

AREA PLANS SUB-COMMITTEE SOUTH

20 December 2017

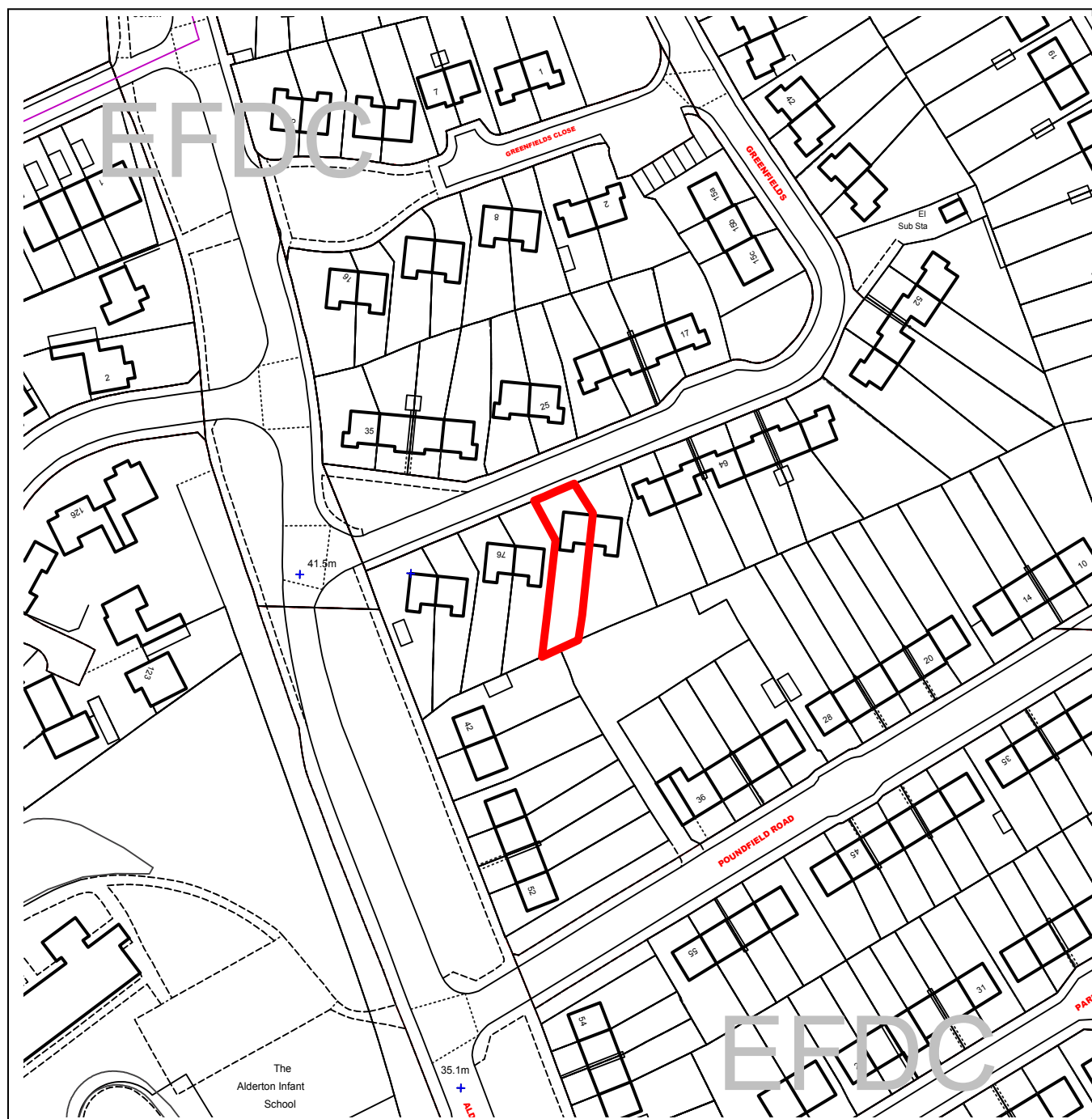
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Epping Forest District Council

Agenda Item Number 1



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| Application Number: | EPF/2127/17 |
| Site Name: | 72 Greenfields, Loughton, IG10 3HF |
| Scale of Plot: | 1/1250 |

