

Report Item No: 1

APPLICATION No:	EPF/0010/07
SITE ADDRESS:	2 Forest Way Loughton Essex IG10 1JG
PARISH:	Loughton
WARD:	Loughton St Johns
APPLICANT:	Mr P Pomfrett
DESCRIPTION OF PROPOSAL:	Loft conversion with a rear dormer window.
RECOMMENDED DECISION:	Grant Permission

Description of Proposal:

This application seeks retrospective planning permission for a loft conversion comprising a rear facing dormer window and the insertion of a roof light in the front elevation. The rear dormer is approximately 1.9 metres in width with a maximum height of 2.3 metres.

Description of Site:

The application property is an end terraced dwelling located in Forest Way, within the York Hill Conservation Area. The neighbouring dwelling (no.4) has a large flat roofed box dormer to the rear roof slope which was constructed as permitted development, prior to the designation of the conservation area. To the side of the site lie the rear gardens of residential properties in York Hill. Due to a change in levels, these dwellings are set approximately 2 metres lower than the application property. To the rear of the site is the side of the rear garden of 9 Ashley Grove. The rear garden of the application site is approximately 8.3 metres in length and is further separated from the garden of 9 Ashley Grove by an access path of approximately 1.3 metres in width.

Relevant History:

EPF/1726/06. Loft conversion with a rear dormer window. Refused 23/10/2006. This was for a flat-roofed box covering the entire rear roof slope.

Policies Applied:**Local Plan and Alterations**

DBE9 – Residential Amenity

DBE10 – Extensions to Dwellings

HC7 – Development in Conservation Areas

Issues and Considerations:

The main issues in this case are the impact of the development on:

1. the impact of the proposed extensions on the amenities of the occupiers of neighbouring dwellings; and
2. the character and appearance of the York Hill Conservation Area.

1. Impact on neighbours

With regard to the impact of the proposed extensions on the amenities of the occupiers of neighbouring dwellings, the proposed dormer window would be located approximately 10.5 metres from the garden of 9 Ashley Grove. This garden is already overlooked by the first floor window of the application dwelling, which is closer to the rear boundary of the site by approximately one metre. Having regard to this, it is not considered that the proposed dormer window would result in a material increase in overlooking of this property, despite its increased height.

2. Design and Appearance

Turning to the impact of the proposed extension on the appearance of the area, the proposed dormer would be of a modest size, being set off both sides of the roof slope by one metre and being set approximately 1.3 metres above the eaves. It would have a pitched roof that would sit below the ridge of the main dwelling. Having regard to the size, position and design of the dormer, it is considered that it would have an appropriate appearance that would be in keeping with the character and appearance of the existing dwelling and the wider conservation area.

Conclusion

In light of the above appraisal, it is considered that the proposed dormer would not result in any material loss of amenity to the occupiers of neighbouring dwellings and would be in keeping with the character and appearance of the dwelling and the wider conservation area. Accordingly, it is recommended that planning permission be granted.

SUMMARY OF REPRESENTATIONS:

TOWN COUNCIL. - Objection. The application is contrary to policies DBE9 (i) and (ii) of Epping Forest District Council's adopted Local Plan due to the visual impact in a conservation area and the proximity to nearby houses. The site plan has significant details missing i.e. no houses shown in Ashley Grove.

9 ASHLEY GROVE, STAPLES ROAD. - Objection. I wish to object to planning permission being granted as it is detrimental to the amenities of myself and my neighbours. It is visually intrusive and with extensive overlooking.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	1
Application Number:	EPF/0010/07
Site Name:	2 Forest Way, Loughton, IG10 1JG
Scale of Plot:	1/1250

Report Item No: 2

APPLICATION No:	EPF/1004/07
SITE ADDRESS:	33 and 35 Lower Road Loughton Essex IG10 2RT
PARISH:	Loughton
WARD:	Loughton St Johns
APPLICANT:	Mr Crandon & Mrs Chadney
DESCRIPTION OF PROPOSAL:	Erection of a new semi detached 4 bedroom dwelling.
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 3 Prior to first occupation of the building hereby approved the proposed window openings in the flank wall shall be fitted with obscured glass and have fixed frames, and shall be permanently retained in that condition.
- 4 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 and B shall be undertaken without the prior written permission of the Local Planning Authority.

Description of Proposal:

Consent is being sought for a new semi-detached four bed dwelling, proposed between No's. 33 and 35 Lower Road. This would be 5m wide and 12.2m deep and would be a similar design to the adjoining property at No. 35.

The new dwelling would have an open carport located at ground floor level at the front of the dwelling and would have two dormer windows at first floor at the rear. Although the dwelling is described as a four bed house it is shown on the plans as a three bed.

Description of Site:

The application site consists of the areas of land between No's. 33 and 35. These are a detached house (35) and end-terrace property (33) with side parking areas. There was an existing garage to the side of No. 35, which has recently been removed. Due to the gradient of the road there is a stepping down of the properties in this part of Lower Road, such that no.33 is at a lower level than no.35.

Relevant History:

EPF/996/81 – Front porch, rear extension and detached garage (35) – approved/conditions 21/8/81

EPF/1358/06 – Two storey side extension (33) – approved/conditions 13/9/06

EPF/2404/06 – Two storey and single storey side and rear extensions (35) – approved/conditions 30/1/07

EPF/1013/07 – First floor rear extension with dormer windows (35) – approved/conditions 3/7/07

Policies Applied:

DBE1, DBE2, DBE8 and DBE9 – Residential Development Policies
ST6 – Vehicle Parking

Issues and Considerations:

The main issues here relate to the potential impact on the neighbouring properties, provision of parking and amenity space, and with regards to the design.

1. Impact on Neighbours

Impact on No. 33

Due to the slope in the land, the application site sits approximately 1m higher than the neighbouring property and the boundary line is kinked so the applicants plot gets wider to the rear. Currently the neighbouring property has a small sideway which is used for car parking. The proposed house would be built on this parking area and would sit parallel with the neighbouring house.

