

**Report item No: 1**

<b>APPLICATION No:</b>	EPF/1839/05
<b>SITE ADDRESS:</b>	28 Forge Cottage Coopersale Street Epping Essex
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	Mr & Mrs M Rowan
<b>DESCRIPTION OF PROPOSAL:</b>	Replace study with garage and replace garage with granny flat.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 finished 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.

**Description of Proposal:**

This application (and the related item following) is for the removal of the existing 1980's study extension (5m by 4.4m wide), and replacement with a new attached garage also 5m deep but 5.6m wide. The height to ridge level would rise slightly, from 4.8m to 5.2m.

The second element is demolition of a modern detached garage to the side of the main house, and its replacement with a detached 'granny annexe' of 8.7m by 5.8m, containing an additional squared-off area of 2.5 sq m. In this case there is no change proposed in the overall height to ridge level.

**Description of Site:**

Forge Cottage is of a traditional scale and design, on an elongated 'L' shaped plan with a rear wing added in 1980 and further extended with the present study at ground floor level. This extension runs towards the western flank boundary, with a small (1.3m) gap separating the present garage and store sited on that boundary. Although the modern section of the house runs behind both the original cottage and 'The Lattice', a smaller cottage in a separate curtilage at the road frontage, the buildings are in line with most others on the southern side of Coopersale Street, Forge Cottage lying centrally within the designated Conservation Area.

### **Relevant History:**

EPF/132/80 – Double garage – Approved  
EPF/201/80 – Extension & alterations – Approved  
EPF/1181/81 – Boundary wall – Approved  
EPF/1309/88 – Conservatory – Approved  
EPF/892/04 – Roof extension – Refused

### **Policies Applied:**

Structure Plan Policies:  
CS4 Sustainable new development.  
C2 Green Belt.  
HC2 Development in conservation areas

Local Plan Policies:  
GB2 General restraint in the Green Belt.  
GB14 – Extensions to dwellings in the Green Belt  
HC7 Development within conservation areas  
DBE9 Impact of development on amenity  
DBE10 – Design of residential extensions

### **Issues and Considerations:**

The principal issues raised by the proposal are those of a residential extension and outbuilding in the Green Belt, and impact on the character and appearance of the Coopersale Street Conservation Area.

Forge Cottage has been considerably extended, with a full height two storey extension at the rear. The later study addition to that extension is more modest in scale, being single storey and hipped roof well below the extension. What is now proposed is a rebuilding of that study with a 0.4m higher roof, leaving it still clearly below the extension roof, and in turn the original cottage. This small increase in the floor area of the cottage is confirmed by the fact that although to date this has already totalled 58% on the original, only an extra 3% is involved for the new garage.

Similarly the new granny annexe would only add a further 2.5 sq m, with no additional height. For these reasons, therefore it is considered that it would be unreasonable to withhold permission for the present very modest additions to this incrementally extended house.

The effect on the Conservation Area would not be significant. The small built form increase of their replacements would not be visually significant, given their siting well to the rear of the street frontage, which on this side of the road gives the predominant character of a group of closely spaced dwellings with attractive white boarding fences and well-presented and landscaped front gardens.

On this basis, the replacement extension and outbuilding are considered to accord with the aims of Green Belt policies, and to preserve the character and appearance of the Coopersale Conservation Area.

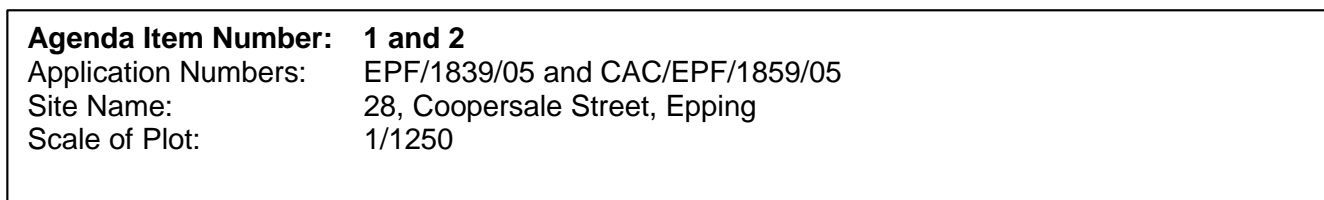
### **Conclusion**

Grant conditional permission.

**SUMMARY OF REPRESENTATIONS:**

EPPING TOWN COUNCIL – Objects on grounds of overdevelopment of the site.

NEIGHBOURS – no replies



**EFDC licence No.100018534**

**Report Item No: 2**

<b>APPLICATION No:</b>	EPF/1859/05
<b>SITE ADDRESS:</b>	28 Forge Cottage Coopersale Street Epping Essex
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	M Rowan
<b>DESCRIPTION OF PROPOSAL:</b>	Conservation area consent for the demolition of the garage and study.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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.

**Description of Proposal:**

This application for demolition in a conservation area relates to the previous item and an existing study extension and garage building are proposed to be demolished to make way for the replacement buildings.

**Policies Applied:**

HC7 - development in conservation areas.

**Issues and Considerations:**

Demolition of the modern single storey study addition (with large glazed elevations) and the detached brick-built garage are the subject of this application for Conservation Area Consent, and no objection is raised to their loss in relation to the overall character and appearance of Coopersale Street Conservation Area. Neither building is integral to the design or visual interest of Forge Cottage.

**SUMMARY OF REPRESENTATIONS:**

See previous item.

**Report item No: 3**

<b>APPLICATION No:</b>	EPF/1840/05
<b>SITE ADDRESS:</b>	76 Hemnall Street and B G Automotives, Half Moon Lane Epping
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	Forest Veterinary Centre
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of No. 76 Hemnall Street and adjacent works, extension to Vets centre and erection of 11 no. flats.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.
- 3 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 4 Prior to 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.
- 5 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.
- 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 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 LPA and the completed phase 1 investigation shall be submitted to the LPA 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 LPA before commencing the study and the completed phase 2 investigation with remediation proposals shall be submitted to and approved by the LPA prior to any remediation works being carried out.

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

- 8 A flood risk assessment shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using Windes or other similar programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained.
- 9 Prior to the premises being brought into use for the purpose hereby permitted, a scheme providing for the adequate storage of refuse for this use shall be submitted to and approved by the Local Planning Authority. The scheme shall be carried out and thereafter retained at all times.
- 10 All construction/demolition works and ancillary operations (which includes deliveries and other commercial vehicles to and from the site) which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 0730 to 1830 Monday to Friday and 0800 to 1300 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

The above restriction not only should apply to the unloading of delivery vehicles but also to the arrival and departure of such vehicles.

- 11 Prior to commencement of the development a scheme for the satisfactory noise installation of all party floors and walls between the properties shall be submitted to the Local Planning Authority and such scheme shall be approved in writing and implemented accordingly.
- 12 Prior to first occupation of any part of the development the car park as approved shall be constructed and marked out in permanent materials and shall be maintained at all times for the parking of staff and residents cars.
- 13 A pedestrian visibility splay of 1.5m x 1.5m as measured from the back of footway shall be provided either side of the access with no obstruction above 600mm within the splay.
- 14 The development authorised by this permission shall not begin until the Local Planning Authority has approved in writing and a full scheme of works for the provision of a public footpath to the front of the site. No occupation of any part of the site shall take place until those works have been completed in accordance with the Local Planning Authorities approval and have been certified in writing as complete by or on behalf of the Local Planning Authority.

**Description of Proposal:**

Demolition of No. 76 Hemnall Street, a detached bungalow and general industrial buildings and erection of extension to veterinary centre and 11 residential units, including a resident duty vets flat.

**Description of Site:**

Single storey detached bungalow and various disused general industrial buildings and yard area at the junction of Hemnall Street and Half Moon Lane, Epping.

Access to the site is gained off Half Moon Lane via a shared access that serves both the Half Moon Public House to the west and The Yard, previously used for car repairs.

To the immediate north of the site across Half Moon Lane lies the rear service area and beer garden to The Duke of Wellington Public House with residential properties beyond. To the rear of the site to the southwest is the Shell Service Station and immediately to the south the existing veterinary surgery.

There are residential dwellings to the east fronting Hemnall Street, including the Pelly Court flat complex and community centre.

The site is at present empty and derelict and is currently sealed off by 2 metre high security boarding.

**Relevant History:**

Various applications in relation to its previous car repair use.

EPF/242/03 - Erection of 11 residential flats and two service units - Withdrawn

EPF/1350/04 - Demolition of industrial buildings and erection of three storey office block - Refused

**Policies Applied:**

Structure Plan Policies

CS1 & CS4 (Sustainable Development)

BE1, BE2 & BE5 (Built Development)

H1, H2, H3 & H4 (Housing)

T3, T6 & T12 (Transport)

Local Plan

H3,H4,H5,H6,H8,H9 (Housing)

DBE1,DBE2,DBE3,DBE5,DBE6,DBE7,DBE8 (Design Policies)

RP4 (Development of contaminated land)

E1 (Employment)

T4,T14, T17 (Transport)



## **Issues and Considerations:**

The key considerations in relation to this proposal relate to design and the impact of development on the street scene and on neighbours; nature and justification of development, both in terms of the business as a local service provider and the residential element; and highway considerations.

## **Background**

The applicant approached the Council some years ago regarding the possible expansion of the veterinary practice in Hemnall Street and his desire to provide much needed operating facilities and essential key worker accommodation. At that time although he owned the adjacent bungalow, No. 76, it was not felt that this site could provide sufficient room for expansion.

Subsequently the adjacent car repair site ceased trading and the site came forward for redevelopment. Initially an application for its redevelopment for a mixed use of B1/B2 service units and flats was proposed, however, that application was withdrawn before being considered.

A second application was then submitted for office redevelopment. Although in principle this use was in accordance with the policies of the area its overall design, bulk and height was considered unacceptable and formed the reason for a refusal. The site thereafter was acquired by the current applicant and with No.76 Hemnall Street created a composite redevelopment site, the basis of the current submission.

The application is the product of extensive pre-application discussions with officers and provides the much needed additional veterinary facilities with private residential flat units, which will help fund the existing vets practice expansion.

## **Design and Impact of Development**

Although the current site has a commercial use and lies within the designated town centre on the Local Plan, the overriding character of this part of Hemnall Street is residential. The current veterinary practice building was granted consent in 1995. With a mix of both modern and traditional elements this striking building was considered to integrate well within the street scene and indeed won an Epping Forest Design Award in 1998. It has operated since that time and provides a well respected and successful service to the local area. Expansion of the building utilizing similar materials and design elements fulfils both the design requirements of policy DBE1 but also policy E1 regarding the expansion of existing businesses.

The development is of a similar height to the existing vets building, i.e. two storey. It maintains the existing ridge line and massing of the existing building although projecting forward on to a similar line as the original bungalow No.76 and the property to the south No 90. As the building approaches the junction with Half Moon Lane its height increases, as does its function to residential.

Although designed as one block, the building has several elements and the Hemnall Street façade has been articulated in such a way as to break up its appearance. Still two storey the roof space has been used to provide additional accommodation.

