

Report Item No: 1

APPLICATION No:	EPF/1509/05
SITE ADDRESS:	2 Western Avenue, Epping
PARISH:	Epping
APPLICANT:	Mr R M Whetstone
DESCRIPTION OF PROPOSAL:	Demolition of adjacent garages and erection of a pair of semi-detached two bedroom houses.
RECOMMENDED DECISION:	GRANT

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 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 the Order) no windows other than any shown on the approved plan shall be formed at any time in the flank walls of the building hereby permitted without the prior written approval of the Local Planning Authority.
- 4 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, shall be erected before the occupation of any of the dwellings hereby approved and maintained in the agreed positions.
- 5 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 as amended (or any other order revoking, further amending or re-enacting that order) no development generally permitted by virtue of Part 1 Classes A and E shall be undertaken without the prior written permission of the Local Planning Authority.
- 6 Each parking space to be a minimum of 2.5m wide by 4.8m deep.
- 7 Prior to the commencement of the development details of the proposed surface materials for the access and parking spaces, 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.

- 8 Gates shall not be erected on the vehicular access to the site without the prior written approval of the Local Planning Authority.
- 9 Prior to commencement of the development details of the pedestrian sight lines 1.5m x 1.5m to be submitted to and agreed in writing by the Local Planning Authority.

Description of Proposal

Consent is being sought for the demolition of three adjacent garages and the erection of a pair of semi detached two bedroom houses. The dwellings would be located next to No. 2 Western Avenue. A small single storey side extension to No. 2 Western Avenue would be demolished and replaced with one parking space with a new boundary line drawn up. The two new dwellings would be sited where the garage to No. 2 is currently sited along with a pair of detached garages currently under Council ownership.

Description of Site

Site consists of a two storey semi detached dwelling and 3 adjacent detached garages with large garden area to rear, located on the eastern side of Western Avenue. To the rear are 2 semi detached dwellings facing Centre Drive, which would be approximately between 19.5-22m from the first floor rear elevations of the proposed dwellings on ground approximately 300mm lower. The road is typified by two storey semi detached dwellings, some of which are maisonettes and some, which have off street parking although many do not.

Relevant History

None

Relevant Policies

Structure Plan Policies:-
Structure Plan BE1 – Urban Intensification
T8 – Car Parking

Local Plan Policies
DBE1 – Design of new buildings
DBE2 – Effect on existing surrounding properties
DBE8 – Private amenity space
DBE9 – Loss of Amenity
T14 – Car Parking
T17 – Highway Safety

Issues and Considerations

The main issues here relate to the impact of the new development on the locality, on the amenities of the nearby residents and highways issues.

1. Impact on the character and appearance of the locality.

The proposed dwellings are of a similar size, height and style of the existing dwellings in the locality. They would follow the same building line as the properties along this side of Western Avenue. They would be set in approximately 900mm off the side boundaries and would not appear cramped on the site. When viewed from within the street scene these dwellings would appear in keeping with the surrounding area. Complies with DBE1 and DBE2 of the adopted Local Plan.

2. The impact on the amenities of the neighbouring properties.

The neighbours to the rear of the site, namely at Nos. 5 and 7 Centre Drive have objected to the scheme arguing that the new dwellings would result in an unacceptable level of visual impact, loss of daylight and sunlight, loss of privacy and overlooking. In terms of visual impact the separation between the main bulk of the dwellings and the properties along Centre Drive is between 19.5m and 22m. The Local plan does not specify minimum standards however given No.2 Western Avenue is only 20.5m from the rear of No. 7 Centre Drive the separation here does not appear to be so unreasonable to warrant a refusal. In terms of loss of daylight/sunlight, this may well occur during mid to late afternoon given the orientation of the dwellings, however due to the degree of separation between the dwellings, again it is not considered to be so material to justify a refusal. In terms of overlooking and loss of privacy, no. 7 Centre Drive benefits from dense bush and tree screen on their rear boundary and would combined with distance of 22m from the nearest new dwelling not be overlooked to an unacceptable level. The view into No. 5 Centre Drive however is more open although it is still considered that due the distance between the dwellings is just about acceptable the level of overlooking here given its urban location is justifiable. Complies with DBE2 and DBE8 of the adopted Local Plan.

2. Private Amenity Space

Amenity space for the new dwellings would be 71sqm and 79sqm respectively. Each dwelling would have 3 habitable rooms (kitchens not included as less than 13sqm). Therefore complies with Council policy of attributing 20sqm per habitable room for garden space.

3. Parking Provision

A number of objections have been received regarding potential parking problems that may result from this proposal. However, one parking space is provided per unit and in the light of current government advice contained in both PPG3 (Housing) and PPG 13 (transport) it would appear that this is acceptable given its location close to public transport facilities, in particular Epping underground station some 8-10 minutes walk away. Despite the vicinity around the site being congested at peak times (school starting and finishing times) with on street parking, highways have no objections to the number of spaces provided subject to relevant conditions. The site lies within walking distance of Epping town centre.

Further concerns have been raised regarding the loss of the two garages, which are council owned and rented by the occupiers of Nos. 5 and 13 Western Avenue. Neither currently has any off street parking and would be forced to park on the street if these garages are removed. Many other properties do not have off street parking. However to refuse the scheme on this alone would

be difficult to defend on appeal in light of current government guidance that is attempting to reduce the need for the use of the motor car especially in urban areas close to public transport links. Housing services have raised no comments regarding the application.

Conclusion

Approval is recommended.