Although the change in levels would mean that the proposed house potentially be overbearing, the first floor rear section of the new house would mainly consist of extended roof space with two dormer windows. This would keep low the height and bulk of the development. Although at present the rear wall of the new house would extend approximately 3m beyond the closest rear wall of the neighbouring property, they do have a single storey rear extension to the boundary which would extend up to 1m back from the proposed dwelling. There may be some loss of light to the bedroom window, but not to the degree to refuse planning permission.

Impact on No. 35

The proposed new dwelling would be of an identical footprint as the neighbouring dwelling and as such would not extend beyond the front or rear wall of this neighbour. Therefore there would be no detrimental impact on this neighbour.

2. Parking

The new house would be located in an area of land previously used for parking provision for No's. 33 and 35. The new house proposes a car port, however no provision has been made to replace the spaces lost. The site is located within a built up urban area close to local shops (the Goldings Hill/Lower Road shopping parade and Loughton Town Centre) and amenities. It is well served by public transport with bus and walking links to the tube stations of Debden and Loughton underground stations. Furthermore, despite this being a narrow street and on-street parking is limited, none of the existing properties between No's. 19 and 32 Lower Road have off-street parking provision, and therefore the lack of parking at No's. 33 and 35 would not be out of character with this area.

3. Amenity Space

Three of the proposed rooms are of habitable size (defined as in excess of 13 square metres) and the rear garden provides 66 square metres. The requirement of 20 square metres per habitable room is therefore satisfied, although this is not meant to be rigidly applied. It is of a useable shape and size and therefore complies with Policy DBE8. The remaining amenity space for No. 35, which is a two bed property, would be approximately 60 square metres and therefore would also be acceptable.

4. Design

The proposed dwelling has been designed to match the existing house at No. 35, although there are some minor differences such as the inclusion of a car port and rear velux window. It has been raised by neighbours that the erection of a dwelling between No's. 33 and 35 would be out of character with the surrounding area. Lower Road predominantly consists of terraced properties with some detached houses and one block of 4 no. maisonettes, all of which vary in terms of their design. Due to this there is a variety of house types in this street and the inclusion of a pair of semi-detached houses would not be detrimental to the character of the area. A photograph was submitted as part of the design and access statement showing the site pre-1900 when there was a pair of semi-detached houses on the site. A new dwelling in this position would be in keeping with the character of the area rather than the situation that exists now with a row of terrace properties and a small detached dwelling at the end.

Planning permission has been granted for two storey side extensions on both No. 33 and No. 35, which would have closed up the gap between the properties. This new dwelling, if built, will in place of these extensions and proposes to be built to the shared boundary, however there would be a 750mm gap between the new dwelling and No. 33, which would retain an element of separation between the semi-detached properties and the row of terrace houses. This is considered to be acceptable.

Conclusion:

In light of the above the proposed dwelling between No's. 33 and 35 Lower Road would comply with the relevant planning policies and is therefore recommended for approval.

SUMMARY OF REPRESENTATIONS:

TOWN COUNCIL – Object as application is contrary to DBE1 (i) & (ii), DBE2 and DBE9 (i) & (ii) due to it being too large a development for this piece of land which produces a terracing effect. Also it greatly reduces the amenity space of the adjoining house, has a serious impact on parking in the road and could result in possible overlooking of neighbouring properties.

LOUGHTON RESIDENTS ASSOCIATION – Concerned about the impact on the character of the road and possible effect on the amenity space and parking.

1 SEYMOURS – Object as it would be out of keeping with the area, it would result in a loss of amenities and privacy to their property, and it would put pressure on on-street parking.

2 SEYMOURS – Object as the building would be out of character with the road and there would be parking problems as a result.

6 SEYMOURS – Object on grounds of further on-street parking.

7 SEYMOURS – Object on parking grounds.

9 SEYMOURS – Object as it would result in the loss of 2 parking spaces and therefore would put greater pressure on on-street parking.

31 LOWER ROAD – Object as it would be out of keeping, will reduce light to other neighbouring properties, and will increase the need for on-street parking.

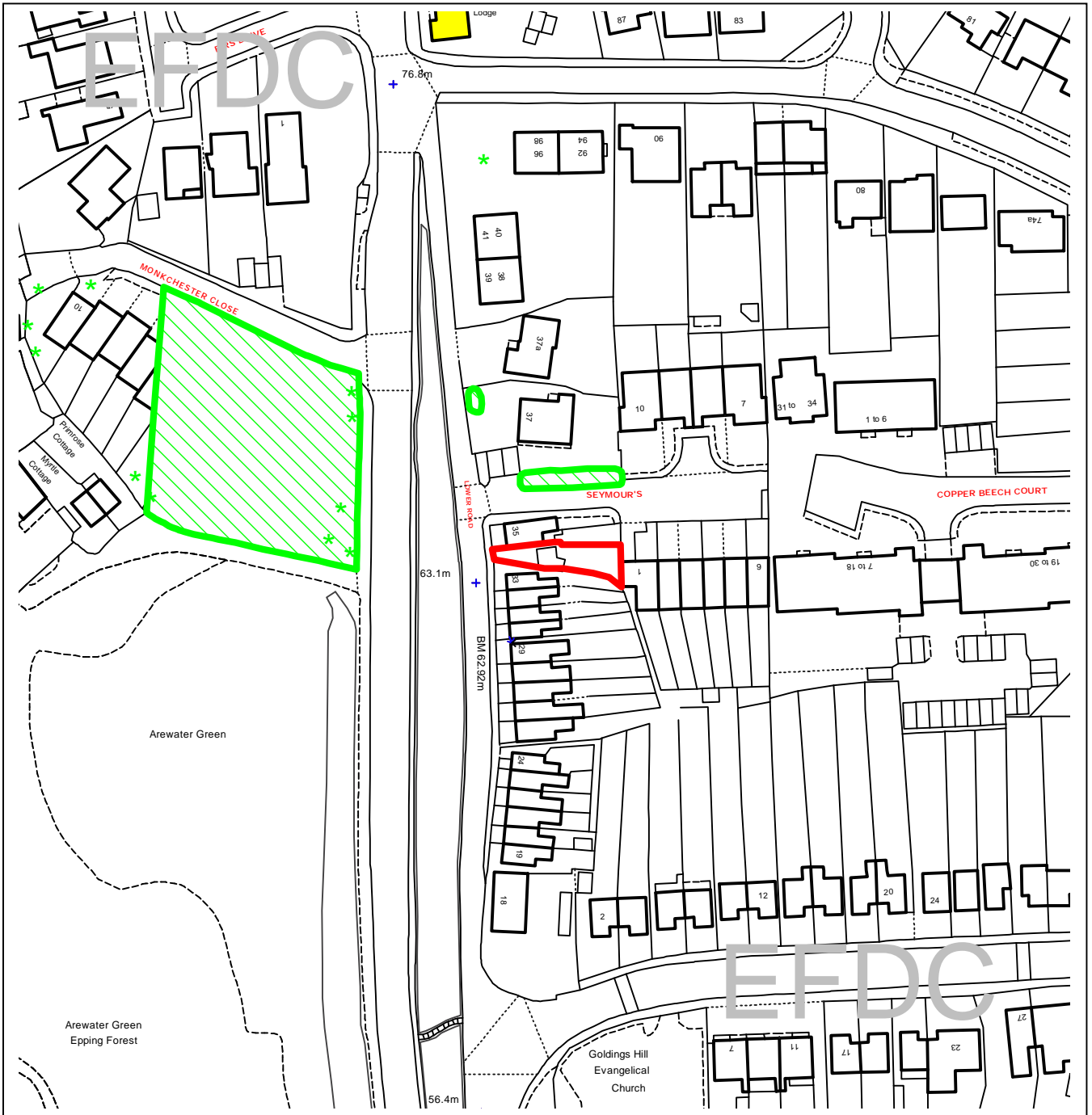
32 LOWER ROAD – Object on parking grounds and as the new house would be out of keeping with the area.