Report Item No: 1

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2127/17 |
| SITE ADDRESS: | 72 Greenfields Loughton Essex IG10 3HF |
| PARISH: | Loughton |
| WARD: | Loughton Alderton |
| APPLICANT: | Mr & Mrs Brian Mason |
| DESCRIPTION OF PROPOSAL: | Part single storey, part two storey rear extension; single storey side extension and raised decking to rear. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=598019

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 With the exception of the green roof over the proposed longer rear ground floor extension materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 4 With regard to the proposed rear decking area the 1.8m high privacy screen to be erected on the boundary with no.74 Greenfields shall be erected before this decking area is first brought into use. It shall thereafter be retained on a permanent basis

This application is before this Committee because the recommendation for approval is contrary to an objection from a local council which is material to the planning merits of the proposal, pursuant to the 'constitution, part three: planning directorate – delegation of council function, schedule 1, appendix A(g).

Description of Site:

A two storey semi detached property in a staggered row of 6 similar dwellings. The house is not listed nor does it lie in a conservation area. The adjoining semi at no.70 and the detached semi at no 74 have both been significantly extended at the rear and side. In common with neighbouring properties the ground level of this plot slopes down from front to rear.

Description of Proposal:

Part two storey, part single storey, rear and side extension.

Relevant History:

None.

Policies Applied:

Adopted Local Plan:

DBE9 – Loss of amenity.

DBE910 – Residential extensions

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan

At the current time, only limited material weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

- DM9 - High Quality Design

Summary of Representations:

LOUGHTON TOWN COUNCIL – The Committee objected to this application stating that the proposal was too bulky and an overdevelopment of the site. It would be intrusive to the neighbours at no. 74.

NEIGHBOURS – 10 properties consulted and no replies received.

Issues and Considerations:

The main element of the proposal is a 9m rear single storey extension (11m from the main back wall of the house) which will also extend sideways to the side boundary with the detached neighbour at no.74. This sizeable rear addition would be used to provide a lounge, kitchen, bedroom, and shower room for use by the applicants - an elderly couple one of whom suffers from chronic arthritis and finds it increasingly difficult to climb stairs. However, this form of annexe accommodation will not be self contained since help will be required from their son and his family who also live in the house. A letter submitted with the application from a local doctor supports the provision of ground level accommodation – from a medical point of view – in order to meet the needs of his patient.

Normally a 9m long rear extension would have an adverse impact on the amenity and outlook of neighbours. However, the footprint of the extended detached neighbour at no.74 stands in a more rearward position than no.72 – so that the great majority of the proposed extension would run parallel to the long flank wall of no.74. It would therefore have a net rear projection of just 1.2m beyond the rear of no.74 and hence would only have a limited impact on the outlook and amenity of this neighbour. The proposed extension will be built adjoining the side boundary and its single storey height will have some enclosing effect on no.74. However no.74 has a long 1/1.5m wide corridor of land between this boundary and its flank wall and this 'garden' area is not used. Also there is only one window in the ground floor flank of no.74 and this is not to a habitable room. Bearing in mind these characteristics the proposed rear extension will not appreciably detract from the side amenity of no.74. At the rear of this proposed extension a 1.9m depth area of decking is proposed. This decked area will have a 1.8m high privacy screen on the boundary with no. 74 and this will reduce overlooking of the garden of no.74 to an acceptable degree.

An existing ground floor 2.2m depth projection will be removed to make way for the proposed long rear extension together with a 2.2m depth first floor rear extension over. This first floor element will be located one metre in from the side boundary. In any event it lies well within the 'envelope' of the two storey flank wall of no 74 and it will therefore have a limited impact on the amenity and outlook of this neighbour.

On that part of the rear closest to no.70 a 2.3m rear single storey addition is proposed. This will also have a limited impact on the amenity and outlook of no.70. However, a 2m depth section of decking was originally proposed at the rear of this extension but would have caused overlooking of the rear patio of no.70. As a result this decking area has been amended to just a 1m depth landing area – a landing area is required under the Building Regulations before descent is made down steps to the rear garden. Loss of privacy from this landing area will be reduced to an acceptable level.

The design and appearance of the proposed extensions is appropriate and the first floor rear extension has a hipped roof over which will tie in well with the profile of the existing roof.

