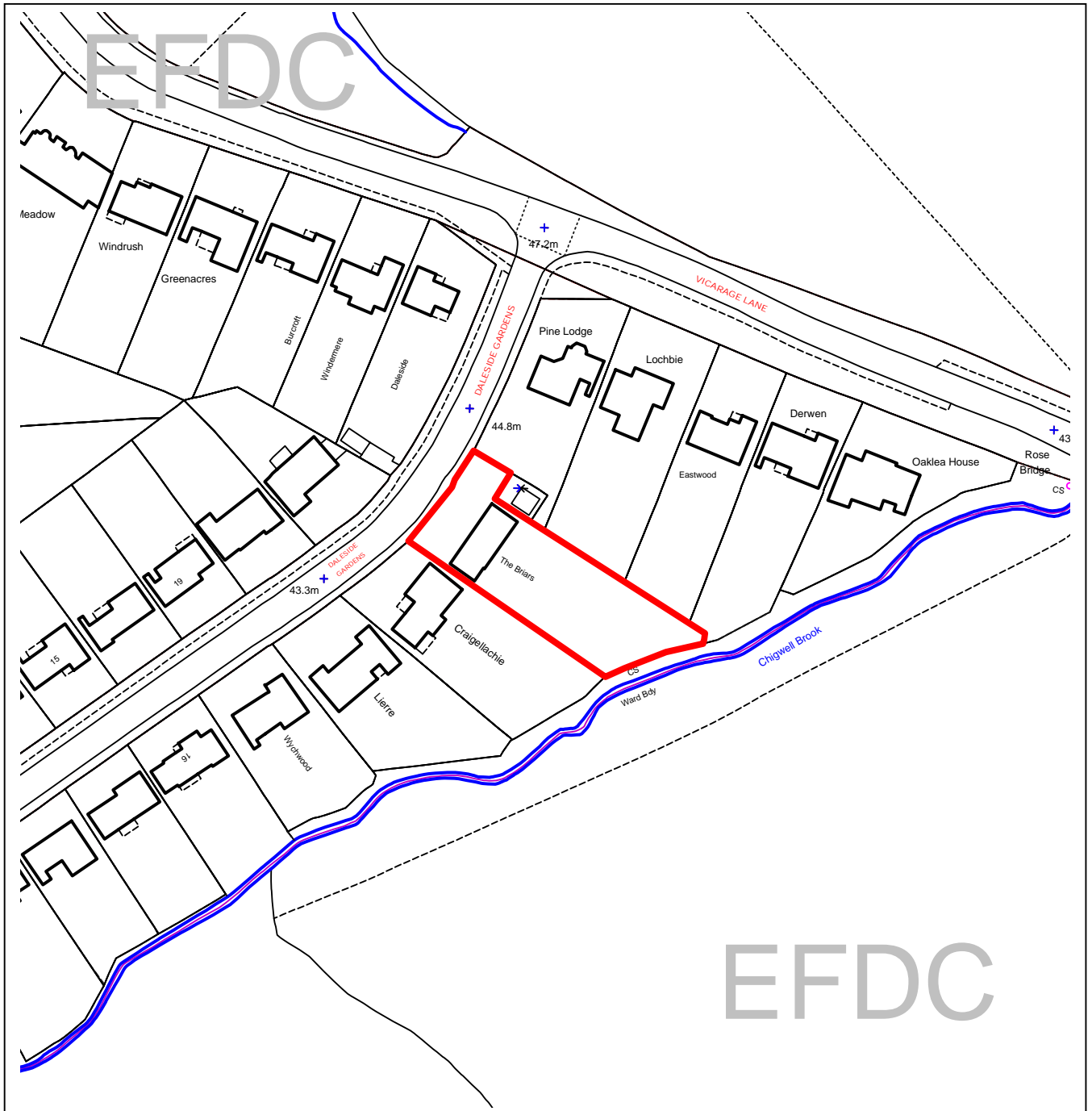
Conclusion:

As the proposal has made amendments to the original application that would present a more acceptable proposal and the application generally accords with the relevant policies it is recommended that it should be approved with conditions.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	11
Application Number:	EPF/1128/09
Site Name:	24 Daleside Gardens, Chigwell IG7 6PR
Scale of Plot:	1/1250