It is the corner section of the building that rises to three storey to provide a pivotal design statement advertising the main entrance to the building as Design Policies DBE1, DBE3 require. The building then reduces again in height along the Half Moon Lane frontage to better integrate with the adjacent pub building.

There are no adjacent neighbours who could be disadvantaged by the size or bulk of this building, since the nearby properties are all sufficiently far from the new building to avoid any overbearing effect or loss of light.

### **Sustainability and Justification for Development**

In a letter in support of the proposal the applicants put forward the following information, inter-alia.

"When built the existing building was an award winning 'state of the art' modern small practice. However, recent rapid advances in the diagnosis and treatment of pets mean more space is required to provide the best service and care possible. At a time when many practices are being taken over by large national companies it is essential that we maintain a high quality service that reinvests in the equipment needed to provide a high and personal level of care.

"The extension will provide improved facilities for the care of in-patients. Recent advances in the field of imaging means space is needed to provide dedicated rooms for scanners, endoscopes and digital x-ray facilities.

"Improved accommodation for on-call staff at night and out of hours. Operating a 24 hour service we need to provide better sleeping facilities for nurses and vets overnight. Increased parking facilities, although it should be pointed out there is no increase in consulting rooms and it is not envisaged that these additions will increase traffic to or from the surgery".

The applicant has further pointed out that in order to fund the acquisition of the site and the building works, residential development at this density is essential as enabling development.

Government guidance and indeed new Local Plan emerging policy promotes sustainable development. Advice within Planning Policy Guidance Note No. 3 to Local Planning Authorities stresses the need to make more efficient use of land, particularly previously used land with good public transport accessibility.

The application site is ideally placed being within short walking distance of bus and tube rail transport. Its previous use is not particularly suitable for a mainly residential area and the site has been left in a contaminated condition. Reuse as proposed is precisely what PPG3 encourages. The Town Council has raised concerns in relation to density of the development, however, given the location of the site and the above advice it is essential that the Local Authority can identify valid reasons for any application to be rejected.

As set out above the scheme is considered to be well designed taking its lead in terms of height and bulk from surrounding existing buildings. Whilst a small portion of the site does rise to three storey this is not necessarily out of place within the town centre and can be appropriate in urban design terms when creating good urban built frontage. Little in the way of overlooking will occur from any of the new proposed units and given the current appearance of the site considerable visual improvement will be gained from the sites redevelopment.

### **Parking and Local Highway Issues**

As previously indicated the site lies at the corner of Hemnall Street and Half Moon Lane. The site has an irregular frontage since part of the land appears to fall into highway ownership. There is no public footpath on the southern side of Half Moon Lane in front of the site and any consent for development would be subject to a condition that a footpath be provided across the frontage at the applicants cost. The applicant has also indicated he would be prepared to carry out such work, which would benefit pedestrians and road users in general, the development, and visual amenities of the area.

The scheme provides for one parking space per unit and an additional 3 spaces under the building for veterinary staff. Given the location of the site within the town centre and close to public transport facilities this is considered acceptable. No objections have been raised by the Highway Authority to this level of car parking provision. It should also be pointed out that similar and even less parking provision has been made on other recent town centre developments. This is in line with Government Guidance and current adopted car parking standards. Provision for cycle and motorcycle parking to current standards has also been provided.

No objections have been raised regarding the layout of the site or its connection to the local highway network and the scheme therefore complies with Policy T17 of the adopted Local Plan.

## **Conclusion**

Since the application site falls within the defined Town Centre boundaries but adjacent a residential area the mixed proposal for extension to an existing commercial veterinary surgery and residential flats seems an appropriate use of the site.

Although of modern design the proposal integrates with the existing veterinary surgery and incorporates sufficient traditional components to ensure it will not be out of character within the street scene.

The buildings scale has been derived by the need to maximise the best use of the land, devise a suitable urban frontage to the site, in keeping with its surroundings and creating a viable development capable of supporting the applicants aims. No valid overlooking or loss of privacy concerns have been identified in relation to the development and no objections have been raised by interested statutory bodies.

The concerns raised by the Town Council have been considered within the body of the report and are not felt to be sufficiently valid in this case to warrant refusal of the application.

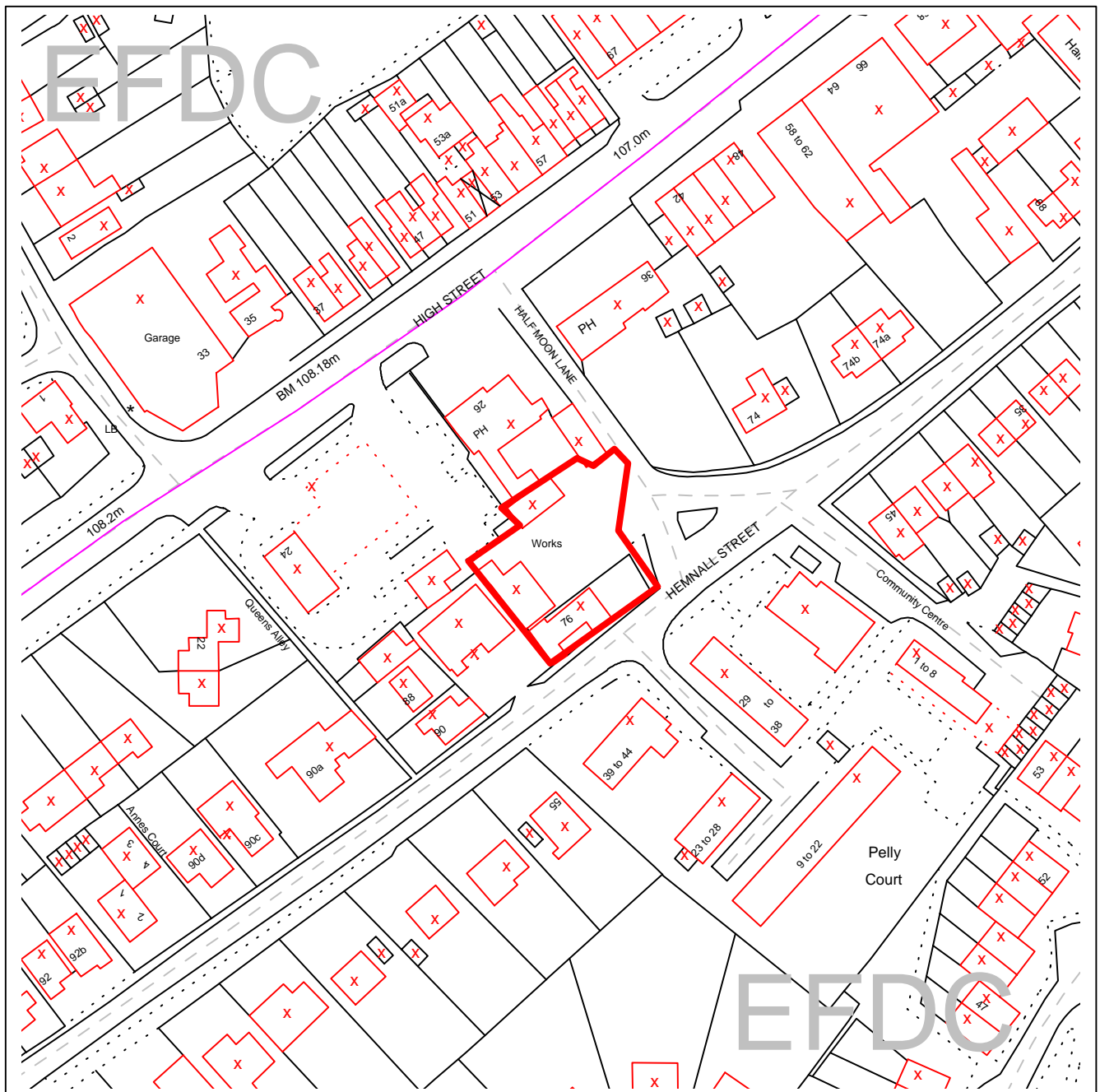
In view of all the above factors this application is recommended, subject to the schedule of conditions, for approval.

## **SUMMARY OF REPRESENTATIONS**

**EPPING TOWN COUNCIL** - Gross overdevelopment of the site. Not appropriate to the street scene which is visible from the Conservation Area. Committee also felt there could be possible highway issues regards parking, did not feel proposals complied with Policy T17 of the adopted Local Plan.

**17 PELLY COURT** – Concerned about highway and parking issues.

**EPPING SOCIETY** – Object the proposal is too close to the front boundaries of the site in both Hemnall Street and Half Moon Lane and would create an obstruction to traffic and a hazard. Lack of amenity space for the flats. Insufficient parking.



**Agenda Item Number: 3**

Application Number: EPF/1840/05

Site Name: 76 Hemnall Street and land adjacent, Epping

Scale of Plot: 1/1250

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**Report Item No: 4**

<b>APPLICATION No:</b>	EPF/1887/05
<b>SITE ADDRESS:</b>	15 Institute Road Coopersale, Epping Essex CM16 7QY
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	Mr G Edwards
<b>DESCRIPTION OF PROPOSAL:</b>	Single storey side extensions and two storey rear extension.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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.

**Description of Proposal:**

Revised scheme for single storey side extension with a two storey rear section.

**Description of Site:**

Semi-detached house built 1930s with a mansard roof on a small rectangular plot having well screened rear garden.

**Relevant History:**

Rear single storey extension July 1975.  
Side extension February 1982 (not built).  
Side extension and first floor rear extension - APPROVED October 2004 (EPF/1613/04).

**Policies Applied:**

Residential design policies DBE9, 10.

### **Issues and Considerations:**

The main issues in this proposal are the effect on the amenities of adjoining properties and the design and appearance of the extensions.

#### **1. Amenity**

This amended scheme increases the length of the previously approved side extension by some 4.2m but the front wall, as extended, will still be 3.8m behind the main front wall of the house. The additional length also results in a higher ridge line by 1.0m but the overall roof profile will be within the profile of the main roof. The adjoining property, No. 13 on the east side, has a similar 3.3m wide sideways occupied by a garage and there will thus be no adverse effect on this property. There will in fact be an improvement in that an existing bedroom window on the side elevation that presently overlooks No. 13 will be eliminated and a new window to this extended bedroom will be provided on the rear elevation of the new two storey section.