There have been no replies from neighbours to notification on this application, and the letter submitted with the application states that neighbours on either side have been consulted by the applicants and are in support of the proposed scheme.

Conclusion:

The majority of a proposed long rear extension (with green roof over) will be built close to a long 2 storey flank of no.74. For this reason it would not appear excessively bulky nor would it or significantly affect the amenity of no.74 as cited by the Town Council. A sizeable area of rear garden will still be retained on this relatively large plot and hence the Town Council's other concern that the proposal amounts to an overdevelopment is not shared by officers. The extensions will also meet the needs of an extended family where one parent needs ground level accommodation. For these reasons, and those set out above, the application is recommended for conditional planning permission.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: David Baker
Direct Line Telephone Number: 01992 564514***

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk



Epping Forest District Council

Agenda Item Number 2



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|---------------------|-----------------------------------|
| Application Number: | EPF/2636/17 |
| Site Name: | 126 Manor Road, Chigwell, IG7 5PR |
| Scale of Plot: | 1/1250 |

Report Item No: 2

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2636/17 |
| SITE ADDRESS: | 126 Manor Road Chigwell Essex IG7 5PR |
| PARISH: | Chigwell |
| WARD: | Grange Hill |
| APPLICANT: | Mr Robert Davis |
| DESCRIPTION OF PROPOSAL: | Demolition of existing building and erection of 12 x residential dwellings and associated infrastructure (amendment to EPF/3281/16). |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600515

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 hereby permitted will be completed strictly in accordance with the approved drawings nos: FMP_001, 100, 101, 102, 200, 201, 203 and 905
- 3 Prior to the demolition of the existing building, samples and documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 4 A flood risk assessment and management and maintenance plan 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 best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.
- 5 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) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works

shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.

- 6 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
- 7 Prior to the commencement of the development, details of the design, internal arrangement and security measures to the cycle store shall be submitted to and approved by the Local Planning Authority. The works as agreed shall be fully implemented in accordance with the agreed details prior to first occupation of any of the dwellings hereby permitted
- 8 Prior to the commencement of development, details of the design and finish of bin stores shown on the approved plan shall be submitted to and agreed by the Local Planning Authority. The works as agreed shall be fully implemented prior to first occupation of any of the dwellings hereby permitted and thereafter retained in accordance with the agreed details.
- 9 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 10 No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed at the site. The installed cleaning facilities shall be used to clean vehicles wheels immediately before leaving the site.
- 11 Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.

- 12 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 13 There shall be no discharge of surface water onto the Highway.
- 14 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 15 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.
- 16 All windows at first floor in the eastern flank of the extensions hereby permitted shall be non-opening below 1.7m above finished floor level, finished in obscure glass, and shall be permanently retained in that form. No additional windows shall be inserted in the east elevation of the building without prior consent of the local planning authority

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3)

Description of Site:

The application site comprises a detached property located on the north east corner of the junction of Hainault Road and Manor Road, currently used as a dwelling house. The building is two storeys with rooms in the roof including two dormer windows in the front and rear elevations and a side dormer in the west elevation; there is also a two storey addition at the east elevation around half the depth of the building. The rear garden is dominated by a swimming pool, under what is described as a retractable enclosure. Parking is provided on the frontage and the site has vehicular access from Hainault Road and from the slip road on the Manor Road frontage. There is a preserved, high quality Horse Chestnut tree to the west side of the building, close to the Hainault Road boundary.

The surrounding area contains a mix of uses and built forms. The immediate neighbour on Manor Road is a wide fronted bungalow and properties further east are generally two storey. To the rear, 146 Hainault Road is a two storey detached house and to the west, the site faces the petrol station and Silverhind Court, a 3 / 4 storey flatted block.

The application site is not in a conservation area and the existing building is neither listed nor locally listed. It does, however, have a pleasant external appearance.

Description of Proposal:

The applicants advise that following the granting of planning permission under application EPF3281/16 for the extension and conversion of the existing building, build and adaptation costs are prohibitive and a new building is more viable, allowing for improved energy efficiency, thermal and acoustic performance and a simpler build programme. This application therefore proposes demolition of the existing and a like for like replacement of the existing building, the extensions to side, rear and at roof level and the layout as 12 flats. The external areas – car parking, bin and cycle stores and landscaping are also unchanged.