19, 21, 24, 25, 26, 28, 30, 31, 32 LOWER ROAD – Object on parking grounds and as the new building would be out of character with the road.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	2
Application Number:	EPF/1004/07
Site Name:	33 & 35 Lower Road
Scale of Plot:	1/1250

Report Item No: 3

APPLICATION No:	EPF/0791/07
SITE ADDRESS:	Land Rear of The Forge Lambourne Road Chigwell Essex
PARISH:	Chigwell
WARD:	Chigwell Row
APPLICANT:	Pasenguard Ltd
DESCRIPTION OF PROPOSAL:	Erection of 11 flats and 1 House - (revision to EPF/878/06)
RECOMMENDED DECISION:	Grant Permission (Subject to Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 No development hereby approved shall take place until measures to enable the provision of highway improvements to the local area, necessitated by this development, are secured.
- 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 Prior to first occupation of the dwellings hereby approved the proposed window openings in the side elevations of the rear block shall be fitted with obscured glass and have fixed frames, and shall be permanently retained in that condition.
- 6 Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or of any equivalent provisions of any Statutory Instrument revoking or re-enacting the Order) no windows other than any shown on the approved plan shall be formed at any time in the flank walls of the buildings hereby permitted without the prior written approval of the Local Planning Authority.
- 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 Local Planning Authority and the completed phase 1 investigation shall be submitted to the Local Planning Authority upon completion for approval.

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

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

- 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 in accordance with a management plan to be submitted concurrently with the assessment.
- 9 Prior to the commencement of the development hereby approved, details of the method of household refuse collection shall be submitted to and agreed in writing by the Local Planning Authority. Collections shall take place in accordance with the approved details.
- 10 Prior to the commencement of the development hereby approved details of secure cycle storage within the site shall be submitted to the Local Planning Authority for approval in writing. Prior to the first occupation of the dwellings hereby approved, the cycle storage shall be provided in accordance with the approved details and shall be retained in that form thereafter.
- 11 No gates shall be erected at the vehicle entrance unless set back 4.8 metres from the carriageway of Sunnymede.
- 12 Prior to the commencement of the development details of the proposed surface materials for the accessway and parking area 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.
- 13 Measures shall be taken to ensure that no surface water is to drain onto the highway.
- 14 Prior to the commencement of the development hereby permitted, details of foul drainage shall be submitted to and agreed in writing by the Local Planning Authority and the drainage shall be implemented in accordance with those details prior to occupation.

- 15 All construction/demolition works and ancillary operations (which includes deliveries and other commercial vehicles to and from the site) which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 16 Measures shall be implemented to ensure that dust emissions from the site shall be minimised in relation to neighbouring properties.
- 17 Wheel washing or other cleaning facilities for vehicles leaving the site during construction works shall be installed in accordance with detail 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.
- 18 The development, including site clearance, must not commence until a scheme of landscaping and a statement of the methods of its implementation have been submitted to the Local Planning Authority and approved in writing. The approved scheme shall be implemented within the first planting season following the completion of the development hereby approved.

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

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

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

Description of Proposal:

This application is a resubmission for demolition of existing store buildings and re-development of the site with the erection of two blocks of two storey flats (with rooms in the roof) for a total of eleven flats, a four bed dwelling attached to the side of the front block of flats, together with associated parking (for 13 vehicles) and amenity space. Vehicle access is to be off Sunnymede. The tallest part of the front building is to be 11 metres high, however the bulk of both structures are lower.

Description of Site:

The application site is currently occupied by a yard that is ancillary to “The Forge”, currently used in connection with the repair and servicing of garden and horticultural machinery. The site lies on the eastern side of, and fronts Sunnymede. A former art studio and “A&M Garden Machinery” are the only non-residential units in the immediate vicinity of the site.

The site itself is occupied by an array of single storey buildings together with hardstanding, which is located behind a timber fence. The Forge, which is to the north is a single storey building and surrounding residential units are all two storeys in height. The new development on the site of the former “Sunnymede Garage” is characterised by tall roof-pitches, whereby surrounding development exhibits more conventionally styled roof treatment.

Relevant History:

EPF/1550/04 – Erection of 14 Flats with associated parking and storage with vehicle access off Sunnymede. Refused permission on 15/3/05 due to; excessive number of units on the site; proximity of the rear block to properties in Lambourne Crescent; inadequate amenity space; excessive roof height and overlooking due to internal arrangements.

EPF/519/05 – Erection of 10 flats with associated parking together with storage to serve “The Forge”. Refused permission and subsequently dismissed on appeal on 30/1/06.