Report Item No: 12

APPLICATION No:	EPF/1215/09
SITE ADDRESS:	Land adj 3 Brook Rise Chigwell Essex IG7 6AP
PARISH:	Chigwell
WARD:	Chigwell Village
APPLICANT:	Chigwell Construction (London) Ltd
DESCRIPTION OF PROPOSAL:	Retention of front dividing wall and vehicle gate at land adjacent to 3 Brook Rise previously approved under reference EPF/1015/06
RECOMMENDED DECISION:	Grant Permission

CONDITIONS

None

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

Description of proposal:

Retention of front dividing wall and vehicle gates at land adjacent to 3 Brook Rise approved under EPF/1015/06

Description of Site:

A triangular area of land to the immediate east of No3 Brook Rise. It previously formed part of the rear garden of 28 Chigwell Rise, and follows the curve of Brook Rise as it changes orientation from east-west to north-south and joins Brook Way. There are a number of preserved trees on the site. The site slopes down to the south. The two detached dwellings were allowed at Appeal, have been recently erected and are for sale.

Relevant History:

EPF/1990/05 Erection of 2 four bedroom houses and double garages withdrawn
EPF/1015/06 Erection of 2 four bedroom houses and double garages refused
Appeal allowed

Policies Applied:

DBE 1 New buildings
DBE 2 Effect on neighbouring properties

DBE 9 Loss of amenity
ST4 and 6 Traffic Criteria
LL10 Protected trees

Summary of Representations

7 properties were consulted and the following responses were received:

PARISH COUNCIL – object, plans are inaccurate and the 3m high wall is excessive.

28 CHIGWELL RISE – comments that the landscaping scheme to the rear of the site has not been implemented (this has been passed to the Planning Enforcement Team for investigation).

Issues and Considerations:

The main issues in this application are:

1. Effect on the street scene
2. Residential amenity
3. Access and car parking.
4. The protected trees

The scheme is retrospective as the works have already been carried out. Whilst this is to be regretted the scheme must be judged on its own merits.

The Parish Council objection has been received orally at the time of this report.

An Officer's site inspection revealed discrepancies with the original plan and the applicant has been asked to provide an accurate plan to match what has been erected at the front of the site.

Street Scene and Design

- The original scheme had one access serving both properties with this access leading to a communal garage block. No details were shown of the front boundary treatment, which was left to be dealt with under the conditions for the scheme.
- The scheme as implemented differs from the approved plans at the front of the site by having two separate access and driveways, with a 1.8m dividing wall/railings between the two properties. Each property has electronic gates which are set back from the footway. The gates are just over 2m at their highest point. The front brick pillars are some 1.8m high and the walls, depending on the fall of the land on the site, around 1m high with railings on top.
- The dividing wall between the two properties is of a similar height of 1.8m with pillars and railings on a low brick wall.
- The garage is now for the sole use of the second property on the site. This is not perhaps ideal for the other property, but there is sufficient parking space for several cars on its driveway. This form of parking is common within this area and would not justify a refusal.
- Officers are disappointed that this scheme has been implemented without permission, but nevertheless consider that the scheme is not out of keeping within this section of the street scene, and indeed, due to its corner location and the retention of the trees and inclusion of planting areas, which soften the scheme, integrates well within the area.
- The use of railings and metal gates allow views into and out of the site, and the use of the low walls combined with the change in levels across the site to the actual houses means that the new boundary treatment is not obtrusive or overbearing.
- Therefore it is considered that the scheme has no adverse impact on the character and appearance of the street scene and is of an acceptable design.

Residential Amenity

- The scheme does not cause any harm to the amenities of any of the neighbours, and is not visually overbearing.

Parking & Highways

- The Highway Authority raises no objection to the new access.
- Both gates are set back a minimum of 4.8m from the edge of the carriageway, and meet the current highway standards for the setback.

Landscaping and Trees

- The scheme directly affects a number of trees on the site.
- This has been investigated by the Council's Landscape Officer who has commented "This is a retrospective application. The trees at the entrance to these properties are protected by a Tree Preservation Order. The work has been undertaken without any reference to the Tree and Landscape Team, as such, we cannot make any comment on whether the trees have been damaged as a result of this work. Had the application been submitted prior to the work being undertaken, a tree survey and implications statement would have been required to demonstrate that the work could be undertaken without damage to the trees....it is probable that more damage would be incurred to the protected trees if this wall were to be removed."