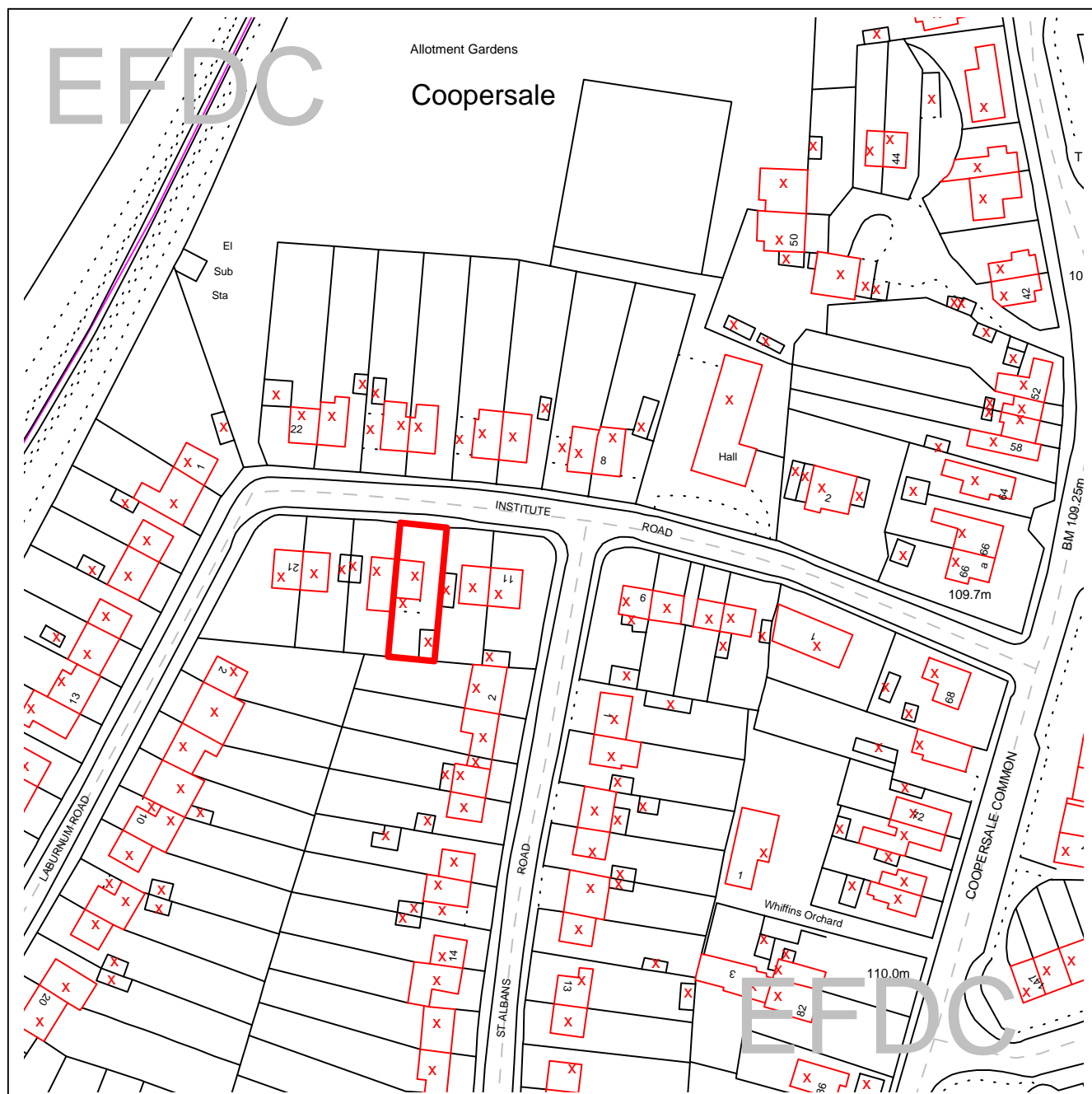
#### **2. Design/street scene**

Apart from the increased length and height of the side extension the design and appearance of these revised proposals remain as previously approved. There will be no impact on the street scene, as the side extension is of single storey height and in any case is set back 3.8m behind the front wall of the main dwelling.

The submitted scheme as now amended still complies with the relevant Local Plan policies and approval is recommended.

### **SUMMARY OF REPRESENTATIONS**

TOWN COUNCIL – Overdevelopment with particular concern at the high roof of the side extension abutting the neighbour's boundary, and does not comply with policy DBE10.



**Agenda Item Number: 4**

Application Number: EPF/1887/05

Site Name: 15, Institute Road, Epping

Scale of Plot: 1/1250

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**Report Item No: 5**

<b>APPLICATION No:</b>	EPF/2136/05
<b>SITE ADDRESS:</b>	9 Charles Street Epping Essex CM16 7AU
<b>PARISH:</b>	Epping
<b>APPLICANT:</b>	Robin Hellier
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of car port with gates to front.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 existing garage building in the rear garden of the property shall be demolished and the materials removed from the site within one month of the new car port being brought into use.

**Description of Proposal:**

Carport at side of house to replace existing garage in rear garden.

**Description of Site:**

Semi-detached house built 1930s in the street of older style mixed development, with long rear garden, well landscaped and screened from the industrial estate abutting the north boundary.

**Relevant History:**

Front porch extension July 1986.  
Replacement conservatory April 2004.

**Policies Applied:**

Residential design policies DBE9, 10.



### **Issues and Considerations:**

The issues here are the effect of the proposed carport on the adjoining property and its design and appearance in relation to the main dwelling.

#### **1. Amenity**

The proposed carport will extend to the common boundary with No.11 to the west, which is a detached property sited some 2m from the boundary. The open-sided carport will not have any adverse effect on the amenities of this property.

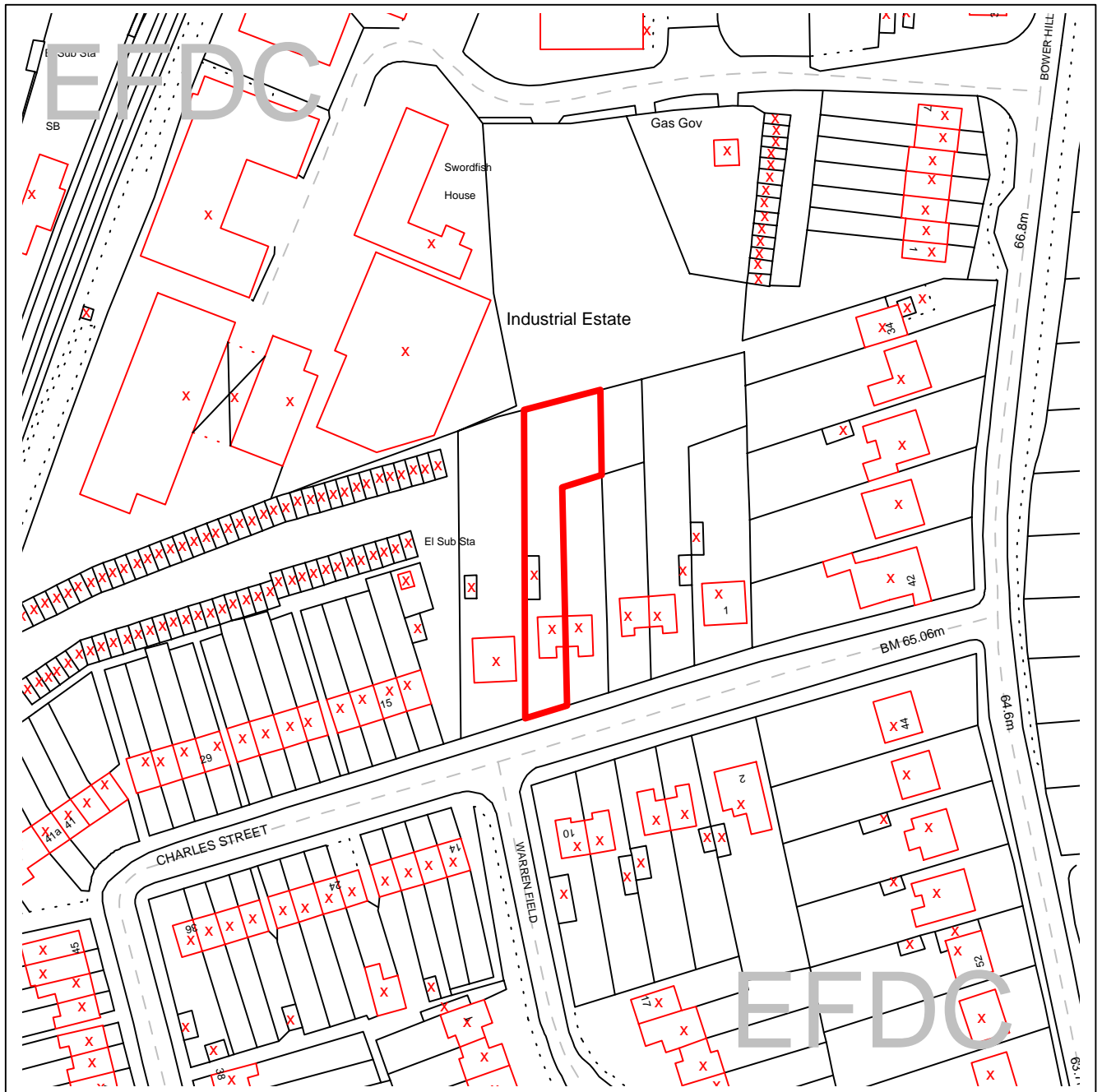
#### **2. Design/appearance**

The carport is traditional in form with slender steel supports and a lean-to roof covered with polycarbonate sheeting. The gates referred to in the description of the proposal are to be erected across the front of the carport in vertical timber cladding, giving the appearance of garage doors, thus screening the view of the sideway and the rear garden beyond. There will be no gates on the present vehicular access from Charles Street and the existing open driveway and gravelled front forecourt will remain available for casual parking.

This is an acceptable proposal and approval is recommended.

### **SUMMARY OF REPRESENTATIONS**

This report was completed prior to the expiry of the consultation period and any representations received will be reported orally to committee.



**Agenda Item Number:** 5  
**Application Number:** EPF/2136/05  
**Site Name:** 9, Charles Street, Epping  
**Scale of Plot:** 1/1250

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**Report Item No: 6**

<b>APPLICATION No:</b>	EPF/1818/05
<b>SITE ADDRESS:</b>	New Farm Cottage New Farm Drive Lambourne
<b>PARISH:</b>	Lambourne
<b>APPLICANT:</b>	Mr Campbell
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of front boundary fence.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**CONDITIONS:**

- 1 Within three months of the date of this notice, the fence hereby permitted shall be stained in a dark colour which shall be agreed in writing with the Local Planning Authority and shall be permanently maintained in that condition.
- 2 Within three months of the date of this notice, details of the landscaping of the site showing planting in relation to the fence hereby approved shall be submitted in writing for the approval of the Local Planning Authority, and shall be carried out within three months of approval and be permanently retained as approved thereafter.

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

**Description of Proposal:**

This application is for a front boundary fence. The structure comprises timber close-boarded fencing, and is a maximum of two metres tall.

**Description of Site:**

The site located on the north-eastern side of New Farm Drive, opposite the junction with Knights Walk. It is to the south-east of the main village, and is occupied by a chalet bungalow with a detached garage and stable block located to the southern side of the site. The southern portion of the site lies within the Green Belt, but the area of the existing property is within the main village envelope.

**Relevant History:**

None relevant to this application.

**Policies Applied:**

Countryside Policy from the Essex and Southend on Sea Replacement Structure Plan:-  
C2 – Development within the Metropolitan Green Belt.