EPF/0878/06. Erection of 10 flats accessed off Sunnymede and two storey storage space to serve ‘The Forge’ (Resubmitted application). Approved 19/07/07.

Policies Applied:

Structure Plan

BE1 – Urban intensification.

BE5 – Planning obligations.

H2 – Housing development – the sequential approach.

H3 – Location of residential development.

H4 – Criteria for new form of housing (need for high standards of design, layout, landscaping and maximising densities).

BIW4 – Safeguarding employment land.

T1 – Sustainable transport strategy.

T3 – Promoting accessibility.

T6 – Walking and cycling.

T7 – Road hierarchy.

T12 – Vehicle parking.

Local Plan and Alterations

DBE1 – Design of new buildings.

DBE2 – Effect of new buildings on surrounding area.

DBE6 – Layout of car-parking in new residential developments.

DBE8 – Provision of private amenity space.

DBE9 – Amenity considerations.

LL10 – Retention of Site Landscaping

ST4 – Road Safety

ST6 – Vehicle Parking

HC12 – Development affecting the setting of Listed Buildings

H2A - Previously Developed Land

Issues and Considerations:

This application follows the approval granted last year for the development of 10 flats contained within two two-storey blocks and storage accommodation for 'The Forge'. The storage element of the scheme has been removed, following the acquisition of an adjacent unit by 'The Forge', eliminating this need.

The main issues to be taken into consideration when determining this planning application are the impacts of the changes to the approved scheme on:

1. the suitability of the site;
2. the street-scene, design and siting and landscaping;
3. the amenities of the occupiers of neighbouring residential properties; and
4. the adequacy of on-site parking and other highway issues.

1. Suitability of the site

The site is within a residential area, and its current use as a yard ancillary to A&M garden machinery (who occupy The Forge) is an unusual feature in a residential street such as this. Given the residential character of the surrounding area and the designation of the site as brown field land, development for housing is considered to be acceptable.

A previous planning application for the erection of 14 flats on this site was refused in 2005, on the grounds that the density level was too high. This application proposes a density of approximately 88 dwellings per hectare, which having regard to Government guidance and the accessibility of the site, is considered to be acceptable.

2. Impact on the street-scene, design and siting and landscaping.

The proposed buildings would be similar in design to those approved last year. The main block facing onto Sunnymede would be the same height (approximately 10.8 metres) and would be shorter in width (approximately 24.5 metres). The detailed design of the building would differ and it is considered that the current proposal would be more aesthetically pleasing than the approved scheme. The front elevation of the building would be less fussy, with a simple hipped roof with a single projecting gable and the insertion of modestly sized dormers within the front roof slope. Dormers would also be added to the rear elevation, which would have the previously approved external access balcony removed from the scheme. A higher section of roof is also removed from the scheme, with the current proposal having a single ridgeline.

The rear block would be of the same height and width as the approved scheme. However, additional accommodation would be provided within the roof space with dormers being added to the front elevation. The elevational detail has also been altered from the approved scheme, with the most noticeable alteration being the rationalisation of fenestration. It is considered that this results in the building having an improved appearance.

3. Effect on the amenities of neighbouring residential properties.

As the height and size of the proposed buildings has not materially changed from the approved scheme, it is not considered that there would be any additional loss of light or outlook to neighbouring dwellings. The introduction of dormers to the rear of the front block is not considered to result in a material loss of privacy to neighbouring occupiers, due to the location of the building within the site. The proposed dormers to the rear of the smaller block to the rear of the site would be located approximately 15 metres from the rear boundary of the site with the gardens of 17

Lambourne Crescent and 20 Lambourne Road. It is considered that this distance would be sufficient to avoid any material loss of privacy to these neighbouring properties.

4. Adequacy of on-site parking, highway and other issues.

The application proposes 12 standard car parking spaces and one disabled bay, which given vehicle parking standards is considered to be acceptable as these set a maximum of one space per dwelling. Although concerns are raised as to the amount of parking availability and current issues within the road, it would be difficult to defend an objection on parking grounds on appeal.

If the application was approved, a developer financial contribution will be required to be used for highway improvements to the area. This figure is £10,000 and will relate to traffic calming, transport, walking and cycling for Lambourne Road. The applicant has confirmed that they are happy to enter into a Section 106 agreement to secure this contribution. This was the figure considered reasonable and necessary when the appeal was allowed.

Conclusion

In light of the above appraisal, it is considered that the proposal would accord with policies of the Local and Structure Plan. Taking account of the representations that have been received from neighbouring residents, it is not considered that this revised scheme would result in significantly greater impacts on neighbouring residents, the appearance of the area, or highways and parking matters. Accordingly, it is recommended that planning permission be granted.

SUMMARY OF REPRESENTATIONS:

PARISH COUNCIL. Objection. The Council strongly objects to this application on the grounds that:

- The proposal increases the number of dwellings which would then exacerbate the cramped appearance of the site. This would lead to the overdevelopment of the site which would have a serious detrimental effect on the occupiers of adjacent properties.
- There is concern at the problems being experienced by residents who have been unable to gain access to their property on numerous occasions due to vehicles parking in the neighbouring and adjacent roads.
- There is concern that there is inadequate drainage for the proposal

16 SUNNYMEDE. Objection. Parking here is already at a premium and more building only brings more parking problems. In the evenings cars are parked down the whole road. Five years ago Chigwell Row was a quiet village but now it seems to be on course for overdevelopment. Surely we don't now need even more flats or houses.

23 SUNNYMEDE. Objection. The revised plans increase the number of properties already approved and would be a further overdevelopment of the area. I would also like to express concern about the removal of storage facilities for the business running at the Forge. Business vehicles are constantly parked at the top of Sunnymede making entrance and exit extremely difficult and dangerous, with the removal of the storage site and erection of a house on the site there will be even less parking exacerbating an existing problem. Only recently the emergency services had a difficult time getting to a fire in Sunnymede and sometimes the rubbish and recycling vehicles find it extremely difficult to get down the road.