SUMMARY OF REPRESENTATIONS

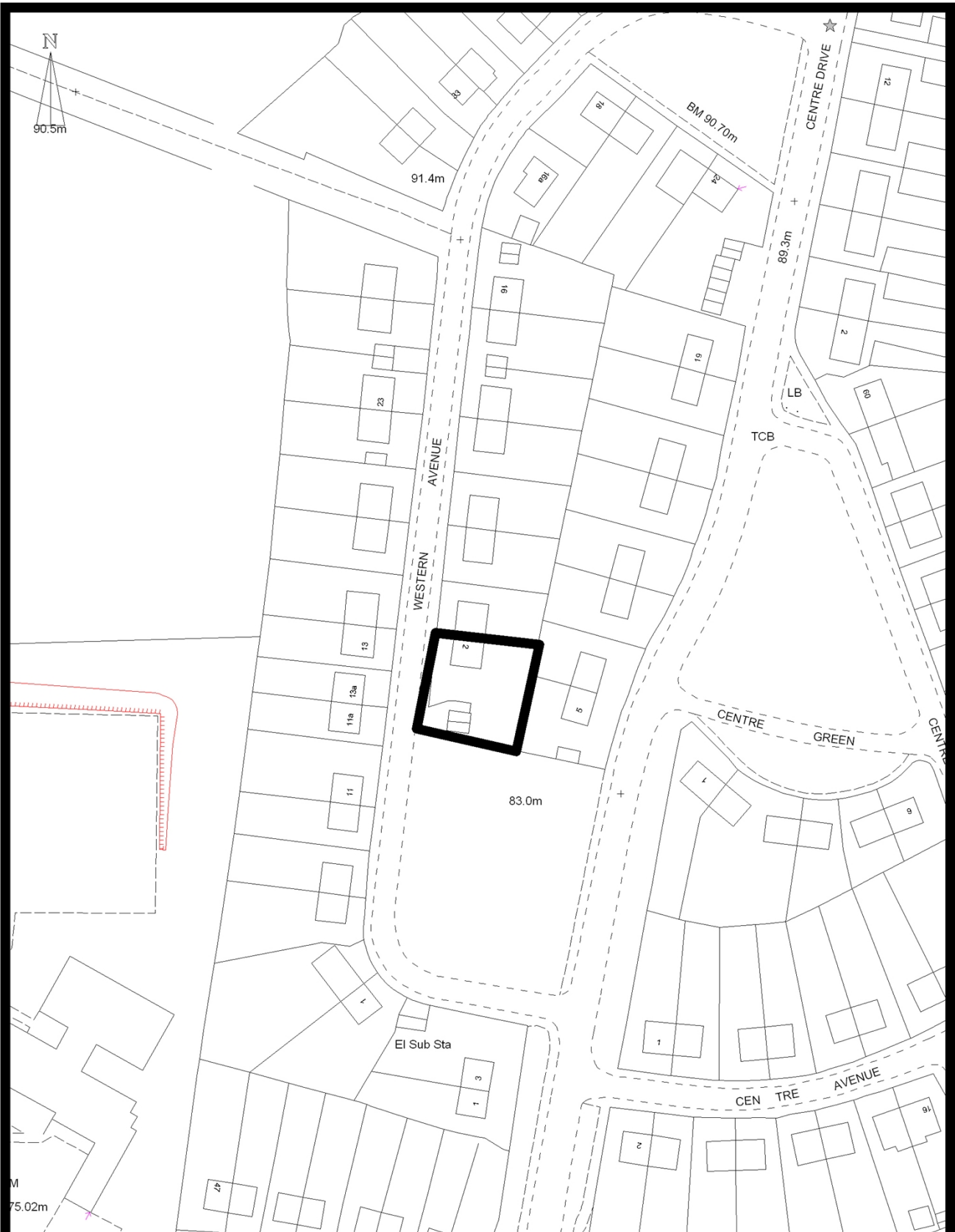
EPPING TOWN COUNCIL – No objection . However Committee were interested that the district council review its responsibilities to provide affordable housing in relation to this application in view of the fact that the district own an important part of the subject land and the district council would obviously be mindful of their obligations to hold land for the benefit of the people within the district who need affordable housing.

NOS. 5 AND 7 CENTRE DRIVE object on the grounds of visual impact, loss of daylight/sunlight, and loss of privacy, overlooking, garden size and parking.

NOS. 3,5, 6,7, 9,10, 13,13A, 13B, 21 AND 23 WESTERN AVENUE object on the grounds of parking and congestion due to most houses not having off street parking, concern regarding emergency vehicle access and impact of houses on street.

NOS. 5 AND 13 WESTERN AVENUE also object to loss of council garages they rent.

NO. 29 ST. JOHNS GARDENS, CLACTON – objects on the grounds of parking, loss of privacy and light to No. 5 Centre Drive and overlooking.



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Item No: 01
Scale: 1:1250



Report Item No: 2

APPLICATION No:	EPF/1706/05
SITE ADDRESS:	30 Station Road, Epping
PARISH:	Epping
APPLICANT:	Mr & Mrs I Savill
DESCRIPTION OF PROPOSAL:	Two storey side and rear, including first floor front extensions. (Revised application)
RECOMMENDED DECISION:	GRANT

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 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 the Order) no windows other than any shown on the approved plan shall be formed at any time in the flank walls of the building hereby permitted without the prior written approval of the Local Planning Authority.

Description of Proposal:

Revised scheme for 2 storey side and rear extensions and first floor front extension.

Description of Site:

Detached house in ribbon of mixed development with well screened secluded rear garden and front forecourt parking served by in-and-out driveway.

Relevant History:

Replacement for 2 storey side/rear/and first floor front extensions July 2005 (EPF/776/05). This was refused planning permission for two reasons, which were the harmful effect on the street scene of the excessive scale and bulk of the extensions; front extension harmful on the amenities of no.32 and overbearing impact of the rear extension on both nos. 28 and 32.

Policies Applied:

DBE9 (Amenity), DBE10 (Design and Appearance).

Issues and Considerations:

The main issues relate to the impact of the extensions on the amenities of the houses on either side, and the design and appearance of the proposals on the street scene.

The previous scheme envisaged a front first floor extension carried up in a full gable to create a bedroom, which would have had an adverse impact on the amenities of No. 28 on the north side and would have appeared unduly dominant in the street scene. The 2 storey side extension projected beyond the existing front wall of the house (which would have had a similar impact on No. 32 to the south) and the rear kitchen extension was very close to the side boundary, also having a detrimental affect on No. 32.