Green Belt, Residential Development and Highway Policies from Epping Forest District Council's Adopted Local Plan:-

GB2 – Development within the Metropolitan Green Belt.

DBE1 – Design of new structures.

DBE2 – Effect of new structures on surroundings.

DBE4 – Design of new structures within the Green Belt.

DBE9 – Amenity considerations.

T17 – Highway safety.

**Issues and Considerations:**

The main issues with this application relate to the visual impact of the fence and how it affects the green belt.

The site is located at the rural end of New Farm Drive, and is the last property on the north-eastern side of the road. New Farm Drive is characterised with properties that have a variety front boundary treatments, and properties in the vicinity of the site are located behind hedges of a variety of heights. The fence is located opposite the junction with Knights Walk, and it is acknowledged that at present it is a prominent feature within the street-scene. It is however in line with the front boundaries of neighbouring properties.

The land immediately in front of the application site however is under the ownership of the applicant, who has stated the intention that bushes and planting are to be placed in front of the palisade. Whilst any planting would inevitably take time to become established, it would have the effect of softening the effect of the fence. A condition can request that details of landscaping are submitted, and that the scheme is implemented within a certain period. Moreover, in the interim period between planting and maturity, the fence can be stained a dark colour. This will mitigate its impact on the surroundings, and will ensure it is not an unduly intrusive feature. On the grounds that conditions would assist in overcoming any objections to the development, the fence is considered acceptable in terms of Local Plan policies.

Part of the site is located within the Green Belt, whilst that immediately in front of the house is not. It is not considered that the erection of this fence represents inappropriate development within the green belt, as it does not have an unduly suburban appearance. A refusal based on the principles of the Green Belt would therefore be difficult to justify.

Highways officers raise no objections on safety grounds, and the issue raised by the Parish Council with respect to the residential curtilage does not apply, since a means of enclosure does not imply that a change of use has occurred. The highway outside the site has not been narrowed, though the owner seems to wish to prevent vehicles parking on his grass verge outside his fence.

Conclusion:

This application is considered acceptable but only with the imposition of conditions, and is consequently recommended for approval.

### **SUMMARY OF REPRESENTATIONS:**

PARISH COUNCIL – Lambourne Parish Council objects most strongly to this application on the following grounds: 1. The re-siting of the entrance gate would appear to effectively extend the residential curtilage into the green belt. 2. The construction of the fence creates an adverse effect on the street-scene and the open character of the landscape and does not relate well to the curtilages of adjoining properties. 3. Lambourne Parish Council is of the opinion that the carriageway to the front of the property should be at least a public right of way, preferably purchased and adopted by Essex County Council to create a proper and safe highway. The applicant has currently blocked the carriageway with soil resulting in a narrow single-track road approaching the junction with Knights Walk. This is likely to cause a serious traffic hazard due to limited visibility.

10, KNIGHTS WALK – Not only has this fence been erected but half the width of the road outside the property has been dug up. This half of the road as I understand it has never been adopted by the Council and has always been unmade. Does this give him the right to do what he has?

Objections are as follows. The fence is too high and has completely ruined the look of this end of Knights Walk, replacing as it has a very old hedge. It is inappropriate. The road has been made very dangerous by digging up half of it.



**Agenda Item Number: 6**

Application Number: EPF/1818/05

Site Name: New Farm Cottage, New Farm Drive, Abridge

Scale of Plot: 1/1250

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**Report Item No: 7**

<b>APPLICATION No:</b>	EPF/1926/05
<b>SITE ADDRESS:</b>	Oak Lodge New Farm Drive Lambourne Romford Essex RM4 1BT
<b>PARISH:</b>	Lambourne
<b>APPLICANT:</b>	Mr B O'Connor
<b>DESCRIPTION OF PROPOSAL:</b>	Two storey side extension.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 the commencement of the development details of the proposed surface materials for the driveway/access, 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.
- 4 Gates shall not be erected on the vehicular access to the site without the prior written approval of the Local Planning Authority.

**Description of Proposal:**

Two storey side extension, measuring 4.6m x 8.3m, by 6.9m high to a gable end roof, on the south flank of the building. A flat roofed dormer would be erected on the front roof slope and a pitched roof dormer erected on the rear roof slope. A new cross over will be provided across the footway in New Farm Drive.

**Description of Site:**

A semi-detached chalet bungalow on a rectangular corner plot. The road has a mix of housing styles. The site is screened by a 2m brick wall to the front and side, and a 4m high hedge on the front and side, and on the front boundary with the other semi of the pair. The site slopes down to the north

### **Relevant History:**

EPO/1132/72 - Dormer windows - Approved  
EPO/1098/73 - Boundary wall - Approved  
EPF/385/92 - Rear dormer & detached garage - Refused  
EPF/105/04 - Extensions to garage - Approved

### **Polices Applied:**

DBE 9 Excessive Loss of amenities for neighbours  
DBE 10 Design of residential extensions  
T14 Parking

### **Issues and Considerations:**

The main issues in this application are the effects of this development on the amenities of neighbouring properties and the street scene.

#### **Impact on Street Scene**

- This proposal would see the two-storey side extension continuing the current form of the building. A gap of 5.5m to the side boundary, and to the front boundary of 4m, will remain. The rear garden will remain in its current form.
- The site is well screened to the front and side by the high hedge, and only the rear of the extension will be visible to the rear from Knights Walk. It is the case that there will be little further impact when viewed from this area.
- The design integrates acceptably with the existing building.
- The Parish Council has commented that this scheme is an overdevelopment on the site. However, this is a fair sized plot, and the extension will still leave extensive gaps to all of the site boundaries, beyond that which would be required in the local plan.

#### **Design**

- The main design issue are the front and rear dormers. Both of these match the styles of the existing dormers. The front dormer is a modest structure which integrates well into the roof slope. The rear dormer is far larger and more imposing.
- However, the rear roof slope already has a twin pitched roof dormer. It is accepted that this existing dormer is not particularly attractive, but the proposed dormer will match the general appearance of the existing, which prevents an unbalanced and odd effect if another dormer design had been adopted.
- The new dormer also has a larger window which reduces the bland appearance of the vertical surfaces of the existing dormer.
- Materials will match.
- On balance it is considered that the design is acceptable.

#### **Residential Amenity**

- The only site that would be overlooked would be the side elevation of No2 Knights Walk. However this elevation screened by an existing car port and the garage in the rear garden of Oak Lodge, and there would be no adverse impact.
- There will be no loss of light.



**Parking**

- The Highways Department have commented that this scheme could be considered to be an over provision of parking on the site, but have raised no objection subject to conditions.
- The front garden can be paved without the need for planning permission, and the hedgerow along the boundary with Carousel to the north, and to the south will remain.
- It is considered that this aspect of the scheme is acceptable.

**Conclusion**

As explained above the site can easily accommodate this extension, and the rear dormer would not justify a refusal. Therefore the recommendation is for approval.

**SUMMARY OF REPRESENTATIONS**

PARISH COUNCIL – Object, this is an over development of the site.



**Agenda Item Number: 7**

Application Number: EPF/1926/05

Site Name: OAK lodge, New Farm Drive, Abridge

Scale: 1/1250

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**Report Item No: 8**

<b>APPLICATION No:</b>	EPF/1280/05
<b>SITE ADDRESS:</b>	94 - 96 High Road North Weald Bassett Epping Essex
<b>PARISH:</b>	North Weald
<b>APPLICANT:</b>	Greenaway Ltd
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of 6 no. flats with associated car parking. (Revised application)
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**CONDITIONS:**

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

The 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.

- 4 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 LPA and the completed phase 1 investigation shall be submitted to the LPA 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 LPA before commencing the study and the completed phase 2 investigation with remediation proposals shall be submitted to and approved by the LPA prior to any remediation works being carried out.

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

- 5 Prior to the first occupation of the flats hereby approved the access and parking areas, including motorcycle and cycle facilities shall be completed in accordance with the approved drawing No. 1501:2 Rev A. and thereafter retained.
- 6 Prior to the commencement of the development details of the proposed surface materials for the access and parking areas, 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.
- 7 Compensatory flood storage works shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

### **Description of Proposal:**

The application is for a two storey block containing 5 two bedroom flats and a studio flat. The proposed building has a staggered footprint which steps back into the site and the frontage is broken to reduce its visual bulk. Three parking spaces are proposed to the front of the building with a further six to the rear accessed through an archway. Motorcycle and cycle parking space is also provided to the rear. A single vehicular access is proposed, off the High Road and the pavement footway is to be reinstated across the rest of the frontage.

### **Description of Site:**

The site is a former garage/petrol filling station located on the southeastern side of the High Road opposite the site of the Queens Head P.H approximately 200m northeast of the centre of North Weald. It is entirely hard surfaced and one single storey building with gabled roof is situated adjacent to the southwestern boundary. The site is being used unlawfully as a hand car wash and a 2m high steel palisade fence has been erected on the boundary with the High Road without planning permission.

A two-storey house, no. 98 High Road, lies to the northeast and a bungalow, 92 High Road, adjoins the site to the southwest. The site backs onto the gardens of a bungalow in Higham View. The site is within a predominantly residential area characterised by single and two storey houses with land to the southwest dominated by detached bungalows and land to the northeast dominated by terraced and semi-detached houses. The High Road itself is a busy main road designated the B181 that links the nearby A414 to Epping, which attracts traffic that passes through North Weald from a wide area.

On 9 March 2005 the Council resolved to grant planning permission subject to the completion of a legal agreement for a courtyard development of two-storey houses on the site of the Queens Head.

### **Relevant History:**

EPF/707/99 – Retrospective application for the stationing of portacabin for use as office and erection of garage for use of valeting cars. Approved 18.08.99

EPF/1076/03 – Demolition of existing garage and outbuildings and erection of two detached houses. Approved 9.01.04

EPF/378/04 – Erection of 8 two bedroom flats in two blocks with parking. Refused 21.04.04.

EPF/1650/04 – Erection of 6 two bedroom flats in 1 block with parking to the front. Refused

### **Policies Applied:**

#### Structure Plan:

- CS1 Achieving sustainable urban regeneration
- CS2 Protecting the natural and built environment
- CS4 Sustainable new development
- BE1 Urban intensification
- H2 Housing development – The sequential approach
- H3 Location of residential development
- H4 Development form of new residential developments
- T3 Promoting accessibility
- T7 Road hierarchy
- T8 Improvements to the primary route network
- T12 Vehicle parking

#### Local Plan:

- H3 Residential development outside the green belt
- H9 Accessibility to persons with mobility difficulties
- DBE1 Design of new buildings
- DBE2 Impact of buildings on neighbouring property
- DBE3 Development in urban areas
- DBE6 Car parking
- DBE8 Private amenity space
- DBE9 Impact of development on amenity
- LL11 Landscaping schemes
- T14 Provision of off-street car parking

#### Supplementary Planning Guidance

Essex Planning Officers Association Vehicle Parking Standards (2001)

### **Issues and Considerations:**

The development complies with the policy preference for providing new dwellings within existing urban areas with good access to community facilities and so the main issues to be considered in this case are the acceptability of the form of the development, its impact on amenity and impact on highway safety.