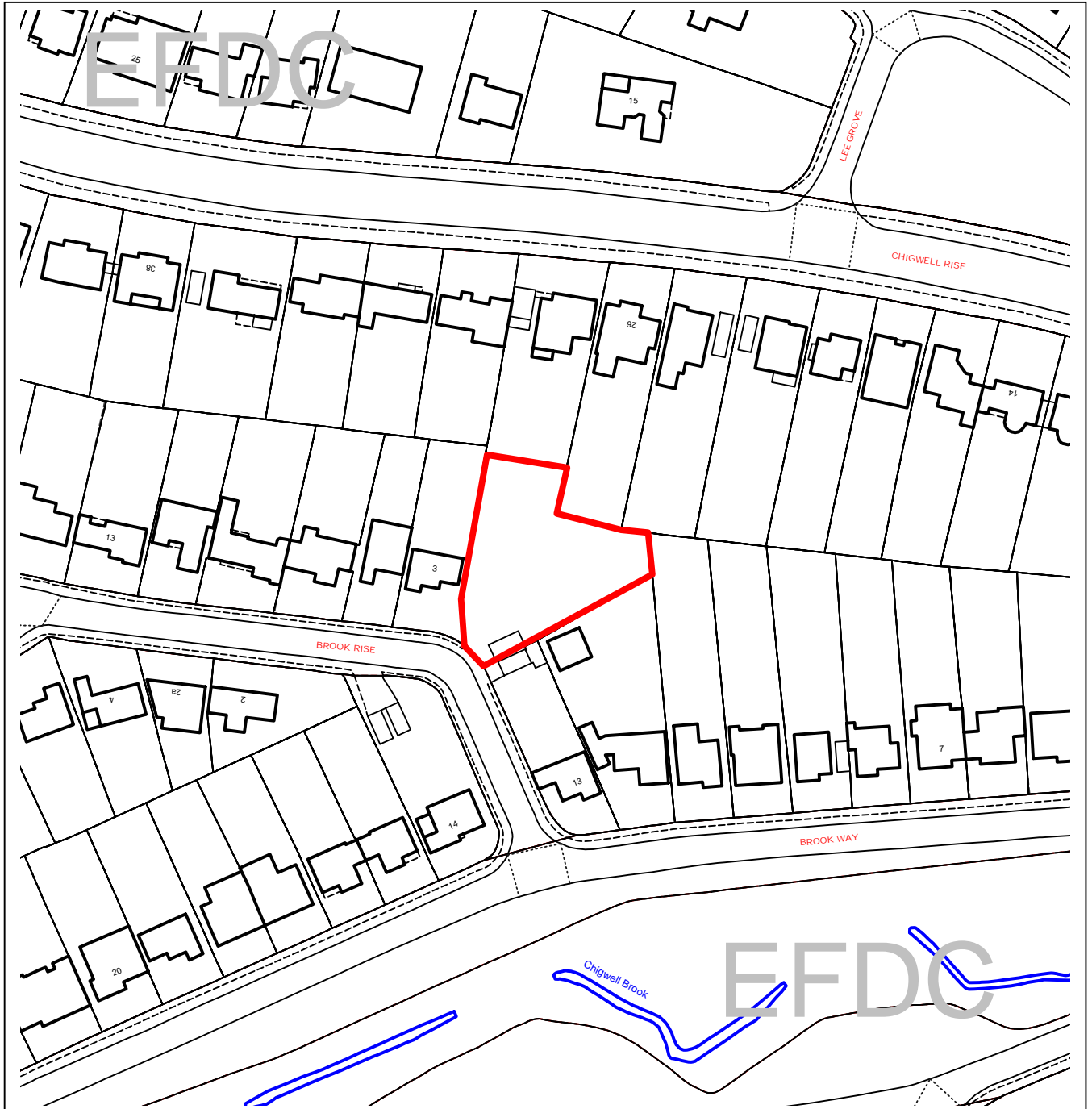
Conclusion

Officers deplore the fact that this scheme has already been implemented. However, the scheme as implemented is acceptable and integrates well within the street scene on this particular site. The comments of the Highways and Landscape Officers have been assessed and in this instance the recommendation is for approval.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	12
Application Number:	EPF/1215/09
Site Name:	Land adj 3 Brook Rise, Chigwell IG7 6AP
Scale of Plot:	1/1250

Report Item No: 13

APPLICATION No:	EPF/1261/09
SITE ADDRESS:	3 Woolhampton Way Chigwell Essex IG7 4QE
PARISH:	Chigwell
WARD:	Chigwell Row
APPLICANT:	Joan & Alan Agent
DESCRIPTION OF PROPOSAL:	First floor extension over garage and extension to bring forward garage in line with house.
RECOMMENDED DECISION:	Refuse Permission (Householder)

REASON FOR REFUSAL

- 1 The proposed first floor side extension, due to its proximity to the boundary of the site and to the edge of the road, will appear dominant and overbearing within the street scene. This will result in loss of outlook and visual harm within the street scene, contrary to policy DBE10 of the Council's Adopted Local Plan and Alterations

This application is before this Committee since it has been 'called in' by Councillor Brian Sandler (Pursuant to Section P4, Schedule A (h) of the Council's Delegated Functions).