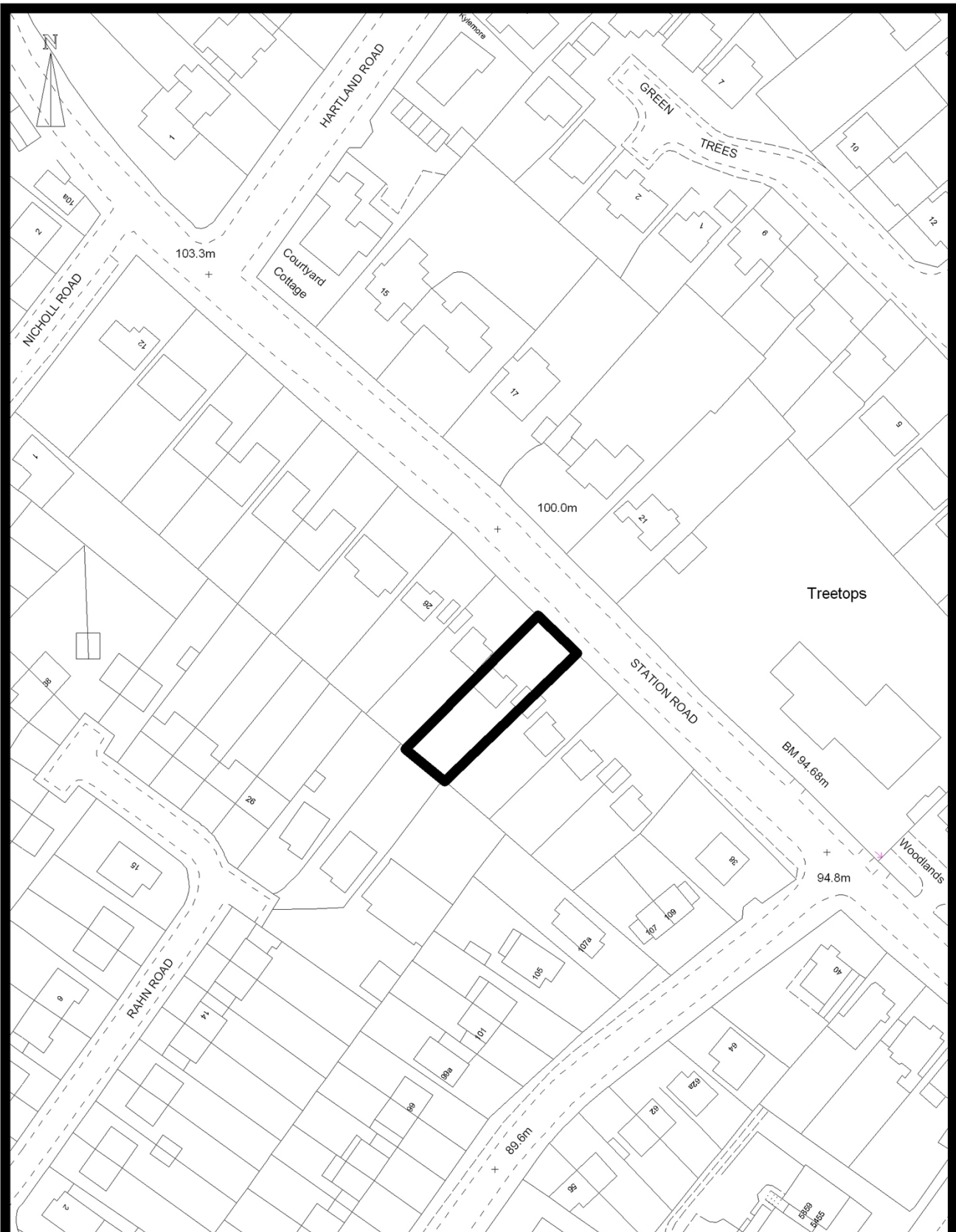
Following negotiations with the officers the amended scheme now submitted corrects these defects substituting the front gable with a catslide roof with a small dormer set back 2m from the existing front wall (now serving a bathroom in lieu of a bedroom) whilst the side extension is set back 2.3m so that its face is 3.6m behind the garage front wall. The width of the rear extension has also been reduced so that a 1m gap to the side boundary with No. 32 is maintained.

These amendments overcome both the amenity and street scene objections to the original proposal and this revised scheme complies with the criteria of policies DBE9 and 10 and approval is now recommended.

The Town Council raised no objection to the original proposal in May 2005 and their current comments are more appropriate to the earlier plans than to this revised scheme.

SUMMARY OF REPRESENTATIONS

TOWN COUNCIL - out of character and over-dominant; detracts from and detrimental to street scene; contrary to policies DBE9 and 10; revisions do not reduce bulk nor significantly reduce loss of amenity of neighbouring properties.



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Item No: 02
Scale: 1:1250



Report Item No: 3

APPLICATION No:	A/EPF/1715/05
SITE ADDRESS:	273 - 275 High Street, Epping
PARISH:	Epping
APPLICANT:	Abbey National Group
DESCRIPTION OF PROPOSAL:	Retention of Internally illuminated display unit to front.
RECOMMENDED DECISION:	GRANT

CONDITIONS:

- 1 The maximum luminance of the sign(s) granted consent by this Notice shall not exceed 1600 candelas per square metre.

Description of Proposal:

Internally illuminated display box inside front window of premises above the ATM cash machine.

Description of Site:

Two storey block of shops build 1960's with later roof dormers.

Relevant History:

Illuminated fascia lettering EPF/1645/05 - APPROVED 9 November 2005.

Policies Applied:

DBE13, HC6, T17 - Shopfronts and Advertisements - Guidelines 1992

Issues and Considerations:

The only issues relevant, as with all advertisement applications, relate to visual amenity and highway safety.

1. Amenity

This display has been installed for some weeks and comprises a freestanding A2 poster-size internally illuminated box within a red painted metal frame 0.71m x 0.68m and placed on top of the ATM equipment wholly inside the building. The plate glass window where the ATM is situated is

set back behind a brick nib and the front fact of the display box is set back a further 90mm from the inside of the window and located just above eye level.

Essentially the display amounts to little more than an interior window poster illuminated by normal internal shop window spotlights and if anything the lighting as installed is more localised and discrete. There is thus no detriment to the visual amenities of the street scene within the Conservation Area and there is no conflict with Local Plan policies or the adopted guidelines.