26 SUNNYMEDE. Objection. There are problems in this road with parking and sewage. The sewage system at the moment can not take anymore. When Maxwell Court was being constructed the waste disposal units were on at least two occasions unable to get down the road and access for emergency vehicles will be put at threat.

5 MAXWELL COURT. Objection. The proposals are likely to generate substantially more traffic movement than a small residential road can sustain, resulting in an increased risk of harm to the many young children in the area. There is currently insufficient parking in our street and we anticipate that the scale and nature of the development is likely to mean that the allocated parking associated with it will be inadequate to meet the needs of the residents- resulting in overspill parking putting further pressure on on-street parking. The flats are out of character with the surroundings: the height size and sheer bulk of the development are completely out of keeping with the road itself.

14 LAMBOURNE CRESCENT. Objection. The proposed building will border my garden and will take daylight from my garden and will invade my privacy. The flats will be out of character to the houses within the vicinity. There will probably be at least two cars to every property. This will increase parking problems in the village and also traffic.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	3
Application Number:	EPF/0791/07
Site Name:	Land rear of The Forge, Lambourne Road, Chigwell
Scale of Plot:	1/1250

Report Item No: 4

APPLICATION No:	EPF/1065/07
SITE ADDRESS:	114,116,118 Manor Road Chigwell Essex IG7 5PW
PARISH:	Chigwell
WARD:	Chigwell Village Grange Hill
APPLICANT:	Bob Clements
DESCRIPTION OF PROPOSAL:	Replacement of 3 no. existing detached dwellings with the erection of 12 no. residential apartments (Revised application)
RECOMMENDED DECISION:	Grant Permission (With Conditions)

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 The development shall be carried out in accordance with the amended plans received on 2 July 2007 unless otherwise agreed in writing with the Local Planning Authority.
- 3 Details of the types and colours of the external finishes shall be submitted for approval by the Local Planning Authority in writing prior to the commencement of the development, and the development shall be implemented in accordance with such approved details.
- 4 Prior to 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 Prior to first occupation of the buildings hereby approved the proposed window openings in flank elevations facing east and west shall be fitted with obscured glass and have fixed frames and shall be permanently retained in that condition, unless otherwise agreed in writing by the Local Planning Authority.
- 6 Wheel washing or other cleaning facilities for vehicles leaving the site during construction works shall be installed in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority and these facilities installed prior to the commencement of any building works on site, and shall be used to clean vehicles leaving the site.

- 7 No development shall take place on site, including site clearance, tree works, demolition, storage of materials or other preparatory work, until all details relevant to the retention and protection of trees, hereafter called the Arboricultural Method Statement, have been submitted to the Local Planning Authority and approved in writing. Thereafter the development shall be undertaken only in accordance with the approved details, unless the Local Planning Authority has given its prior written consent to any variation.

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

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

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

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

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

- 8 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) have been submitted to an approved in writing by the Local Planning Authority, and these works shall be carried out as approved. These details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle artefacts and structures, including signs and lighting and functional services above and below ground. Details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers / densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall

be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

- 9 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.

- 10 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.

- 11 Details of the access and dropped kerb and pedestrian visibility sight splays with no obstruction above a height of 600mm shall be submitted and agreed in writing by the Local Planning Authority before work commences on site. The details as agreed shall be implemented before first occupation of the flats hereby approved.
- 12 The existing vehicle crossovers and entrances to Manor Road from the site shall be permanently closed and made good at a time and to the satisfaction to be agreed with the Local Planning Authority after consultation with the relevant Highways Authority.
- 13 Prior to first occupation of the development hereby approved, the cycle parking shown on the approved plans shall be implemented on site and retained thereafter.
- 14 No development hereby approved shall commence until measures to enable the provision of highway and public transport improvements to the local area necessitated by this development are secured.

- 15 A flood risk assessment shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using Windes or other similar programme. The approved measures shall be undertaken prior to the first occupation of the building hereby approved and shall be adequately maintained in accordance with a management plan to be submitted concurrently with the assessment.
- 16 All construction/demolition works and ancillary operations (which includes deliveries and other commercial vehicles to and from the site) which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 17 Prior to commencement of development, details of levels shall be submitted to and approved by the Local Planning Authority showing the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 18 All material excavated from the below ground works hereby approved shall be removed from the site unless otherwise agreed in writing by the Local Planning Authority.
- 19 The balcony screens proposed on the rear elevation of the buildings hereby approved, shall be as shown on the approved plans and shall be built into the building before first occupation of any of the flats and retained permanently thereafter.
- 20 The development hereby approved shall be required to meet the "Very Good" standard in the BRE (Building research Establishment) EcoHomes assessment for residential development or as may be agreed by the Local Planning Authority demonstrating incorporation of energy conservation in the form of a Sustainability Report.
- 21 No less than 10% of the proposed flats shall be constructed in accordance with Lifetime Homes standards of the Joseph Rowntree Foundation.

Description of Proposal:

Demolition of 3 detached houses and replacement with two apartment blocks, each containing 6 flats, on three floors. The mix of flats will consist of eight 3-bedroom and four 2-bedroom flats. A basement, accessed between the two apartment blocks, will provide parking for 30 cars. Access directly into the car park will be at the rear of the proposed buildings and also be underground.

Description of Site:

Site of about 0.24ha with a road frontage of 35m and max. depth of 72m, located on the north side of the eastern end of Manor Road, about 100m west of the traffic controlled junction with

Fencepiece Road and Hainault Road. The site is currently occupied by three detached 1930's/1950's houses and detached housing prevails west of the site and directly opposite. The site backs onto Chigwell Golf Course. Montpellier House is situated immediately east of the application site and is a mainly three storey block of flats, which has some further accommodation in the roof space and consists of 20 apartments, with underground parking. Beyond this, further east, is the Bald Hind petrol filling station with a pub behind.

Relevant History

EPF/2230/06 – Replacement of 3 no. existing detached houses and erection of 14 no. apartments – Refused for 3 reasons:- 1. Monolithic design/appearance/scale & therefore visually intrusive in the street scene; 2. Disturbance to 112 Manor Road from access drive and car park entrance; 3. Overbearing impact, loss of light, overshadowing and overlooking to 112 Manor Road and Montpellier House.