Relevant History:

- EPF/3281/16 To retain the existing dwelling at No. 126 Manor Road and add a new extension to the front and rear; creating 12 x no. residential units in total; with associated parking, cycle storage, refuse store and amenity space – approved June 2017
- EPF/2587/17 Application for approval of details reserved by condition 3 'landscaping' – approved November 2017
- EPF/2941/17 Application for approval of details reserved by condition 4 'tree protection' – approved November 2017

Policies Applied:

Adopted Local Plan:

| | |
|-------|---|
| CP2 | Protecting the quality of the rural and built environment |
| CP7 | Urban form and quality |
| DBE2 | Effect on neighbouring properties |
| DBE9 | Loss of Amenity |
| DBE11 | Sub-division of properties |
| LL7 | Planting protection and care of trees |
| LL10 | Adequacy of landscape protection |
| LL11 | Landscaping schemes |
| ST4 | Road safety |
| ST5 | Travel plans |
| ST6 | Vehicle parking |

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan:

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

| | |
|-----|---|
| SP2 | Spatial Development Strategy |
| SP6 | Natural environment, landscape character and green infrastructure |
| T1 | Sustainable Transport Choices |
| DM5 | Green infrastructure: Design of development |

DM9 High Quality Design
DM10 Housing design and quality

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 48
Site notice posted: 20 October 2017
Responses received: Two responses have been received.

128 MANOR ROAD – Comment ‘ How can you possibly allow such a beautiful building to be demolished? I didn't object before because the existing exterior was to be retained. I do now object’

132 MANOR ROAD – Objector raises concerns with traffic issues particularly on the slip road, which were raised on the previous application. The objector reiterates previous comments in relation to the amount of parking in the slip road, and the difficulties this causes for emergency vehicles. Comments also raise concerns at the level parking proposed on site

Concerns are also expressed in respect of the demolition and build process will also mean that the slip road safety will be compromised as big vans and lorries will be parked along the slip road making it difficult to enter it and see if there are on coming vehicles.

CHIGWELL PARISH COUNCIL: Chigwell Parish Council have no objection, on the resolute condition that the proposed structure is built exactly as described in the plans.

Main Issues and Considerations:

While the retention of the existing building was considered a positive element of the previous application, officers accept the applicant's argument in respect of the improved performance of a new build over the adaptation of the existing. The interest in the building however relates solely to its external appearance and there are no historic interiors that warrant long term protection.

In terms of the practicality of rebuilding, the general palette of materials is not unusual nor difficult to obtain, and constructing the building as one will create a more uniform appearance across the whole structure as it weathers. Officers are satisfied that conditions can be imposed to adequately safeguard concerns of the immediate neighbour and the Parish Council.

In all other regards, the application is identical to the previous scheme where issues of neighbour amenity, vehicle parking and the level and form of development were considered acceptable. Nothing in the application suggests that a different conclusion should be reached on these matters.

Conclusion:

Officers are satisfied that the difficulties and additional costs arising from a conversion of the existing building would be prohibitive and a new build structure will be more efficient in general build performance terms than the conversion option.

The building is of local interest architecturally and this was seen as a positive element in the previous application. Sufficient control over external materials can be retained to ensure that the replacement will match and protect that design character.

In all other regards, the proposal is unchanged and does not need to be reconsidered.

Members will note that details of landscaping and tree protection reserved by condition previously have been agreed but as the application is materially different in terms of the works involved and the tree protection plan will certainly need to be reviewed, both matters are reserved again.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