2. Highway Considerations

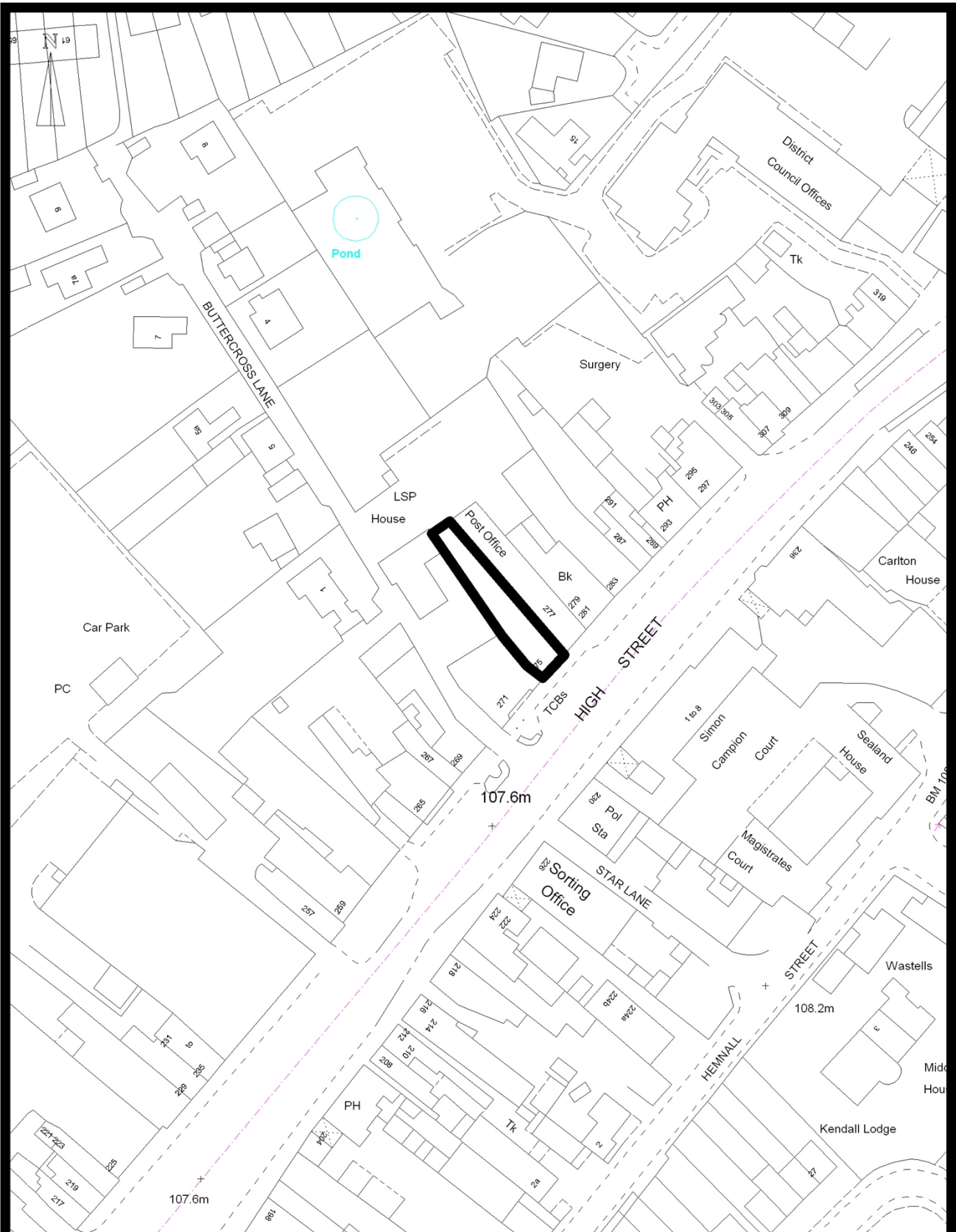
There are no road safety concerns apart from controlling the maximum permissible luminance of the sign.

Accordingly retrospective consent is recommended.

SUMMARY OF REPRESENTATIONS

TOWN COUNCIL - Object; represents a large internally illuminated sign; deplore retrospective nature of application.

128 WOODLAND GROVE - Object; detrimental to character of town within Conservation Area; set precedent that would see an end to High Street as we know it; not alone in hoping that conservation of our town is looked after.



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Item No: 03
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Report Item No: 4

APPLICATION No:	EPF/1807/05
SITE ADDRESS:	17 Ivy Chimneys Road, Epping
PARISH:	Epping
APPLICANT:	Mr R Newman
DESCRIPTION OF PROPOSAL:	Two storey side extension to form self-contained 'granny flat' with both separate external access and internal access through house.
RECOMMENDED DECISION:	GRANT

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 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 the Order) no windows other than any shown on the approved plan shall be formed at any time in the flank walls of the building hereby permitted without the prior written approval of the Local Planning Authority.
- 4 The proposed extension shall only be used as ancillary accommodation for the existing dwellinghouse and shall not be occupied as a unit separately from the dwelling known as 17 Ivy Chimneys Road, Epping.

Description of Proposal:

Two storey side extension for self-contained 'granny-annexe'.

Description of Site:

Substantial detached house built 2004 set well back and high off the road with open paved forecourt parking. Adjacent to public footpath on west side, with open land to the north.

Relevant History:

Refusal for front and rear dormers February 2001.

Policies Applied:

DBE9 and T17 – impact and parking policies.

Issues and Considerations:**1. Amenity**

There is a 4.1m gap between the present house and the public footpath on the west side and the extension will be 1.9m from the plot boundary, creating a gap of some 3m between the house and 'The Ivy', which is sited further forward and at a higher level. There will thus be no adverse effect on the adjoining house.

2. Design/street scene

The western section of the existing house is set back behind the main house wall and being 1 1/2 storeys high the ridge height is 2m lower than the main roof. The proposed extension follow this profile with the first floor bedroom contained within the roofspace and lighted by small dormers front and rear. The extension will therefore appear as an acceptable subsidiary element in the street scene and the design reflects the style and elevational features of the main dwelling.