Relevant Policies

Local Plan policies:-

- DBE1 – Design of new buildings
- DBE2 – Effect of new building on surroundings
- DBE9 – Amenity of local residents considerations
- H3A – Housing density
- H4A – Dwelling mix
- ST1 – Location of Development
- ST2 – Accessibility of Development
- ST4 – Road Safety
- ST6 – Vehicle parking
- I1A – Planning Obligations

Structure Plan policies:

- BE1 – Urban Intensification
- H4 – New Residential Development

Issues and Considerations

The main issues in this case are:

1. Visual impact on the locality and street scene,
2. Whether the proposal will cause significant loss of amenity to the residents of existing neighbouring residential properties,
3. Highway safety and parking,

1. Design and Appearance; Visual Impact

The previous refusal of planning permission was for a single, four storey building with a central tower feature rising just above the height of the proposed main roof. It projected back considerably into the site, well beyond the main rear walls of the adjoining residential buildings.

This proposal is for two separate buildings, which respects more closely the height of the adjacent Montpellier House flats and does not rise so alarmingly, compared to the previous refusal, in relation to the two storey house on the other side at no.112. This is because the proposed buildings will be partly lowered into the ground and set down from the road level. However, these

will still be large prominent buildings which will have a striking visual effect on this part of Manor Road. The applicant describes the two buildings as “house A and house B” but these are large additions to the street scene and clearly not houses. Despite this, the adjacent flats at Montpellier House is a larger building with a wider frontage and four storey flats exist at Manor Court, east of the application site on the opposite side of the road. Objectors have stated that Montpellier House replaced a previous public house and where flats have been accepted in Manor Road it is where non-residential buildings existed previously. Flat developments have been refused and dismissed on appeal elsewhere in Manor Road, but Officers consider an exception can be made for this site, because of its proximity to existing flats at Montpellier House, the removal of three houses which have little in the way of visual interest in the street scene and the presence of large detached houses in the locality, such that this will not appear out of keeping in the street scene.

The proposal has the right balance between the brickwork and glazing on the front elevation and the roof design is more traditional, with roof slopes and front facing gables that pick out other features that prevail in the area. Views of the development from the road vary. The siting of the two buildings are staggered to reflect the position of the adjacent buildings and looking west from Manor Road the view of the more western block, replacing the house at no.114, will be obscured by the other block. Montpellier House obscures the length of the other block. Of most concern is the view looking east at the western flank wall of the proposed block where no.114 is to be removed. This is where the length of “House A” will be most apparent. However, Officers consider that on balance this is considered visually acceptable because of the presence of windows and enough relief in this elevation to not appear intrusive in the street scene. From the rear, the ground slopes away, particularly beyond the site boundary. There are trees here that reduce visibility from Linkside residential properties north of the site and distant views from the golf course itself will not be harmed. The proposal complies with Policy DBE1.

Finally, the issue of precedent has been voiced in the objections, because granting planning permission for this may encourage other similar developments. Officers consider that whilst the proposed is acceptable on this site, there are appeal decisions to support refusal of similar developments elsewhere in the road because continuation along this side of the road or isolated examples elsewhere are likely to be detrimental to the street scene. The proposal complies with policies ST1 and ST2.

The density of the site will be 47 dwellings per hectare and falls within the parameters of suitable density within urban areas as contained with policy H3A and BE1. The mix of flat types complies more loosely with policy H4A, but the applicants argument about need for large, luxury apartments for mature residents looking to downsize is a marketing rather than a planning policy argument, particularly as there is a greater need for one and two bed units at a more affordable prices, supported by policy H4A.

2. Impact on Amenity of local residents

The proposed buildings will be set back from the road and whilst the right hand side block (“house B”) will be forward of the two houses it replaces (nos. 116 and 118) by approx. 3m, it will not appear imposing on the houses opposite, particularly as there are trees along this stretch of the southern side of Manor Road providing a reasonable screen. Three houses to the rear in Linkside have a rear aspect towards the back of the development. Whilst there will be a marked visual change and some overlooking from the proposed rear windows and balconies, they are at a separation distance of 30+ metres and not considered to result in sufficient loss of privacy to justify a refusal.

Relative to the flats adjacent at Montpellier House, there is an existing 3m dividing fence which will be replaced by a wall of the same height. The ground floor rear extension of the proposed nearest block will therefore not be visible from the rear garden or ground floor flats and therefore not result in any loss of light. The upper two floors will project beyond the main rear wall of Montpellier

House flats by 3m. There will be a separation distance of 3m between the two buildings and whilst there may be some late afternoon loss of sunlight to part of their landscaped rear communal garden, this is not significant and there will be no further loss of light to the residents windows. The outlook from the residents flats will not be affected, but from the rear garden area there is potential for overlooking. However, the plans have been amended so that the obscure glazed side screens to the proposed balconies at the rear will partly return on the rear elevation to ensure privacy is maintained. The new building will be larger and more rearward than the current house on this side (no.118) but not to the level where it would be considered to be overbearing.

In relation to no.112, the impact is more balanced. At the front, the proposed block on this side will be in a similar position to the house it will replace (no.114). It will project much deeper, almost the length of no.114 again. Whilst Officers are satisfied that there will be no undue loss of light or privacy (flank windows to be obscure glazed and fixed shut, balcony to have part return and side obscure glazed screens) there will be a significant visual impact. The house at no.112 is set further away compared with the relation of Montpellier House to the other proposed block, at a separation distance of between 5 and 6.5m. The fence separating the two properties is also not so high as on the other boundary and therefore a condition requiring more details of this boundary treatment are necessary. On balance, whilst there will be a significant change in the appearance of the application site relative to this property, on balance the loss of outlook and possible overbearing impact is not so harmful to justify a refusal in this case.

Finally, in relation to increase traffic movement and occupation of this site, this is inevitable with a greater intensity of use, However, the vehicular access and access to the basement car park is between the two proposed buildings and will be under part of the rear garden. As it is away from both neighbours, there will be no undue harm to their living conditions. This will involve a considerable engineering operation that unfortunately inevitably results in disturbance during construction and therefore hours of operation will need to be controlled. A condition ensuring the garden levels are not raised is also necessary.