Description of Proposal:

The applicant seeks planning permission to bring forward the existing garage to the side of the dwelling so that it is in line with the existing front façade and construct a first floor over the top.

The development will measure 3.4m (width) by 8 metres (depth) and will have a wall height of 5.4m. It will comprise of a hipped roof form and materials are to match those of the existing dwelling. The development will be constructed against the north-eastern side boundary. A single car space garage will remain on the ground floor whilst a bedroom with an ensuite and a separate bathroom will be located on the first floor.

It should be noted that the proposed application is a revised scheme as the Council recently refused planning permission under delegated powers (EPF/0566/09) earlier in the year. However the revised scheme is exactly the same in terms of design and measurements as the scheme that was refused.

Description of Site:

The subject site is located on the corner of Woolhampton Way and Daylop Drive within the Town of Chigwell. The site itself is mainly regular in shape comprising of approximately 382 square metres. There is a slight slope that falls from the rear of the site towards the front.

Located towards the front of the site is a double storey detached dwelling with an integral garage that is constructed from brick. Off street parking is either within the garage or on the hard surface in front of the dwelling. A private open space area is located behind the existing dwelling. A large brick wall is located on the north-eastern side boundary.

The subject site is located within a well established built up area mainly comprising of detached and semi detached dwellings. Building form, scale and sizes are very similar within the street scene. Front setback from the highway are consistent and spaces/gaps between building blocks form an important component to the character of the surrounding area.

Relevant History:

EPF/1256/08 – First floor extension over garage (refused)

EPF/0566/09 – Two storey side extension (Revised EPF/1256/08) (refused)

Policies Applied:

DBE9 Loss of amenity

DBE10 Design of residential extensions

Summary of Representations

CHIGWELL PARISH COUNCIL – No objection

9 properties were consulted. No representations were received at the time of writing this report.

Issues and Considerations:

The main issues to be addressed in this case are whether the design and appearance of the development are acceptable and whether it would be harmful or not to the amenities of adjoining property occupiers.

Design and appearance:

Policy DBE10 of the Epping Forest District Local Plan seeks to ensure that a new development is satisfactorily located and is of a high standard of design and layout. Furthermore, the appearance of new developments should be compatible with the character of the surrounding area, and would not prejudice the environment of occupiers of adjoining properties.

Under the previous application that was refused, the Council considered that the proposed development would be visually intrusive and a dominant feature within the existing street scene due to the development appearing overly bulky, large in scale and its poor setback in relation to the side boundary. Given that the site is located on the corner, the proposed development would have been viewed from many vantage points. The Council considered that the development would cause a harmful impact to the character and appearance of the existing street scene.

The applicant was advised by planning officers that the first floor should be setback at least a metre in from the side boundary in order to reduce the bulk and scale of the development and so that it would be in accordance with Council's design policies.

The Council's other worry was that if the proposed development was approved, then it may well set a detrimental precedent for adjacent and surrounding properties situated within corner properties to build up to the boundary to a similar extent. The cumulative effect would result in visual harm to the street scene.

Given that the applicant has submitted the same scheme as the previously refused scheme without making any changes at all, once again it is considered that the proposed development is unsatisfactory in terms of its design and appearance as it will be harmful to the character of the existing street scene and appear large in scale. The development once again is contrary to Council policy DBE10 of the Epping Forest District Local Plan and Alterations.

Neighbouring amenities:

Consideration has been given to the impact of the proposal to the adjoining and adjacent properties, primarily in respect to privacy and overshadowing.

Given the orientation of the site and the siting of dwellings, overshadowing to the adjoining properties private open space would not occur, with the shadow generally cast over the subject site itself and the highway.

It is considered that there would not be a significant difference between existing conditions and what is proposed in relation to loss of privacy to adjoining properties as there are already first floor windows that have the potential to overlook the highway and adjoining properties rear private open space areas. It is noted that there is to be a flank window on the first floor, however this is to service a bathroom and will most likely be obscured glazed.