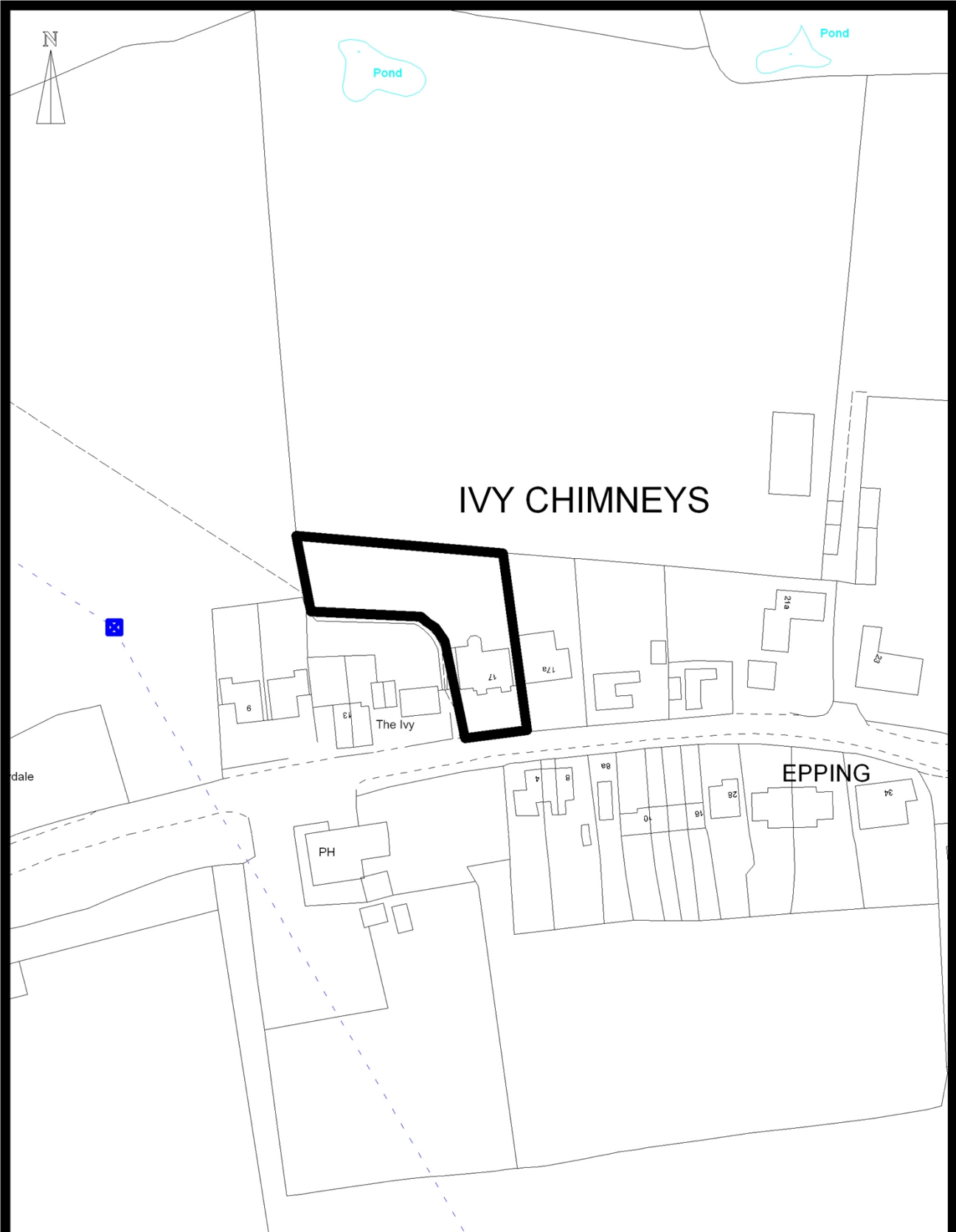
3. Highway matters

The existing integral garage remains and there is additional parking available in the open paved forecourt. The line of the existing footpath on the west side of the house is clearly defined and fenced off and will be unaffected.

This is a satisfactory proposal and approval is recommended.

SUMMARY OF REPRESENTATIONS:

TOWN COUNCIL - Insufficient information regarding public footpath felt to be under threat; overdevelopment of the site.



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Item No: 04
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Report Item No: 5

APPLICATION No:	EPF/1857/05
SITE ADDRESS:	Barn at Creeds Farm, Bury Lane, Epping
PARISH:	Epping
APPLICANT:	Mr H Pegrum
DESCRIPTION OF PROPOSAL:	Change of use to B1 (business) use with associated parking and landscaping. (Revised application)
RECOMMENDED DECISION:	REFUSE

REASON FOR REFUSAL:

- 1 The building the subject of the application is considered out of keeping with its surroundings by way of form bulk and general design, and additionally the proposed use will result in significant on site parking which will be harmful to the openness and to the character and amenity of the Green Belt. The proposal is therefore inappropriate development in the Green Belt and contrary to Policy C2 of the Essex and Southend on Sea Replacement Structure Plan and policies GB2 and GB8 of the adopted Local Plan.
- 2 The parking of vehicles at the site in connection with the proposed use will have an adverse impact on the character and visual amenity of the adjacent Conservation Area and the setting of the adjacent listed building contrary to policy HC2 of the Essex and Southend on Sea Replacement Structure Plan and policies HC6 and HC12 of the adopted Local Plan.
- 3 The movement of vehicles within the site and loading and unloading in connection with the proposed use and likely to create unacceptable levels of disturbance to the nearest residential properties contrary to policy RP5 of the adopted Local Plan.

Description of Proposal:

Change of use of existing agricultural building to B1 business use, with associated parking and landscaping. The application is speculative, with no end user proposed. A B1 use is defined as a use as an office or for research and development or any industrial process, which can be carried out in a residential area without detriment to the amenity of that area by reason of noise, vibration, smell, smoke, dust, fumes, ash, soot or grit. The proposal includes the provision of a parking area to the rear of the building and the planting of hedges to the rear and side boundaries.

Description of Site:

The site is located on the western side of Bury Lane immediately adjacent to recently converted cottages at Creeds Farm. Creeds Farm House, to the south is a Grade II listed building. There is

open agricultural land to the north and east and there are residential properties on the opposite side of the road in Highfield Green. The building the subject of the application is a large utilitarian farm building of blockwork and corrugated metal.

Relevant History:

An application for change of use to B8 storage and B1 business use was refused in 1997 and dismissed on appeal.

An application submitted earlier this year for change of use to B1 and B8 was withdrawn.

Policies Applied:

Structure plan policies:

CS12 protecting the natural and built environment.

CS3 Encouraging Economic Success.

CS4 sustainable New Development.

C2 development within the Green Belt.

HC2 Conservation Areas.

BIW1 Employment Land Provision

BIW5 Business Location.

T12 vehicle parking.

Local Plan Policies:

GB2 Green Belt.

GB8 Change of use of buildings.

HC6 development affecting conservation areas

HC12 development affecting the setting of a listed building.

RP5 development likely to cause a nuisance.

LL2, LL3 and LL11 relating to landscaping.

T14 and T17 relating to parking and highway issues.

Issues and Considerations:

The main issues in determining this application are: impact on the Green Belt, impact on the conservation area and setting of the listed building, highway and traffic implications, impact on residential amenity of surrounding residents and sustainability issues.

Some of these issues were considered at the time of the appeal into the refusal of consent for B1 and B8 uses back in 1998. At that time the appeal inspector concluded that commercial vehicles parking on the site would be visually intrusive and have a materially greater impact than the present use on the openness of the Green Belt. He concluded therefore that the development was inappropriate development in the Green Belt and by definition harmful. Additionally the inspector concluded that the use would result in increased noise and disturbance to local residents and the visual impact of the parking would be detrimental to the appearance of the Bell Common Conservation Area and the setting of the listed building at Creeds Farm. The question therefore is whether the removal of the B8 element of the proposal and the addition of hedging, taken together with the changes that have taken place at Creeds Farm, mean that these reasons for refusal are no longer valid.

1. Green Belt

The site is within the Metropolitan Green Belt. The reuse of existing buildings within the Green Belt can be appropriate. Policy GB8 of the adopted Local Plan allows for the re use of permanent

and substantial buildings, in keeping with their surroundings by way of form, bulk and general design for, among other things business use where this would not involve open storage or a significant amount of vehicle parking, or traffic generation that would be detrimental to the character or amenities of the countryside.