In summary on this matter, the proposal on balance is considered to be in compliance with policies DBE2 and DBE9.

3. Parking and traffic

The site is in a reasonable sustainable location and the closing of three current accesses to three houses and centralising the access into the centre of the site in principle will have the support of the Highways Officer. The new access will allow a vehicle to enter the site and therefore be safely off the road at the same time a vehicle is looking to exit the development. The new access in the centre of the site is acceptable. It overcomes one of the previous reasons for refusal by moving it away from no.112 and there is good visibility both ways for vehicles exiting onto Manor Road and a condition shall ensure there will be no obstruction of sight-lines.

Traffic generated from the site will increase. The provision of parking for 30 vehicles is higher than the Local plan requirement but the road has the capacity to absorb this increase and there will be little if any additional congestion noticeable as a result of this development affecting this road or the traffic junction. The proposal therefore complies with policies ST4 and ST6.

Given the scale of the development, it will be necessary for the developer to fund £45,000 for future highway and traffic improvements in the area and this can be secured by condition, thus complying with policy I1.

4. Other matters

Local residents have raised objections in respect of sewerage and increase rain-water run-off. The site is not in a flood risk assessment zone but because of its scale there is capacity for the development to produce additional surface water run-off. A planning condition will be necessary to show details of on site surface water storage. Thames Water have commented in regards of the sewerage infrastructure, but they raise no objection to the proposal in this respect or with regards to water infrastructure in the area. The conclusion from this is that sewerage infrastructure can accommodate an extra 9 residential units.

In relation to sustainability issues, cycle parking is provided and the rooms have operable windows allowing natural daylight and air. The development does not contain many details on energy saving/creating technologies, which a development of the size and nature should embrace, particularly as it is providing larger size flats than normal. A condition to this effect is also required.

Conclusion

The concerns of the local residents have been carefully considered and Officers have similar concerns. This will be a striking building, but it is well designed and benefits in principle from the presence of Montpellier House, otherwise a development of this scale would normally be not acceptable in Manor Road. Parking has been satisfactorily dealt with and will be underground and therefore out of view. There will be some impact on the amenities of adjoining residents, particularly a visual impact but on balance Officers do not consider this is at a level that would warrant a recommendation refusing planning permission.

This is a very much on balance recommendation, but for the reasons stated above, Officers recommend to grant planning permission.

SUMMARY OF REPRESENTATIONS:

PARISH COUNCIL – No objections, but District Councillors Chana, Sandler and Wagland request this application is placed on Plans South Agenda and discussed and that the Planning Officer is made aware that the application was passed after a vote was taken to record no objection. The outcome of which was 4 for 3 against; and one abstention.

100 MANOR ROAD – Object to more vehicles exiting onto the road near a dangerous junction, accidents outside my home, additional sewerage to a system already inadequate, previous developments in the area have been on commercial premises, set precedent for further flats in the road.

11 MONTELLIER HOUSE, 120 MANOR ROAD – Object, loss of value to my property, noise, mess, disturbance during building construction (have elderly mother), enough flats already, cause more traffic.

112 MANOR ROAD – Will be adjacent our house, result in loss of light to rooms (kitchen, conservatory, one bedroom, utility room, 2 bathrooms), overshadow our property, windows and balconies result in loss of privacy, four-fold increase in no. of dwellings and therefore overdevelopment, set dangerous precedent, increase traffic congestion close to busy traffic light controlled junction, increase noise and activity, no visitor parking and they currently park on the road, lead to subsidence.

CARRINGTON LODGE, 67 MANOR ROAD – Road known for its homes, not flats, would not be in keeping with the area and put severe strain on sewage, road congestion, parking and other services, set an unwanted precedent. If approved will sell my property for similar development.

2 MONTELLIER HOUSE, 120 MANOR ROAD – object to loss of perfectly good homes, if making better use of land then should be affordable housing and not this luxury development. Object to loss of light to flats on this side and privacy to our communal garden, more vehicles entering and exiting near a dangerous junction, water and sewerage system is inadequate, subsidence in the

area and deep foundations may affect it, flats in the area were built on commercial sites, not this and will set a precedent and destroy the area.

136 MANOR ROAD – Oppose the plans, lead to overdevelopment and overcrowding on what is already a busy road, water and sewerage system will not be able to cope, existing flats already added to congestion, set unwanted precedent and change houses to flats, village will be destroyed and more strain on schools.

6 MONTELLIER HOUSE, 120 MANOR ROAD – from Grange Hill to Montpellier House will have 7 blocks of flats in half a mile, reach saturation point and another block will not be appropriate, extra burden on water drainage and run-off, extra traffic make road and junction more hazardous, loss of light to our flats and overshadowing of our garden, set precedent for more flats.

3 MONTELLIER HOUSE, 120 MANOR ROAD – Object, loss of light and use of our garden, road is prestigious and do need to keep our lovely houses, do not need more apartment blocks and set a precedent for Manor Road to become flats.

85 MANOR ROAD (Two Letters) – object, road is very busy and proposal will add to it, decrease value of property, harm visual aspect, noise and disturbance from use, overlooking and loss of privacy.

106 MANOR ROAD – Object, increase traffic near busy junction, impair road safety, quadrupling load on water supply and waste, invade my privacy and back garden of neighbours houses, noise pollution will increase due to more people on the site, flats not in keeping in the street, degrade the area, like to know if the developer and council will compensate surrounding neighbours if allowed to proceed and blight these properties.

15 MONTELLIER HOUSE, 120 MANOR ROAD – Object, Will worsen sewerage and drainage problems as well as surface run-off/flooding, extra traffic congestion and highway safety, building will protrude well beyond building line of our block of flats and result in loss of sunlight, look onto brick flank wall and not skyline, doors, windows and balconies will overlook our properties and garden, present three houses could be re-furbished and used very quickly instead of being pulled down.

88 MANOR ROAD – Object to flats encroaching further down Manor Road and not be in keeping with quality of this area, more vehicles will add to congestion, if approved, will consider building flats on my property.