Conclusion:

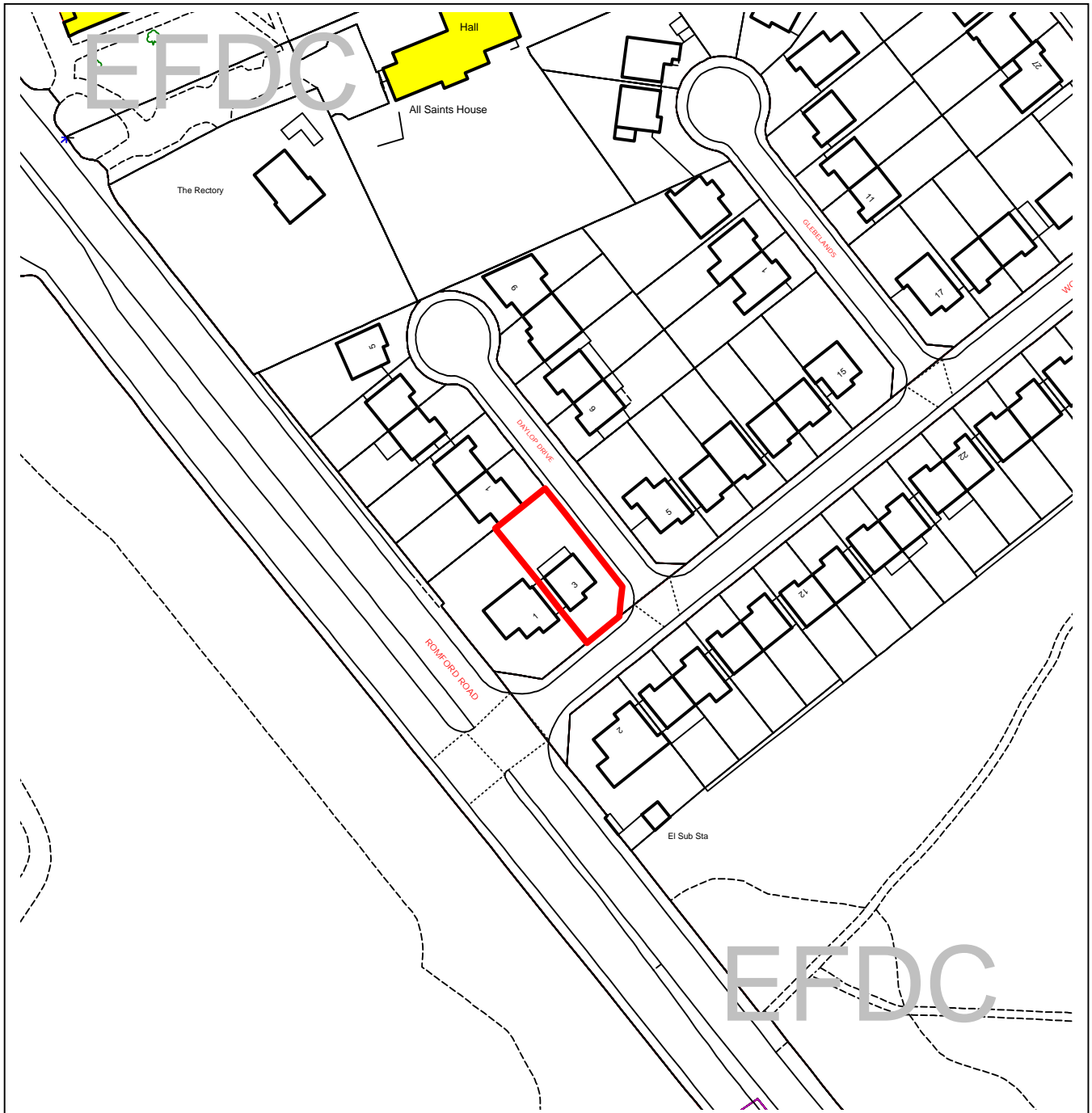
In conclusion it is considered that the proposed development is unacceptable in terms of its design and appearance and it would be detrimental to the character and appearance of the existing street scene due to its excessive bulk and scale.

Therefore it is recommended that the application be refused.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	13
Application Number:	EPF/1261/09
Site Name:	3 Woolhampton Way, Chigwell IG7 4QE
Scale of Plot:	1/1250