The reasons for refusal of the previous scheme related to the visual impact of the scheme as a large block uncharacteristic of development in the area which had significant parking to the front of the site with no landscaping, the design and appearance of the scheme, overlooking problems, lack of surveillance of side entrances to the building giving rise to security problems and inadequate provision for disabled parking, secure bicycle storage and motorcycle parking to meet current requirements.

The current proposals have been specifically designed to overcome these problems.

### **Form of the Development**

The design has been amended to ensure that the front of the site is not dominated by car parking and the block has been visually broken down by the use of gables and set backs to ensure that it is more in keeping with its setting. The side entrances that were previously a problem have been removed and the overlooking problem has been removed. The scheme now includes a disabled parking space, and two visitor spaces to the front, 6 parking spaces to the rear and bicycle and motorcycle parking as required to meet the current adopted parking standards.

The only remaining issue is that the scheme introduces flatted development into the High Road, in an area characterised by single-family dwellings. This is not considered sufficient grounds for refusal, given the current requirement to make the best use of urban land and given the mixed nature of the development in the High Road. The High Road is a long enough road and of sufficient status to be able to cater for differing types of development, unlike a back street.

### **Impact on Amenity**

The building will be a considerable distance from the rear boundary and hence the bungalow in Higham View would not be significantly affected. The staggered building line relates the new development well with the adjacent properties in the High Road. The parking area at the rear might have been introducing vehicles to a quiet area of the site but since the whole site was accessed by vehicles as part of the garage use, no loss of amenity would result from this arrangement.

The proposal is therefore unlikely to result in any loss of amenity to adjacent properties.

### **Highway Matters**

Concern has been raised with regard to the highway implications of the development but the use of the land to provide 6 flats is not considered to be an intensification of its use and therefore the development would not result in any greater number of vehicles moving between the site and the adjoining classified highway. It would therefore not cause conflict or interference to the passage of through vehicles and would not lead to any deterioration in the efficiency of the road as a through traffic carrier. The parking provision of 1.5 spaces per unit is acceptable in this location close to the village facilities and on a bus route.

The site is within an area of high flood risk, but a full flood risk assessment has been submitted which has satisfied Environment Agency concerns. Compensatory flood storage works will be carried out to ensure that there will be no reduction in flood storage capacity.

The use of the site for 6 residential units will not lead to unacceptable levels of noise and disturbance, particularly when compared to the previous use as a garage.

## **Conclusion**

The proposed development, although introducing flats into the High Road is considered well designed with a good relationship to the High Road and to neighbouring properties. Subject to suitable landscaping to the front of the site the scheme will visually enhance this section of the High Road, which is currently unattractive. There will be no significant overlooking or loss of light as a result of the development and the parking and access arrangements meet the Council's current adopted standards for this location. The scheme is in accordance with the adopted policies of the Structure and Local Plan and the application is therefore recommended for approval subject to conditions.

## **SUMMARY OF REPRESENTATIONS**

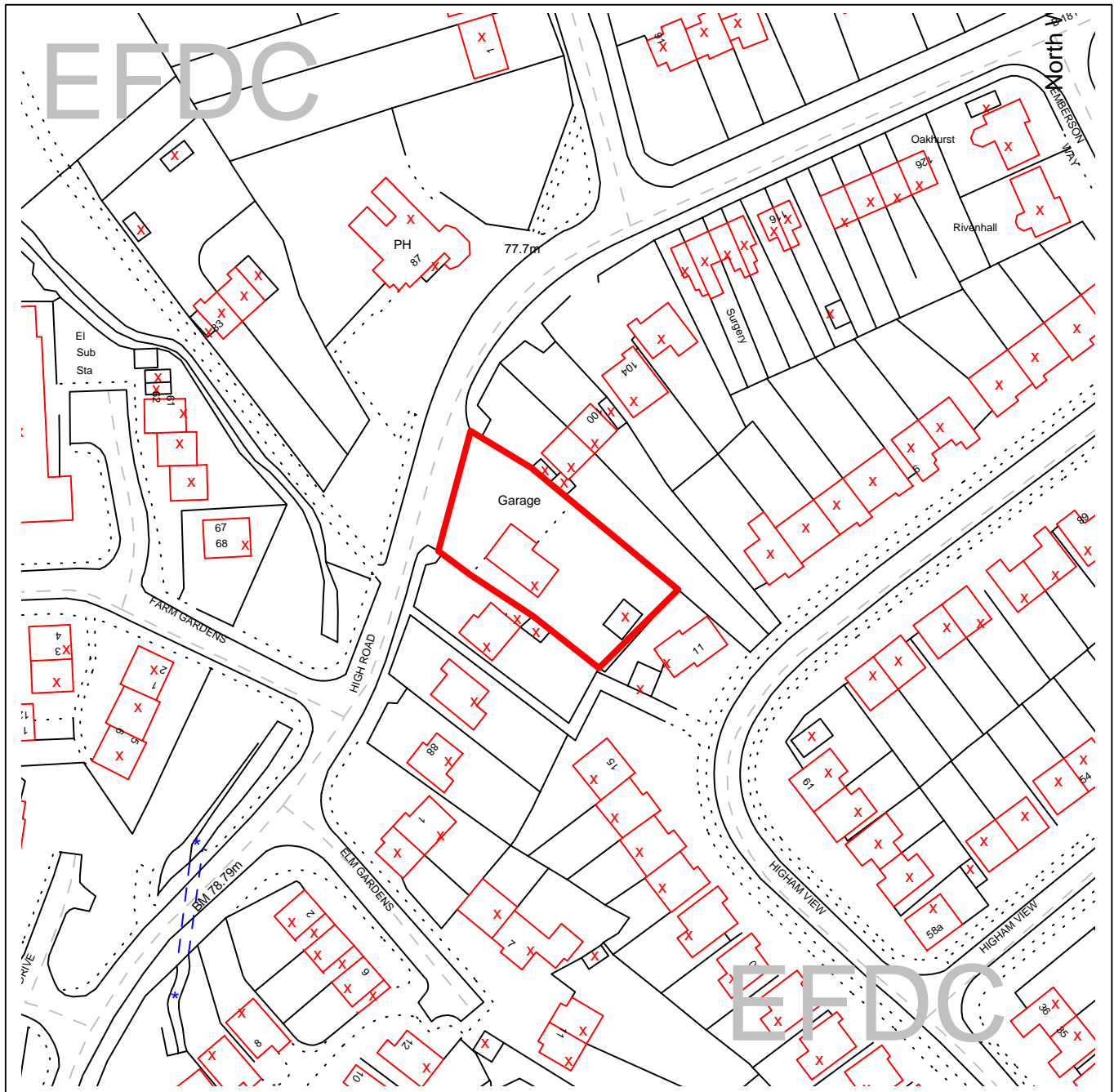
PARISH COUNCIL – The proposal represents overdevelopment of this site. Neighbouring properties, especially adjacent bungalows will be overshadowed. The proposals do not fit into the existing street scene. There are also concerns that the potential number of vehicle movements for the site may add unacceptable risk to a busy section of the High Road that is on a bend with limited visibility.

92 HIGH ROAD. – I assume parking will be to the front, leading on to the High Road which would be inappropriate and dangerous. Most homes have 2 cars not 1. We now have a car wash next door. Workers work hard, are polite and have secured the site. We hope it remains a business, at least it opens and shuts at the same time every day and there are no conflicts.

112 HIGH ROAD – I oppose the proposals. The appearance of the building is unsatisfactory. It is out of keeping, overbearing, there are no flats at present. The design is very poor.

Overdevelopment – 6 flats on 0.11 hectare will mean about 15 people. Overdevelopment of the High Road – it is directly opposite 87 High Road which has consent for 11 residences, therefore likely too be 2 lots of building work occurring simultaneously which are both at dangerous bends. Insufficient space is left for meaningful landscaping to keep the village look. The development will accommodate at least 15 people and their visitors, which will bring more rubbish, noise, and pollution to this semi rural village. The current car wash does not generate as much noise and is not open all the time. Loss of light and privacy and loss of views to adjacent residents will result. The scheme makes a mockery of all the traffic calming measures that have been put in place. It will generate traffic and there are insufficient parking spaces, this will result in dangerous parking along the High Road, and adjacent roads. There will be a loss of on street parking for existing residents which will make them angry.. Currently the local buses are full to capacity during peak travelling times, if the new residents wish to use them there will not be sufficient room. The scheme is not significantly different from that previously refused.

83 HIGH ROAD – This is the 4<sup>th</sup> application and I can't see any improvement other than cosmetic alterations. Still overdeveloped for the size of the site and its position on a blind bend. Still insufficient parking provision. The archway means that cars coming in and out can't pass and this may lead to obstruction of the main road and accident implications. Where are excess vehicles going to park? I envisage that they may park on the green area in front of my property, which will not be acceptable. The first application for 2 houses on the site was very acceptable and I was disappointed that it never came to fruition.



**Agenda Item Number:** 8  
**Application Number:** EPF/1280/05  
**Site Name:** 96-98, High Road, North Weald  
**Scale of Plot:** 1/1250

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**Report Item No: 9**

<b>APPLICATION No:</b>	EPF/1860/05
<b>SITE ADDRESS:</b>	Former Blacksmiths Arms Woodside North Weald Bassett Epping Essex CM16 6LH
<b>PARISH:</b>	North Weald
<b>APPLICANT:</b>	Kings Oak North London
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of existing public house and erection of 20 no. houses, access, parking and landscaping.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 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 LPA and the completed phase 1 investigation shall be submitted to the LPA 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 LPA before commencing the study and the completed phase 2 investigation with remediation proposals shall be submitted to and approved by the LPA prior to any remediation works being carried out.

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

- 7 A flood risk assessment shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using Windes or other similar programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained.
- 8 Prior to commencement of the development a full noise survey should be carried out to establish which noise category the proposed plots fall into with regard to PPG24. Following the survey, a scheme for protecting the proposed new dwellings from noise, shall be submitted to and agreed in writing by the Local Planning Authority for any dwellings, gardens and recreation areas that fall into NEC B and C or above as detailed in PPG24. All works, which form part of the scheme, shall be completed before any of the proposed residential development is occupied.
- 9 Prior to the premises being brought into use for the purpose hereby permitted, a scheme providing for the adequate storage of refuse from this use shall be submitted to and approved by the Local Planning Authority. The scheme shall be carried out and thereafter retained at all times.
- 10 Hours of use of noisy equipment, demolition, noisy construction and deliveries should be restricted to between:  
  
0730 - 18.30 hours Monday to Friday  
0800 - 1300 hours Saturday  
No work on Sunday or Bank Holidays
- 11 No bonfires should occur at any time on the site for the disposal of waste material.
- 12 Prior to any demolition on site a scheme for dealing with dust suppression shall be submitted to and approved in writing by the Local Planning Authority and thereafter any demolition work shall be carried out in accordance with such scheme.
- 13 The first 6m of any private access as measured from the highway boundary shall be treated with an approved bond material to prevent any loose material from entering the highway.
- 14 Pedestrian visibility splays of 1.5m x 1.5m as measured from the back of footpath shall be provided either side of the accesses with no obstruction above 600mm within the area of splays.