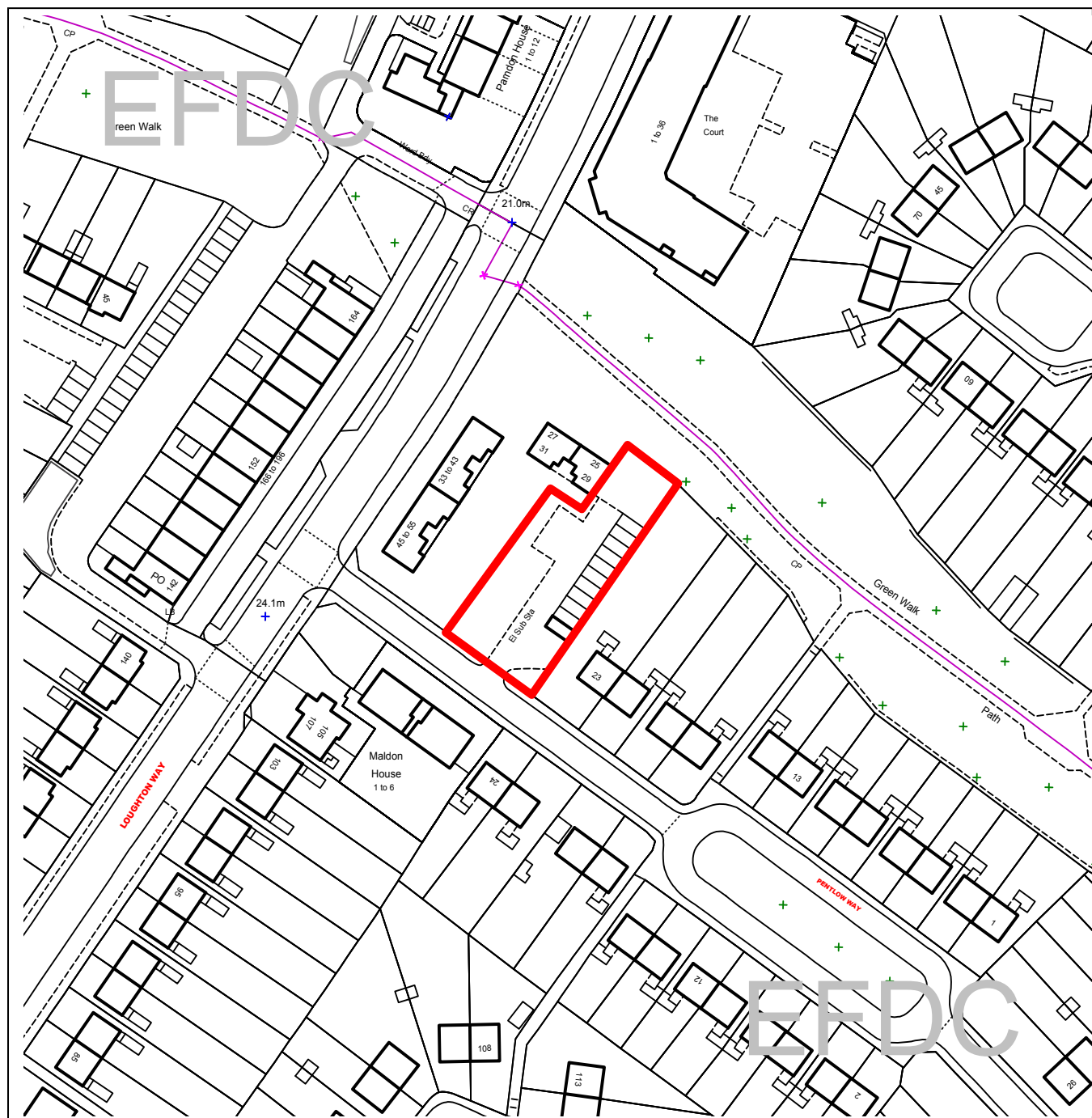
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Agenda Item Number 3



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| Application Number: | EPF/2650/17 |
| Site Name: | Adj. Garage Block, Pentlow Way, Buckhurst Hill, IG9 6BZ |
| Scale of Plot: | 1/1250 |

Report Item No: 3

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/2650/17 |
| SITE ADDRESS: | Adj Garage Block Pentlow Way Buckhurst Hill Essex IG9 6BZ |
| PARISH: | Buckhurst Hill |
| WARD: | Buckhurst Hill East |
| APPLICANT: | Mr Neal Penfold |
| DESCRIPTION OF PROPOSAL: | 7 affordable homes with 12 parking spaces |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600577

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 hereby permitted will be completed strictly in accordance with 612/072 PL01A, PL02B, PL03, PL04 C, PL05A, PL06C, PL07, PL08, Tree Survey by LaDellWood dated January 2016, Traffic Statement by Paul Mew Associates September 2017.
- 3 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 4 Prior to first occupation of the development hereby approved, the proposed window openings in the eastern and western flank elevations shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.
- 5 If any tree, shrub or hedge shown to be retained in the submitted Arboricultural reports is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 3 years of the completion of the development, another tree, shrub or hedge of the same size and species shall be planted within 3 months at the same place, unless the Local Planning Authority gives its written consent to any variation.