The building the subject of the application is clearly of permanent and substantial construction. It is a typical agricultural building, which in this setting close to residential properties and adjacent to open agricultural land is out of keeping with its surroundings. The proposed use will result inevitably in some on site parking of cars and commercial vehicles, some of which may be large and there is no way of controlling the type of vehicles visiting the site. Hedging may, if well maintained and allowed to grow, reduce the visual impact of the parking to some extent but clearly there will still be an impact on openness. There is no intention for there to be any open storage in connection with the use and this can be controlled by condition. As the building is not in keeping with its surroundings and openness will be adversely affected it is considered that the development is inappropriate in the Green Belt.

2. Conservation Area and Setting of the Listed building.

The site itself is not within the Conservation Area but it abuts the northern boundary. The Creeds Farm House is listed and the recently converted farm buildings adjacent to the site are curtilage listed. The application building, while unattractive is obviously a current feature and the question is whether the new use will have an adverse impact on the character of the conservation area or the setting of the listed building. No alterations to the building are proposed at this time and a condition can be applied to prevent alterations without a further application. It is not considered that the alternative use would in itself have an adverse impact on the character of the area, but the fact remains that additional parking in connection with the use will have a visual impact, which as the inspector at the previous appeal concluded would have an adverse impact on the Conservation Area and the setting of the listed building. Since the last appeal the buildings nearest to the application site have been converted to residential use and garaging has been erected, these alterations were seen as maintaining the setting of the listed building, and they removed a restaurant and farm shop use. The introduction of additional parking on the application site, even with landscaping provision, is still considered likely to have an adverse impact on the visual amenity of the area.

3. Highway and Traffic Implications.

Essex County Council's Highways have considered the proposal and have concluded that subject to improvements to the access (in terms of the access radii and surfacing) the scheme does not pose a threat to highway safety. Adequate space is provided for car parking within the site. Whilst it is acknowledged that the proposal is likely to result in an increase in traffic this is not in itself a reason for refusal, and was not a factor in the dismissal of the last appeal.

4. Residential Amenity.

The site lies adjacent to residential properties and the access is directly opposite houses in Highfield Green, care must therefore be taken that the proposed use will not cause harm to residential amenity. The proposed use is B1, which, by definition, is a use that is suitable within a residential area. Any use that causes noise, dust, fumes, etc is not a B1 use. Therefore the main concern therefore relates to possible noise and disturbance from traffic visiting the site. It is considered that commercial traffic visiting the site is likely to cause unacceptable levels of noise and disturbance to the nearest residential properties and it is not considered that an hours of use condition would overcome this concern as this is not the type of area, adjacent to open countryside, in which one could expect such noise during the day. It is accepted that if used intensively for agricultural storage the existing use could cause significant disturbance, including at

antisocial hours but, this is not currently the situation and it is considered that a B1 use is likely to result in far more general disturbance on a daily basis.

5. Sustainability.

Whilst the policies of the Structure Plan seek to site new businesses within the urban areas for sustainability reasons, this site is not exactly isolated. It lies on the urban fringe of Epping, close to the main road network and within walking distance of bus stops and Epping Station. Reuse for business purposes is therefore considered to be a relatively sustainable option in accordance with the core strategy of the Structure plan.

6. Comments on neighbour objections.

There is obviously considerable concern from neighbours regarding this application; most of their concerns have been addressed above, however various other matters have been raised.

1. The fact that there may be a redevelopment of St Johns School, which will increase traffic in the Lane. This is a possibility, but it is not considered that this would make the current proposal unacceptable. Business use of the premises is unlikely to result in very large numbers of traffic movements and if the lane is appropriate for the level of use that the school may bring then it is similarly appropriate for the increase from the current proposal.

2. Property Prices. Potential impact on property values is not a significant planning issue that could justify refusal.

3. B1 use too vague, could be used for storage by the back door. The building is too large to subsequently be converted to B8 use without the need for planning consent. Even if there were a named user proposed for the site with set traffic generation levels if permission were granted the use could then change to any B1 use without the need for consent such details may therefore be misleading. B1 use is specifically defined. If a use creates noise, dust, fumes, etc then it is not a B1 use and cannot occupy the premises.

Conclusion

The appeal against the previous refusal of consent for change of use of the premises to B1 and B8 back in 1998 was dismissed mainly on the basis that additional parking, particularly of commercial vehicles would be visually intrusive and have a materially greater impact than the present use on the Green Belt and on the conservation area and the setting of the listed building. In considering the current application we have to take into account that the B8 (storage and distribution element of the proposal) has been removed and that as such there are unlikely to be HGVs parked at the site. Additionally the current scheme does include the planting of hedging along the side and rear boundaries to reduce the visual impact of any parking in connection with the use. However on balance given the sensitive nature of this Green Belt site, adjacent to the Conservation Area and the Listed Farmhouse it is considered that the parking that would inevitably result from the change of use would be detrimental to openness and to the character of the area.

Additionally, there are now residential properties actually abutting the building. The occupants of Number 5 Creeds Farm Yard in particular, which is already overshadowed by the building, would be likely to suffer from noise and disturbance from vehicles accessing the site and loading and unloading adjacent to the front of their property.

The application is therefore recommended for refusal.

SUMMARY OF REPRESENTATIONS:

TOWN COUNCIL – Committee objected to this application on the grounds that more detailed

information was needed relating to the change of use to B1 (business use only). Although previously Committee had no objection to the proposal for change of use, they did request the District Council to closely consider the adjacent residential premises and to impose conditions on the use of the barn which would avoid disturbance to the residential properties. Committee also requested the District Council take into account proposals for St Johns School development because if the school development were approved use of the barn for storage with large vehicle movements could cause traffic hazard which would impact on the school use.

EPPING SOCIETY - Object . Inappropriate in the Green Belt and a conservation area. Could lead to increased and more regular traffic use which would cause an unacceptable traffic hazard in Bury Lane.

2 CREEDS FARM YARD and

3 CREEDS FARM YARD - Close to our property and would affect us and the other residents of Creeds Farm Barn. Concerned about loss of enjoyment and decrease in value. Green belt and conservation area. Out of character with rural location and unsuitable location so close to residential area. Increase in traffic movements will make exist from Creeds farm Yard even more difficult. Increased noise, pollution and impact on the environment.