- 15 Driver to driver visibility splays shall be kept clear of any obstruction at all times.
- 16 Prior to the commencement of any development on site a scheme for street lighting along the frontage of the development to an adoptable standard shall be provided and such a scheme shall be agreed in writing by the Local Planning Authority and thereafter the scheme shall be implemented in accordance with the agreed particulars.
- 17 The development authorised by this permission shall not begin until the Local Planning Authority has approved in writing a full scheme of works for the provision of a new footway from the existing footway east of High Road on the south side of Woodside, plus a pedestrian link on the south side of Woodside at an agreed point where a tactile pedestrian crossing by dropped kerbs shall be constructed. No occupation of any part of the site shall take place until those works have been completed in accordance with the Local Planning Authorities approval and have been certified in writing as complete by or on behalf of the Local Planning Authority.
- 18 At no time shall gates be erected at any vehicular access onto the highway.
- 19 No development shall take place on site, including site clearance, tree works, demolition, storage of materials or other preparatory work, until all details relevant to the retention and protection of trees, hereafter called the Arboricultural Method Statement, have been submitted to the LPA and approved in writing. Thereafter the development shall be undertaken only in accordance with the approved details, unless the LPA has given its prior written consent to and variation.

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

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

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

The Arboricultural Method Statement shall include provision for the supervision and inspection of the tree protection measures. The fencing, or other protection which is part of the approved Statement shall not be moved or removed, temporarily or otherwise, until all works, including external works have been completed and all equipment, machinery and surplus materials removed from the site, unless the prior approval of the Local Planning Authority has been given in writing.

- 20 No development shall take place, including site clearance or other preparatory work, until all details relevant to the implementation of hard and soft landscape works and tree planting, hereafter called the Landscape Method Statement, have been submitted to the LPA, and the development shall not commence until the Landscape Method Statement has been approved by the LPA in writing. All landscape works shall be undertaken in accordance with the approved details, unless the LPA has given its prior written consent to any variation.

The Landscape Method Statement shall include as appropriate, protection of the planting areas, where appropriate by fencing, during construction; preparation of the whole planting environment, particularly to provide adequate drainage; and the provision which is to be made for weed control, plant handling and protection, watering, mulching, and the staking, tying and protection of trees. The Landscape Method Statement shall also normally include provision for maintenance for the period of establishment, including weeding, watering and formative pruning, and the removal of stakes and ties. Provision shall be made for replacement of any plant, including replacements, that are removed, are uprooted, or which die or fail to thrive, for a period of five years from their planting, in the first available season and at the same place, with an equivalent plant, unless the LPA has given its prior written consent to any variation.

All hard and soft landscape works shall be completed prior to the occupation or use of any part of the development, unless the LPA has given its prior written consent to a programme of implementation. The hard and soft landscape works, including tree planting, shall be carried out strictly in accordance with any approved timetable.

The Landscape Method Statement shall state the provision which is to be made for supervision of the full programme of works, including site preparation, planting, subsequent management and replacement of failed plants.

- 21 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.

- 22 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.
- 23 A flood risk assessment shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using Windes or other similar programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained.

### **Description of Proposal:**

Demolition of existing public house and outbuildings and erection of 20 houses, together with new access to the site, parking and landscaping.

### **Description of Site:**

The application site lies on the northern side of Woodside at its junction with High Road (B1393) Thornwood, in the Parish of North Weald.

The site comprises an area of land 0.6 hectares and is currently occupied by the former public house known as The Blacksmith Arms and a recreational outbuilding and ancillary car parking area. Roughly triangular in shape, its two side boundaries abut the residential estate of Rowley Mead whilst its southern boundary fronts onto the road known as Woodside.

Currently there are two access points onto the site. That nearest to the Woodside/High Road junction serves a small area of land to the west of the public house previously used for car parking. The second access point lies approximately 40 metres to the east, directly onto Woodside virtually opposite Nos.1 and 2 Woodside Cottages.

The site has a good mixed hedge along the eastern half of its frontage with a hedge and tree belt along its eastern boundary. A mix of low hedging and young trees abut the western side and end of the site fronting onto High Road.

The site lies within the boundaries of the residential settlement of Thornwood as defined in the adopted Local Plan.

### **Relevant History:**

The application site comprises the public house and its curtilage, predominantly used for car parking. The planning history of the site relates mainly to its former use with applications over the years for alterations and extensions to the building together with advertisement applications.

In October 2004 two identical applications for residential development of the site were submitted. These applications EPF/1870/04 and EPF/1871/04 were processed in the normal manner. However, whilst negotiations proceeded regarding these proposals, an appeal was lodged by the applicants against the Council's failure to reach a decision within the prescribed period.

The appeal against EPF/1870/04 was duly considered and in June 2005 dismissed by the Inspectorate mainly on design grounds. Despite further discussions and negotiations the outstanding application EPF/1871/04 was subsequently withdrawn.

### **Policies Applied:**

#### Structure Plan:

CS1 and CS4	(Sustainable Development)
NR1, NR9 and NR11	(Landscaping)
BE1 and BE5	(Built Environment)
H1, H2, H3 and H4	(Housing)

#### Local Plan:

H3, H4, H5, H6, H8 and H9	(Housing)
DBE1, DBE2, DBE3, DBE5, DBE6, DBE7 and DBE8	(Design and Built Environment)
RP4	(Development of Contaminated Land)
LL1, LL2, LL3, LL7, LL10 and LL11	(Landscaping)
T4, T13, T14 and T17	(Transport)

### **Issues and Considerations:**

The key considerations with this proposal are considered to be design, impact of the development both within the street scene and local area including impact upon neighbouring dwellings and their amenities, landscaping; and the local highway network.

### **Background:**

This application seeks consent to demolish the existing public house (which has been closed for some time now) and ancillary outbuildings and redevelop the site solely for residential use.

In the previous appeal the issue of loss of the public house was considered. However, bearing in mind little in the way of local objections were raised to the loss of this facility including particularly the Chair of the Steering Committee for the Village Design Statement, the Inspector concluded that the pub's loss was acceptable and that residential redevelopment was acceptable in principle. There is another public house in the village.

In view of that conclusion then and the fact that the site lies within the boundaries of the village settlement, no strong planning objections can be raised to the principle of residential redevelopment of the site.

In the appeal, concerns had been raised by local residents and the Council in relation to the proposed layout of development and it was predominantly on these grounds that the Inspector dismissed the previous scheme.

The current application, whilst loosely based on the previous scheme, seeks to overcome its design failings, that were not accepted by the applicants, and other concerns.

## **Details of Proposal**

The previous application sought to provide 21 houses and 1 apartment whereas the current submission is for 20 houses, a reduction overall of 2 residential units.

This reduction together with the re-planning of dwelling units has created additional space within the individual plots to better safeguard existing planting and the amenities of adjacent neighbouring properties.

These improvements together with the provision of a stronger design element on the important junction of Woodside and the High Road partly overcome the Inspector's design concerns.

Whilst satisfied about the level of car parking provision, the Inspector did support the Council's highway concerns and these have also been addressed by the current submission.

## **Design**

The application scheme proposes the erection of traditional, pitched roof, mainly brick elevationed, houses with a strong built frontage to Woodside and internal tight grouping of units around a shared use square. The proposal follows the principles of the Essex Design Guide.

Most dwellings are two storey with some units having pitched roof dormers serving accommodation within their roofs. Two three-storey dwellings are provided as 'gate features' on the inner entrance to the central group of houses - Nos. 7 and 16 shown on the site layout plan.

All dwellings incorporate traditional elevational features - the plans indicating sash windows and detailed flat canopies above front doors.

The dwellings within the terrace 7-10 on the internal court are two storey with the southern end unit being 3 storey with windows looking east to west. Lying some 47 metres from the nearest neighbouring property in Rowley Mead, overlooking towards the west is not considered to be an issue here.

Some overlooking towards the east over the entrance road to its identical neighbour on the end of plots 13 to 16 could occur but this is no different to that occurring in any urban street where neighbouring properties face each other.

Plots 11 and 12 have dormer windows front and back. The distance to the nearest properties to the rear, Nos. 47 and 49 Rowley Mead, is 22 metres & 25 metres respectively. Whilst both these properties are set at an angle, some overlooking could occur although both dormers serve landings only. Similarly, both these units have 1st floor balconies which could result in some overlooking predominantly of rear gardens.

Plots 13 to 16 mirror that of 7 to 10 and are all two storey other than plot 16, which is three. The distance from rear windows to the nearest dwelling, No. 9 Woodside, which is at an acute angle, is 25 metres; this view is also screened by trees on the boundary.

Plots 17 to 20 fronting Woodside, comprises a mixed terrace predominantly 2 storey with 2 units having front facing dormers and unit 19 having a rear facing landing dormer and first floor balcony.

Finally, plots 1-6 are two storey houses. Plots 5 and 6 are identical to 19 and 20 on the other side of the entrance with front facing dormers and one rear facing landing dormer and first floor balcony. Overlooking from these features is not felt to be an issue here. Units 1 and 2 comprise two storey houses with an attractive octagonal 2 storey bay between creating an interesting architectural feature on this prominent corner.

Overall it is considered to be an attractive housing layout, which makes good use of this awkward shaped site.

### **Density and Impact of Development**

Government advice contained within PPG3 (Housing) impresses the need to make the best use of urban land stating that policies, which place unduly restrictive ceilings on the amount of housing that can be accommodated on a site, should be avoided. Furthermore it impresses the need for greater intensity of development in places with good transport links. The guidance advocates that densities of between 30 and 50 dwellings per hectare should be encouraged.

The current scheme is considered to make good use of the site and in terms of density at 33 units per hectare complies with the various standards and requirements of the Local Plan and is clearly at the lower end of the Governments density range. Predominantly two storey around the perimeter of the site the development is not out of keeping with the form of development in the area and accords with the Essex Design Guide. Whilst being close to the highway (Woodside) the dwellings may appear dominant, especially when measured against the existing small cottages opposite (No's. 1 and 2 Woodside Cottages). However, it is not felt that this particularly juxtaposition is typical of the scheme in general. Most new dwellings are set a reasonable distance from neighbours with good space and landscaping between, and will therefore relate well to existing housing.

The taller buildings are set well into the centre of the development a good distance from neighbours and as such will not appear dominant from outside the site.

Units 1 and 2 being situated on the prominent corner of High Road and Woodside will have quite an impact on approaching the site from the south. This is seen, however, as a landmark junction and the detailed bay situated between the two units is of sufficient quality to denote the importance of this part of the site.

### **Landscaping**

One of the previous concerns regarding development of this site related to the impact on existing landscaping. This concern was reflected in the Inspector's decision. The current scheme pays greater attention to this issue.