If within a period of five years from the date of planting any replacement tree, shrub or hedge is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree, shrub or hedge of the same species and size as that originally planted shall, within 3 months, be planted at the same place.

- 6 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) and implementation programme (linked to the development schedule) have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 7 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
- 8 No development shall take place until details of surface water disposal have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with such agreed details.
- 9 A flood risk assessment and management and maintenance plan 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 best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.
- 10 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets,

woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.

[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 11 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 12 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 13 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.

- 14 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.
- 15 Prior to the first occupation of the development, the access arrangements, the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
- 16 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary, in accordance with the guidance contained within the National Planning Policy Framework and policy ST4 of the adopted Local Plan and Alterations.
- 17 Prior to the commencement of any works a bat survey of the buildings should be undertaken in accordance with guidelines from Natural England (or other relevant body). These should be submitted to the Local Planning Authority for approval. Should the surveys reveal the presence of bats or their breeding sites or resting places then a detailed mitigation and compensation strategy in accordance with guidelines available from Natural England (or other relevant body) and submitted to the Local Planning Authority for approval. All works shall then proceed in accordance with the approved strategy unless otherwise agreed in writing by the Local Planning Authority.
- 18 Prior to the commencement of above ground works a biodiversity plan shall be submitted to and approved in writing by the Local Planning Authority. This could include native wildlife friendly planting and bird and bat boxes.
- 19 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation, per dwelling, of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers for use with the relevant local public transport operator.
- 20 The development hereby approved shall not be commenced until details of the siting and design of the proposed relocated electricity sub-station shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved unless otherwise agreed in writing by the Local Planning Authority.

- 21 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
1. The parking of vehicles of site operatives and visitors
 2. Loading and unloading of plant and materials
 3. Storage of plant and materials used in constructing the development
 4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 5. Measures to control the emission of dust and dirt during construction, including wheel washing.
 6. A scheme for recycling/disposing of waste resulting from demolition and construction works.
- 22 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3)

Description of Site:

The application site comprises an access route and land containing 32 garages. It has an irregular shape and covers an area of 0.09 hectares. Adjoining its eastern boundary is a two storey semi-detached house and associated garden at 23 Pentlow Way. The western boundary is within an amenity green that separates the site from a three storey block of flats at 33 to 55 Pentlow Way. Beyond the western site boundary at the rear of the site is a two storey block of flat, nos. 25-31 Pentlow Way. The wider area is characterised by a mixture of flats, maisonettes and post war semi detached housing. The site is in an urban area which is not within a conservation area. No listed buildings or preserved trees are within the vicinity of the site. A gas pipeline passes under the rear of the site and continues under the neighbouring blocks of flats.

Description of Proposal:

Permission is sought for the demolition of the existing garages and erection of an 'L' shaped block of flats towards the front of the site containing six 1 bedroom flats and one 2 bedroom flat, which would be served by 12 parking spaces. All the homes are to be affordable.

The block has a maximum depth of 16.6m deep along the eastern boundary, the northern most elevation is 7.3m wide, the front elevation is 17.7m wide and the depth of the western flank wall is 10.6m deep. The building has a maximum height of 10.2m high to the ridge of its predominantly hipped roof.

Materials include Hansen Arden Atherstone Yellow brick for the walls, dark grey aluminium and timber composite windows and doors, Birkdale Fibre Cement slate tiles and metal cantilevered balconies with glazed balustrades.

The Ground floor consists of two 1 bedroom flats with 5 sqm of private terrace and an area to store 7 cycles and refuse/recycling. The first floor hangs over the ground floor to allow for the provision of a vehicular access point into the rear parking area and relocated sub station.

The First floor consists of two 1 bedroom flats and one 2 bedroom flat with balconies providing between 5 and 7 square metres of amenity space.

The second floor consists of two 1 bedroom flats. Flat 6 has a 7 square metre balcony which is to be carved out of the roof void area. Flat 7 has a 6 sqm balcony facing onto Pentlow Road.

All existing trees within and the around the site are proposed to be retained.