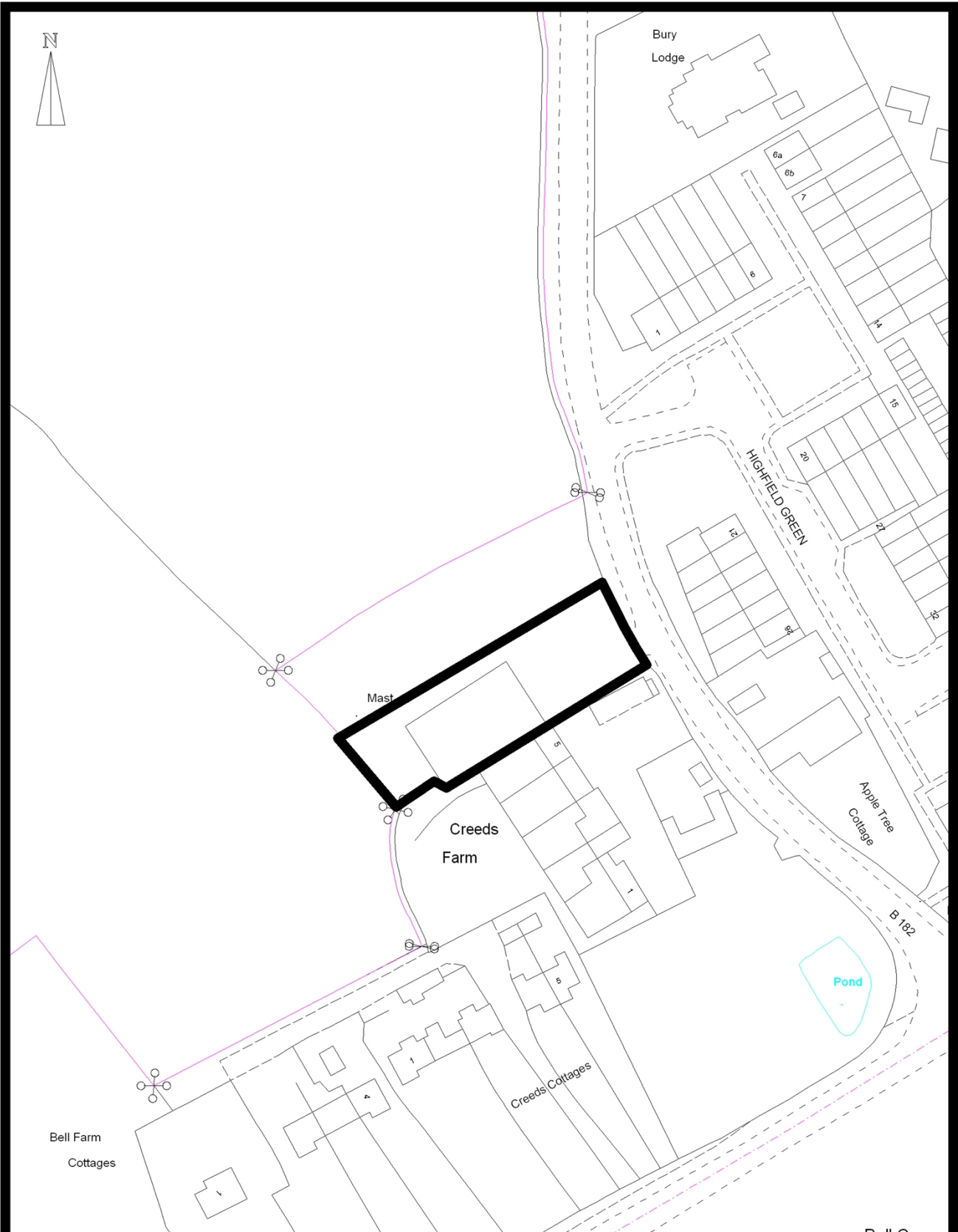
12 HIGHFIELD GREEN - Object. The road cannot cope with yet more traffic. The barn is not situated in an area where expansion can be considered because bury Lane is not a 4 lane highway and cannot cope with all this traffic without disrupting our lives and safety completely.

23 HIGHFIELD GREEN – Business use is a very broad term and the landscaping seems to be just hedging. My objections therefore remain the same. Highway danger. Already very tricky driving out of the Highfield Green Estate. Increasing numbers of commercial and private vehicles are using the lane . If St Johns School is built then the lane will be even more dangerous. Noise and pollution. Unsuitable area for such a business. The barn is directly opposite my small back garden.

39 HIGHFIELD GREEN – Very much against the proposal. Bury Lane is already bad enough with the way some cars come speeding along, more traffic would be disastrous.

26 HIGHFIELD GREEN – Strongly opposed. More traffic will result inappropriate to this narrow lane. Already disturbed by large lorries several times a year filling and then emptying the barn with silage, mud is spread all over bury Lane and when turning the large lorries almost hit the back walls of our gardens. A new school is built with access down Bury Lane. There is more traffic now than when the last application was turned down by the Minister. There should be a traffic count. This will not be an office the only possible use for the building is storage/ distribution. Noise nuisance and danger will result from the development.

APPLE TREE COTTAGE, BURY LANE – Object. Within Conservation Area and Metropolitan Green Belt. Close to residential properties including a listed building. Concerned about increases in noise and pollution, heavy traffic possibly during night hours. Parking and loading, unloading of goods vehicles of whatever size will be harmful to rural character and intrusive in the Green Belt. No indication of what would be held on the site, there could be significant refuse created. If the use is unknown how can the planning officer judge whether it will be detrimental to amenity by noise, vibration, smell etc. Also a B1 use can change to a B8 use without the need for planning permission (if the size is no more than 235 sqm. Given the nature of the building, no windows etc the only feasible use under B1 would be storage related to light industry. If approved it will be difficult to control the use and to enforce conditions. More traffic in the lane would add a further safety hazard if St Johns School redevelopment is implemented. The application is too vague and open-ended and should be refused.



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Item No: 05
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Bell Comm

Report Item No: 6

APPLICATION No:	EPF/1812/05
SITE ADDRESS:	38 Blackacre Road, Theydon Bois
PARISH:	Theydon Bois
APPLICANT:	Mr & Mrs Russell
DESCRIPTION OF PROPOSAL:	First floor extension to convert bungalow to house. (Revised application)
RECOMMENDED DECISION:	GRANT

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 Prior to commencement of works a scaled drawing showing a reduction of 0.5 metre in roofline terms as specified in architects letter dated 14 November 2005, shall be submitted to and approved by the Local Planning Authority.

Description of Proposal:

First floor extension to convert bungalow to a house. (Revised application).

Description of Site:

The application site comprises a 2 bedroom detached bungalow and lies within the built-up area of Theydon Bois. It is predominantly a residential area. It is located on the north side of Blackacre Road. It has a brick finish but is painted white and has a cover of concrete tiles on its roof. A large, unattractive dormer has been built at the rear roof space. The property has a large garden and full width garden shed. The land slopes down from the south direction and lies below the level of the road. The difference of ground level mounts well over a metre.

Relevant History:

EPO/950/1973 - First floor extension - Approved 18 December 1973.