Each plot has a greater area with most properties benefiting from good sized, usable private gardens with sufficient space to safeguard those with existing trees within.

A landscape strategy has been designed to ensure that new planting helps to enhance its surroundings, softening the impact of the new development, particularly on neighbouring dwellings.

### **Highways and Parking**

Currently the site has two access points onto Woodside, the proposal includes closure of the most westerly access (close to the High Road/Woodside junction) and improves the main existing access into the site.

The access, internal road and turning heads have all been designed to an adoptable standard and have been accepted by the Highway Authority as conforming to current standards (although it is believed that the estate will remain private).



Plots 1-4 are accessed from the rear with no direct pedestrian access onto Woodside. To discourage people parking in front of these properties, railings are proposed along the front boundary. A shared footpath to these units will run behind the railings and provision is made for new public street lighting.

Any approval for this development would also be subject to a condition that the developer provide and fund the construction of a pedestrian crossing from the north side of Woodside to a new lengthened footpath on Woodside's south side.

The development includes the provision of 40 parking spaces, which equates to 2 parking spaces per unit. This complies with the current Essex Parking Standards and received support for this level of parking in the previous appeal. The location of the site close to existing bus stops in the High Road suggests that the site despite being rural is well placed in sustainable terms to minimise car movements.

## **Summary**

The scheme has been designed to improve upon the internal layout of the previous dismissed scheme, overcome highlighted design failings, both in terms of some of the units and their relationship with neighbours and to satisfy various previous highway concerns.

All units have been redesigned with taller units, i.e. two three-storey dwellings, placed within the central forecourt section of the layout and dormer units placed each side of the access road. Units at the junction of High Road and Woodside have been better positioned and detailed to add interest on this prominent junction.

Greater space has been created around each unit giving generally larger gardens and better protection to existing planting. The latter changes have improved the relationship between new properties and existing neighbours.

Improvements have been made to safeguard existing planting and new landscape proposals are made.

All highway concerns have been attended to such that subject to conditions - no objections have been raised by the Highway Authority.

Fewer objections have been raised by local residents, although objections have been made by the Parish Council. These objections are based on the premise of overdevelopment and that the site should be treated as a rural site with a much lower density. These and other issues have been considered in the body of the report.

## **Conclusion**

The principle of residential development of this site was debated and agreed within an earlier appeal. Sitting within the boundaries of the village built up area of Thornwood, residential development accords with the policies of the Local Plan.

Whilst dismissing the earlier appeal the Inspector was quite clear in his reasoning and provided good guidance as to what issues needed resolving if planning permission was to be granted.

The site lies below the threshold for affordable housing and whilst concern has been raised about the limitations of good public facilities in the village no other public benefits have been identified or indeed are felt suitable in this case. Essex County Council as the education authority considered but decided that no education supplement should be requested in this instance.

The proposals have to a great deal overcome the Council's previous concerns in relation to design and impact on surroundings, including landscaping and highway failings.

Improvements to the immediate highway location will be forthcoming if consent is granted and many of the previous neighbours objections have been overcome.

In view of all these matters and subject to a schedule of conditions set out above, it is now felt that this scheme can be supported and accordingly the application is recommended for approval.

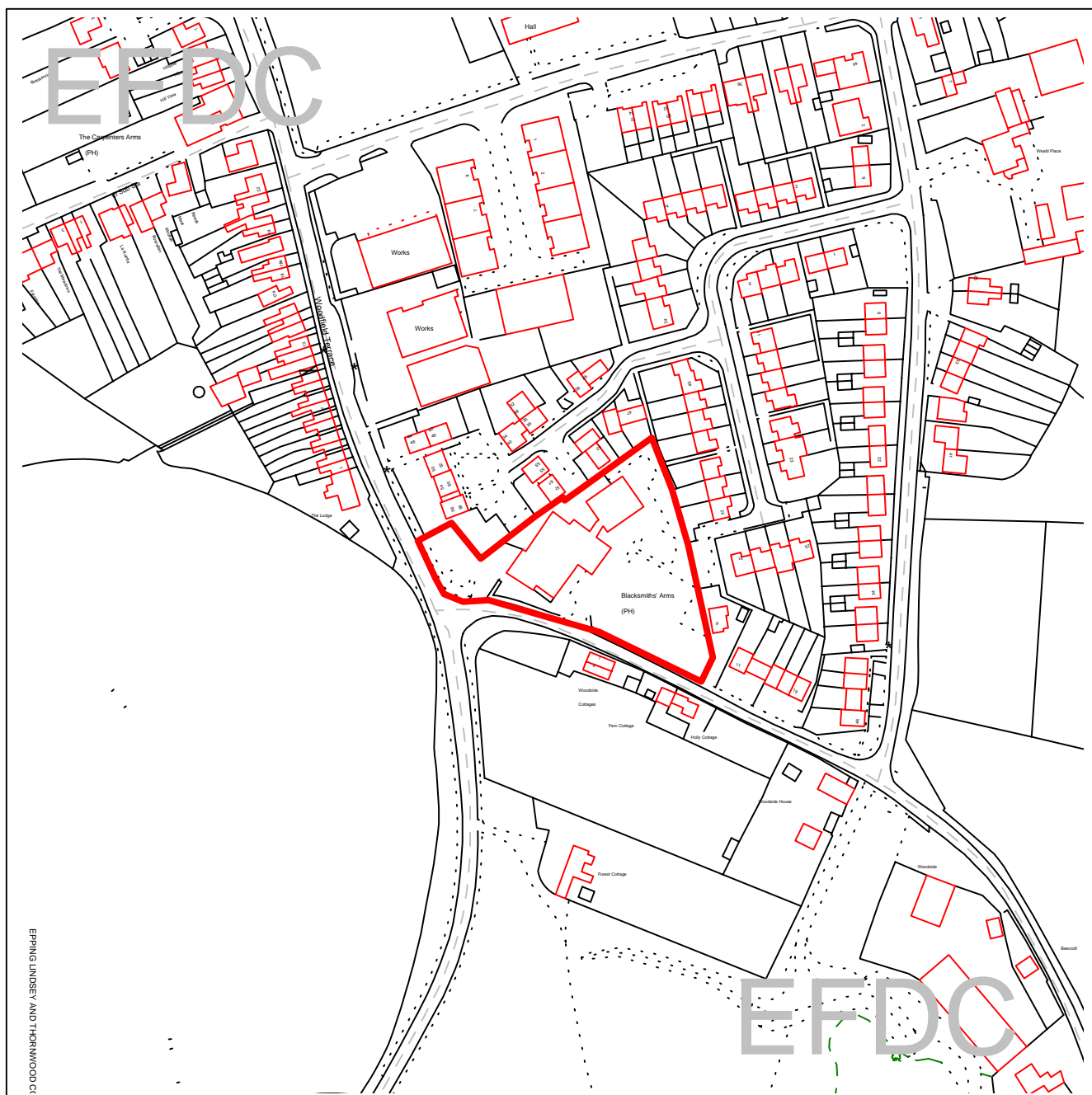
## **SUMMARY OF REPRESENTATIONS**

NORTH WEALD BASSETT PARISH COUNCIL – Application represents overdevelopment of the site. Location is surrounded by Green Belt and as such is in a rural setting. Policy DBE5 of Local Plan indicates that density of housing in rural areas should be at lower level of 14 per hectare equating to 7 or 8 properties on the site. Members also concerned that three storey development was not in keeping with existing street scene and would have adverse impact on amenity and privacy for existing adjacent properties policies DBE1 and DBE9. Concerns also raised regarding highway impact and safety particularly in relation to the number of accesses onto Woodside. Thornwood Design Statement concluded that developments greater than 2 storey were inappropriate for Thornwood Common and clear case for parking to be above Government guideline due to lack of viable public transport and development should be made available for local families and workers. Seek to remind Planning Authority of deficit in facilities for residents and businesses in Thornwood Common development should include provision of community benefit.

41 ROWLEY MEAD – Oppose plans for 20 houses on site because site is not large enough. Entrance into Woodside is very busy including heavy lorries. No facilities in Thornwood. Pub in Carpenters Arms Lane now no longer a pub but glorified Wine Bar and we can not deal with another 74 bedrooms.

13 WOODSIDE – Oppose building of any kind Thornwood is becoming a tip particularly concerned with traffic.

4 WOODSIDE – Concerned about traffic and damage caused and danger. Also concerned about cars parking in Woodside.



**Agenda Item Number: 9**

Application Number: EPF/1860/05

Site Name: Blacksmiths Arms P.H.

Scale of Plot: 1/2500

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**Report Item No: 10**

<b>APPLICATION No:</b>	EPF/1500/05
<b>SITE ADDRESS:</b>	Greys Farm Off Green Glade Theydon Bois
<b>PARISH:</b>	Theydon Bois
<b>APPLICANT:</b>	Greys Milking Sheep Ltd
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of agricultural workers dwelling.
<b>RECOMMENDED DECISION:</b>	<b>GRANT</b>

**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 occupation of the dwelling hereby approved shall be limited to a person solely or mainly working, or last working, in the locality in agriculture or in forestry, or a widow or widower of such a person, and to any resident dependants.
- 3 The farmhouse shall not be subdivided from its currently associated holdings.
- 4 On or before the expiration of 28 days from the date of the first occupation of the new dwelling, the caravan at present located at the farm, and any associated base, dwarf wall or ancillary works shall be removed, and the land shall thereafter cease to be used for the stationing of a caravan.
- 5 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.
- 6 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, Class A, shall be undertaken without the prior written permission of the Local Planning Authority.
- 7 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 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.

**Description of Proposal:**

Erection of a detached two-storey dwelling house for occupation by an agricultural worker.

**Description of Site:**

Farm holding of 11 hectares used for rearing of sheep and goats. Site is accessed from Green Glade to the northwest it is situated on the opposite side of the Central Line Railway, beyond the houses in Theydon Park Road. The site slopes down towards the southeast and to the M11 motorway. The holding is laid to grass; and well screened from the houses in Theydon Park Road by the tree belt growing along the top of the railway cutting.

**Relevant History:**

EPF/314/93: Mobile home for agricultural worker granted for period of 2 years. Subsequently renewed on three occasions; each being for a 3 years period. The last approval being July 2003.

**Policies Applied:**

Metropolitan Green Belt policies: GB2 (Appropriate Development in the Green Belt)  
GB17 (Agricultural Workers Dwellings)

### Issues and Considerations:

The main issue is whether or not there is still a continued need for an agricultural worker to live on the site. The mobile home, which exists on the holding, has now been granted planning permission on 4 occasions, over a 12 year period.

In support of the application a statement has been submitted, which describes the activities on the site as follows:

“This farming enterprise is operated by Greys Milking Sheep Ltd. The holding comprises some 11 hectares (27 acres) of which 8 hectares (19.5 acres) is owned by the Founding Company Director and 3 hectares (7.7 acres) has been rented from a local farmer since 1987.