Relevant History:

No relevant history

Policies Applied:

Adopted Local Plan:

| | |
|------|---|
| CP2 | Protecting the Quality of the Rural and Built Environment |
| CP3 | New Development |
| CP5 | Sustainable Building |
| CP6 | Achieving sustainable urban development patterns |
| CP7 | Urban Form and Quality |
| DBE1 | Design of New Buildings |
| DBE2 | Effect on Neighbouring Properties |
| DBE3 | Design in Urban Areas |
| DBE8 | Private Amenity Space |
| ST1 | Location of Development |
| ST4 | Road Safety |
| ST6 | Vehicle Parking |
| H2A | Previously Developed Land |
| H4A | Dwelling Mix |
| LL6 | Partial Development of urban open spaces |
| LL10 | Adequacy of provision for landscape retention |
| LL11 | Landscaping schemes |

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan:

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

| | |
|-------|---|
| SP1 | Presumption in favour of sustainable development |
| H1 | Housing mix and accommodation types |
| H2 | Affordable housing |
| T1 | Sustainable transport choices |
| DM9 | High quality design |
| DM10 | Housing design and quality |
| DM 11 | Waste recycling facilities on new developments |
| DM16 | Sustainable drainage systems |
| DM18 | On site management of waste water and water supply |
| DM21 | Local environmental impacts, pollution and land contamination |

Consultation Carried out and Representations Received

NEIGHBOURS:

30 neighbours were consulted and a site notice was displayed. This resulted in letters of objections being received from the following addresses:-

2 and 5 Maldon House, Pentlow Way
19, 29, 33, 41 and 43 Pentlow Way

The grounds of objection, together with neighbour comments, are summarised as follows:-

1. Currently there is insufficient parking for number of residents in the area. The proposal will seriously exacerbate this problem. The lack of parking will also exacerbate existing dangerous parking due to lack of adequate provision.
2. Overdevelopment of the site.
3. Loss of light and privacy to ground floor flat at Maldon House and other neighbouring properties.
4. Increase in noise pollution as a result of additional residents.
5. Increase in residents will increase anti-social behaviour
6. Loss of green space.
7. Proposal will destroy any natural habitat to create this building.
8. Loss of private view.
9. Refuse storage provision does not appear adequate.
10. The whole courtyard needs renovating. Can this be done as part of this application?
11. Construction will be terribly disruptive and potentially dangerous for the children nearby.
12. A huge amount of natural light loss, which will cause increase in my electricity bills. I also believe this will decrease the value of current flats.

CADENT GAS LIMITED: No objection raised. The Council was directed to the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process.

BUCKHURST HILL PARISH COUNCIL: No objection, however would request a condition that there be a Construction Method Statement detailing traffic movements and control. Concern regarding loss of existing garages (numbers used not known).

Concern for the amount of amenity space for new dwellings and the loss of amenity space for existing dwellings.

Main Issues and Considerations:

Planning decisions must be made in accordance with the current development plan unless material considerations indicate otherwise. The 'saved policies' (i.e. they are consistent with current government policy) contained within the Epping Forest District Local Plan (1998 and Alterations 2006) The National Planning Policy Framework and the National Planning Practice Guidance (NPPG) are material considerations in all Council planning decisions. The key considerations for the determination of this application are:

1. The principle of the development;
2. Impact on the character and appearance of the site and surrounding area.
3. Impact on the living conditions of surrounding residents;
4. Quality of resulting residential accommodation; and
5. Impact on parking provision and highway safety.

Principle:

In terms of planning policy, the site is considered as previously developed land, and in line with Government policy redevelopment of this land is encouraged.

The site is situated within a sustainable urban location close to local services, facilities and public transport and would make more efficient use of this site. Given that 92.4% of the District is designated Green Belt the principle of further development within existing sustainable settlements outside of the Green Belt is generally considered to be appropriate, provided all other policies are complied with. In addition, paragraph 49 of the NPPF states that "*housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites*".

The Council is currently in the process of preparing a new Local Plan where sites will be identified for residential development however the latest figures reveal that the Council can currently only demonstrate a 1.58 year supply of land for housing purposes. Due to this it has been shown in several recent appeal decisions, both within and outside of the district that such a lack of a demonstrable five year supply of housing weighs in favour of granting planning permission. However, this still has to be weighed against other material planning considerations.