EPF/1405/05 - First floor extension and loft conversion with rear dormer window converting bungalow to a house. The proposal was refused 12 September 2005 – Size and design of dormer would be visually intrusive.

Policies Applied:

Policy DBE9 - Impact of extension or new development in the form of visual impact overlooking or loss of daylight/sunlight.

Policy DBE10 - Concerns the design and form of residential extensions and seeks to ensure that extensions respect the character and appearance of the original building and the surrounding area.

Issues and Considerations:

The main planning issues in this application are the impact on the character and appearance of the existing building within the visual context of the street scene and any detrimental effects on the adjoining properties.

1. Detrimental effects on the adjoining properties

The separation between the dwelling and its boundaries of 1m towards No. 36A and 1.3m towards No. 40, together with the space on the neighbour's side of the boundaries ensures that the proposed increase in height will not be overbearing to its neighbours. The applicant has agreed to reduce the ridge height by 0.5m. There are no side windows planned.

2. Street scene

Blackacre Road has a great variety of house forms and designs. There is no dominance of any particular design. Many dwelling's have had roof extensions or accommodation provided within the roof space. The application site is a bungalow and has a huge dormer at its rear, built before the adoption of the Local Plan policies.

The submitted drawing shows that the ridge height of this building would be increased from 5.6m to nearly 8m. No. 36A is a detached bungalow and No. 40 is a large detached house. No. 36A and 38 has more or less equal roof heights whereas No. 40 has much higher roofline than the planned height of the application site. The design of the development has been kept in keeping with the existing features of the dwelling. A round decorative window forms part of the front gable. The existing unsympathetic large dormer at the rear of this property would be removed as part of this development. It is considered that the proposed development will not be an intrusive development in the context of many surrounding properties. The visual aspect of the proposal on the character and appearance of the existing house to its surrounding area would not be harmful and therefore conform to policy DBE10 of the adopted Local Plan.

3. Highway Considerations

There are at least two parking spaces on its forecourt and highway officers have no objection to this proposal as it meets the parking requirements easily. Highway safety will not be compromised.

Conclusion

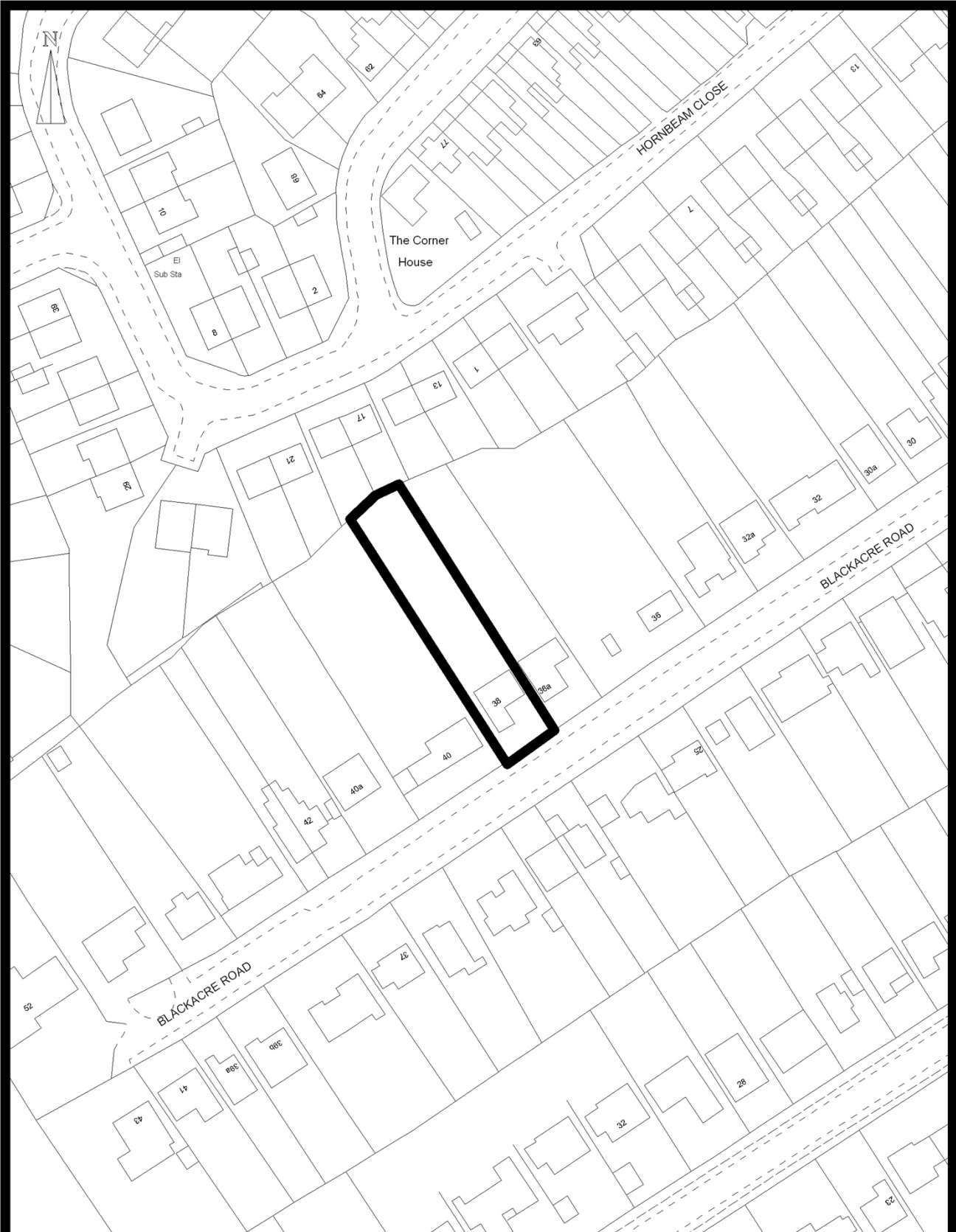
The comments of the Parish Council have been carefully considered but on balance it has been found that there is little overbearing impact on the adjoining neighbours. Furthermore, the issue of loss of bungalows is not supported by the Local Plan policies. It has been found that the proposal meets the requirements of the Local Plan policies.

The other representations have been examined and a reduction in ridge height has been secured. There are no other factors which outweigh the above considerations. The proposal is therefore acceptable and recommended for approval.

Summary of Representations

PARISH COUNCIL - The Council objects to this proposal as it feels that the overall bulk is detrimental to the street scene and which would have overbearing impact on the neighbouring properties. It also objects on the grounds of loss of a bungalow in this location.

36A BLACKACRE ROAD - An objection is raised on the grounds of higher roofline and a suggestion is made to get it lowered.



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