"The farm was purchased in 1984 and the current buildings, which extend to 1,545 square metres, were erected during the period 1987-1993. They comprise shelter and stock breeding and rearing facilities for the animals and space for storage of hay and feed, together with machinery used on the farm. There is also a milking parlour and milk storage facility within the building; the remainder of the land is used for grazing. The railway separates the farm from the built up area of Theydon Bois.

"The agricultural enterprise involves the breeding and rearing of sheep and goats for milking and there are generally about 400 animals on the holdings at any one time. They produce milk from about 2 years old and are kept for 7-9 years. Milk produced at the farm is used exclusively for the manufacture of specialist cheeses by Carnevale, a London based company established in 1966, which specializes in the manufacture, import and distribution of Italian cheeses, foods and wines. Some 3,000 litres of milk are produced per week and transported by tanker to Carnevale's London factory three times a week.

"The farm requires the labour of two people full-time; seven days a week, and this is provided by two full-time farm workers and part-time casual labour, which amounts to the equivalent of half a full-time post.

"The company feels that the farm having been established for a period of 12 years, it is now time to provide a permanent agricultural worker's dwelling.

"The mobile home is located on a lower part of the site and is so situated as to provide for close supervision of the animals whilst also visually controlling the access road to the farm buildings. For this reason, a similar siting has been selected for the permanent dwelling.

"The house proposed is of modest size, being 92 square metres (997 sq ft) in area, including a 'farm office' and has been architect designed to be in character with its rural surroundings."

Policy GB17 of the Local plan requires that an agricultural workers' dwelling will only be permitted if the dwelling is essential for the enterprise and that there is firm evidence of the viability of the agricultural holding. The application has therefore been subject to a detailed appraisal undertaken by a consultant employed by the Council in order to assess the justification for the development.

The report prepared in respect of this application reads as follows:

"Local Plan Policy is framed in Policy GB17, although as this is superseded to some degree by PPS7 I will refer principally to the current Government advice.

"The functional test is necessary to establish whether it is essential for the proper function of the enterprise for one or more workers to be readily available at most times. Two circumstances are suggested in the guidance where this situation might arise; in the case of animals or agricultural processes that require essential care at short notice and to deal quickly with emergencies that could otherwise cause serious loss of crops or products.

"The protection of livestock from theft or injury by intruders may also contribute on animal welfare grounds for the need for a new agricultural dwelling.

"The satisfactory management of these two herds of milking goats and their young stock will necessitate a high degree of close supervision as detailed in the ACORUS appraisal. At present this need is met by one or other of the two agricultural workers staying over in the mobile home during those times of the year when the breeding sheep or goats are pregnant and giving birth. During other times of the year the holding is not supervised 24/7.

"PPS7 states that the functional need must relate to a full-time worker and not a part-time requirement. Based on the numbers of livestock currently being reared and managed on the farm, I consider it would provide sufficient work for at least one full-time agricultural worker.

"Profitability and Establishment of the Business:

"Greys Farm has now been well established on this site for a period of at least ten years since the majority of the buildings were completed and the current level of livestock kept on a regular basis.

"As the accounts indicate the business is financially sound, although it does rely on one sole customer for its produce - an interdependence that would cause the business difficulties if Carnevale were to change its operation and no longer require the raw product.

"In these circumstances it is by no means certain that it would be possible for an alternative market for the produce to be easily established, although there is, in the broadest sense, a continuing interest and market in specialist products such as goat and sheep's milk especially for an enterprise located within easy reach of the Capital.

"Other available accommodation:

"The mobile home is currently located in close proximity to the buildings and land, which is noted in the application lie immediately east of Theydon Bois but separated from the residential areas by the Central Line Railway, which is in a cutting at this point.

"Because of the proximity of the residential parts of Theydon Bois there is therefore alternative accommodation not far from the holding.

"Ideally however, for the optimum supervision of the livestock I would consider that the workers dwelling should be located within sight and sound of the main livestock buildings; a circumstance best achieved by continuing to have accommodation available on or near the site of the existing mobile home.

"Based on the financial information supplied and the length of time the business has been established and it prospects for the future the financial test as set out in PPS7 are satisfied.

"Nevertheless, it should be noted that the business does inherently carry some additional risk because it relies upon a single customer and might have difficulty in re-establishing itself were circumstances to change.

"The business employs two agricultural workers and although only occasional use is at present made of the mobile home the proper supervision and management of the milking and breeding stock is such that accommodation should be available on the holding and located so that the agricultural worker concerned is able to live within sight and sound of the main livestock buildings."

## **Conclusion**

The house is well designed and located close to the farm complex where it will not be visually intrusive in the open countryside. Furthermore, it has been designed to be of a size, whereby it does not exceed the maximum laid down in policy GB17 - which requires that agricultural workers dwelling not exceed 150 sq metres. With the benefit of additional planting in proximity to the proposed site, the development would not detract from the visual amenities of the area.

Despite the note of caution about relying upon a single purchaser for the product, that company is long established and there is a market for these specialist milk products in any event.

For the foregoing reasons these proposals are considered to be acceptable, and the planning application is therefore recommended for conditional approval.

## **SUMMARY OF REPRESENTATIONS:**

PARISH COUNCIL - No objection provided the submitted accounts are verified; and that business has a long-term future. Otherwise would be contrary to Green Belt Policy.

THEYDON HOUSE, THEYDON PARK ROAD - Strongly object. The site is an eyesore with extensions being built on the factory-like buildings. A mobile home should be adequate. Object to development in the Green Belt. An abundance of houses for sale locally.

THE CEDARS, THEYDON PARK ROAD - Object to development in the Green Belt. Access road is unsafe. This proposal could pave the way for other development. Loss of outlook.

LARKHILL, ABRIDGE ROAD - Object - out of keeping with the surroundings. The site is a monstrous blot on the landscape. Should be blended into the landscape.

51A THEYDON PARK ROAD - Object to development in the Green Belt. Existing buildings are an eyesore. Permanent building will be thin end of the wedge. There is adequate property on this side of the railway. Loss of outlook.

THEYDON BOIS AND DISTRICT RURAL PRESERVATION SOCIETY - Have always regarded the mobile home as being a foot in the door towards a permanent dwelling. PPG2 considers that it would be convenient and more sustainable for agricultural workers to live in nearby towns or villages - so avoiding intrusive development in the countryside. During lambing workers could be on a shift system - providing cover without the need for a house.

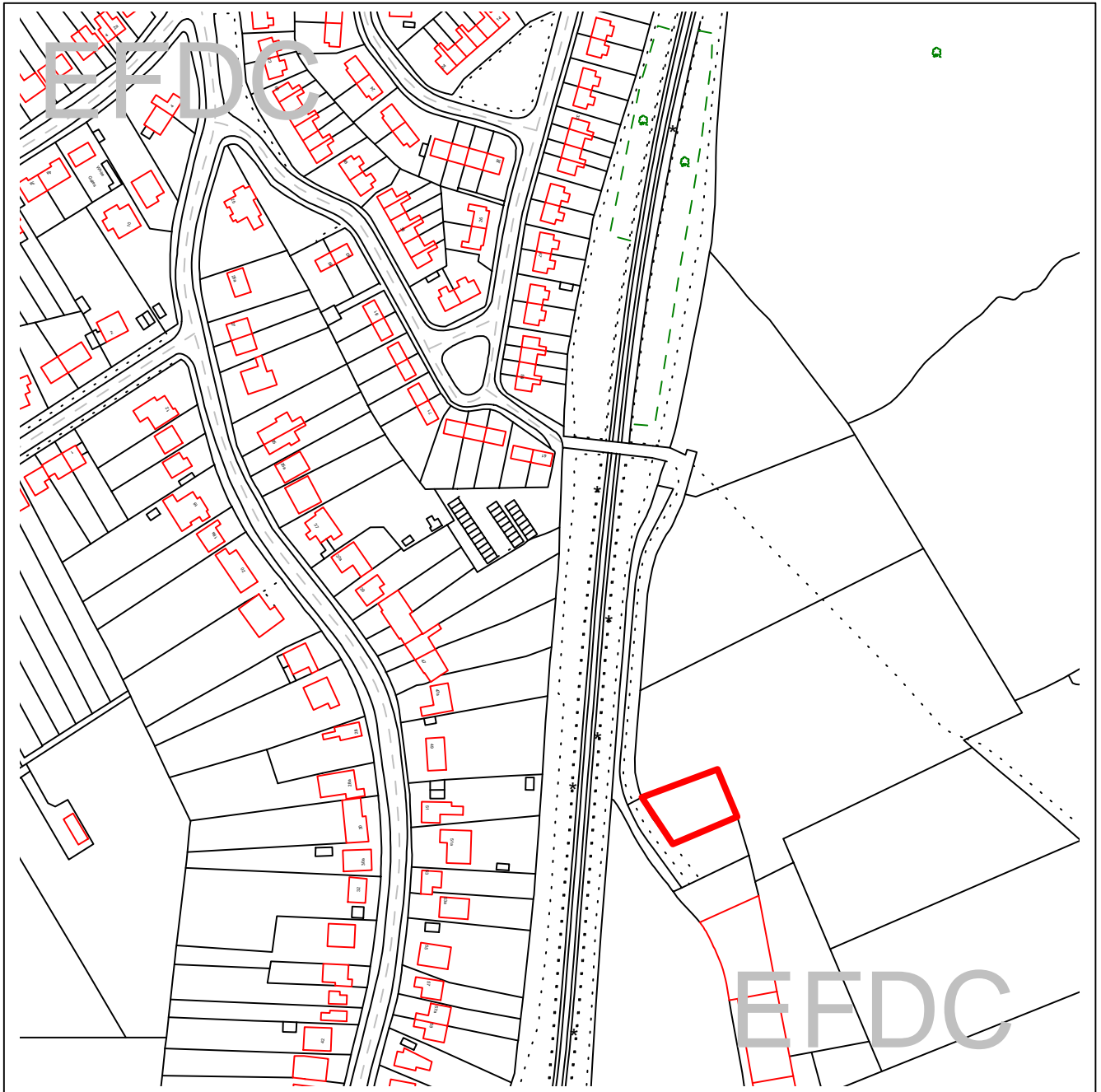
Considerable amount of suitable property available for sale in the area. House is larger than it needs to be. Would have no objection to the retention of a mobile home whilst a permanent dwelling is sought in the locality.

53 THEYDON PARK ROAD - Object to development in the Green Belt. Justification is not sufficient to warrant a permanent dwelling. Currently many properties are available in the locality to purchase within minutes of Greys Farm. A mobile home has been adequate far in excess of 10 years.

COUNCIL FOR PROTECTION OF RURAL ESSEX - Application fails because there are properties for sale or rent within easy walking distance of the site. Security is not sufficient justification. The proposal would set a dangerous precedent by breaching the eastern boundary of the village. Threat to the Green Belt justifies refusal of permission.

65 GREEN GLADE – mobile home should be sufficient; permanent dwelling could lead to a small estate; access over unsafe bridge.





**Agenda Item Number: 10**

Application Number: EPF/1500/05

Site Name: Greys Farm off Green Glade, Theydon Bois

Scale of Plot: 1/2500

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