1 MONTELLIER HOUSE, 120 MANOR ROAD – Object, flat blocks will be out of character with the rest of the road and set a dangerous, unwanted precedent, more traffic and increase levels of noise and environmental pollution, not adequate drainage or sewerage in the area, increase roof line will deprive us of light and overshadow our garden, loss of privacy to garden, set precedent for further development in the area, increase traffic flow and congestion.

84 MANOR ROAD – Object, not be in character with other properties in the area and change area dramatically, additional noise and pollution and traffic, loss of privacy.

4 MONTELLIER HOUSE, 120 MANOR ROAD – Represents overdevelopment, out of keeping with street scene, cause traffic and parking issues, intrude into open view from my sitting room.

184 MANOR ROAD – Disgusted to see loss of older family houses to make way for more flats, will encourage more cars on the road, hold ups and accidents as well as rubbish sewage and other services.

114 MANOR ROAD – Object, extra traffic congestion at this junction, area drastically change for the worse.

57 MANOR ROAD – oppose the plans, this is a beautiful road and proposal will ruin the outlook and traditional image of the village, set unwanted precedent and result in more traffic, increase water and sewage run off.

406 FENCEPIECE ROAD – Object to extra traffic congestion at this junction, character of area will drastically change, support other objections.

106 MANOR ROAD – Object, not given opportunity to be given a voice to object as 2 others had already registered and now learn this developer has purchased the strip of land between 108 and 112 Manor Road and if this scheme is approved, it will seemingly set a precedent.

Letters of Support from:

56 MANOR ROAD – Support the proposal, which has been designed sensitively and in keeping with Manor Road. Enhance the setting and be of benefit to area.

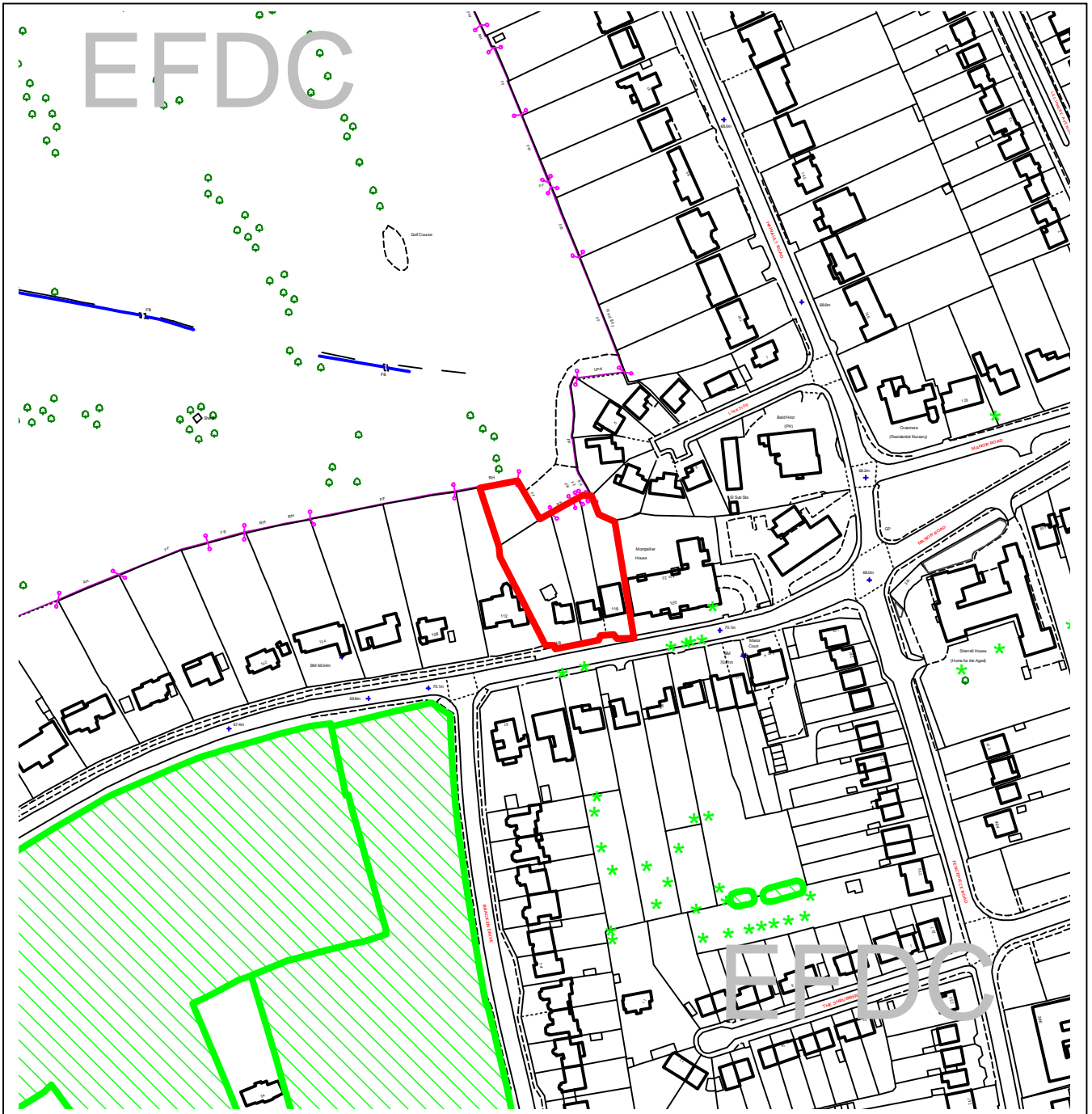
44, 75, 109, 111, 126 MANOR ROAD, 404 FENCEPIECE ROAD, THE BALD HIND PUB, MANOR ROAD, - signed standard letter of support which states the scheme will enhance the setting and be of benefit to the local area.

Joint letter from RESIDENTS OF FLATS 1, 3, 8, 10, 12, 13, 15, 16, 17, 19 MONTPELLIER HOUSE, MANOR ROAD – Support the application, who feel the scheme will enhance the setting and be of benefit to the local area.



Epping Forest District Council

Area Planning Sub-Committee South



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Agenda Item Number:	4
Application Number:	EPF/1065/07
Site Name:	114, 116, 118 Manor Road, Chigwell, IG10 2RT
Scale of Plot:	1/2500