The proposal has a density of 77 units per hectare and is compatible with the character and appearance of the surrounding area. It therefore meets the requirements of policies CP1, CP3 and H3A of the Local Plan.

The land is Council owned and the proposed houses would be affordable units provided by a registered social landlord to help meet the Council's demonstrated need for affordable units in accordance with chapter 6 of the NPPF and H5A of the Local Plan.

On the basis that the proposal is for needed affordable residential development within an established residential area and of comparable density it is concluded the principle of the development is acceptable.

Impact on the character and appearance of the site and surrounding area:

The application site is surrounded by flatted properties to its north, west and south. The height, size and position of the units are compatible with the design and appearance of the surrounding built form. It is also separated from the lower two storey houses on Pentlow Way by a distance of over 7m. This retained spaciousness will ensure that the scale and appearance of the proposed development does not dominate that of these houses. Additional soft landscaping will further soften the buildings appearance. It is therefore considered that the proposal will have an overall

neutral impact on the distinctive local character of this area. The proposal therefore complies with the requirements of policy DBE3 and DBE5 of the Local Plan.

Impact on the living conditions of surrounding residents:

Nos 1 to 6 Maldon House are 20m from the proposal, separated from it by the width of Pentlow Way and associated garden and parking areas. This distance is acceptable given that both opposing elevations face each other across space that is either public or open to views from public space.

Residents of the flats within 27 -31 Pentlow Way located adjacent to the rear of the application site have front facing windows which are 23m away from the part of the proposed building that is directly in front of it. That distance is sufficient to mitigate any potential excessive overlooking between the existing and proposed flats. It is over 18m from the north eastern section of the building, which is offset at an angle from its front elevation. As a consequence, any views between the existing flats and those proposed in the north eastern section of the proposed building would only be oblique. The combination of separation distance and off-set relationship is also sufficient to mitigate any harmful overlooking between the existing flats and those in the relevant part of the proposed building.

Residents of flats within 33 to 55 Pentlow Way are 15m west of the building. It is recommended that the kitchen window proposed within the second floor facing this block should be obscure glazed and fixed shut to a height of 1.7m in order to prevent direct overlooking to the block.

Number 23 Pentlow Way is 7.4m away from the building, and located to the east of the application site. The proposed building is set outside of an imaginary 45 degree line taken from the nearest rear elevation window at 23, demonstrating no loss of light to the rear elevation and no harmful intrusion into outlook. A flank elevation window at 23 would be impacted but since the window is secondary no significant weight is given to that impact. There would be an impact on outlook from within the rear garden adjacent to the rear of no. 23, however, given the degree of separation together with the width and length of the rear garden, the degree of impact would be excessively harmful. Similarly, additional overlooking of the rear part of the rear garden of 23 from the rear of the building is not excessively harmful. Indeed, the degree of overlooking would be less than that from its attached neighbour, no. 21.

On the basis of the above analysis it is concluded that neighbouring properties will not be excessively affected in terms of loss of light, outlook, dominance or privacy in accordance with policy DBE9 of the Local Plan.

Quality of resulting residential accommodation:

The site will be owned and operated by East Thames Housing Association for the Council therefore the development will provide affordable housing that would meet an identified need. The flats are considered suitable for small households, the proposal would therefore meet an existing housing need within the District in line with the requirements of policy H4A of the Local Plan.

All flats have an acceptable internal size and layout and therefore comply with current standards contained within the Essex Design Guide. Amenity space on site is primarily to provide a setting since the land rear of the building would primarily be used to provide off-street parking for the development that is in excess of that required by the Vehicle Parking Standards. More private space that is well related to the flats would be provided in balconies and terraces ranging between 5 and 8 square metres. Since good public open space is a short walk from the site, including a communal grassed area next to the building, the level of provision is considered to be appropriate.

Impact on Highway Safety:

The Highways Authority in their response to the Council “is satisfied that any displaced parking will not be detrimental to highway safety or efficiency as a result of the development. The submitted Transport Statement has shown that the very worst case scenario demonstrates that on street parking levels will not reach an unacceptable amount. Although the Highway Authority does not necessarily endorse on street parking, the reality is there will be fewer vehicles actually displaced from the garages than the worst case scenario, as a reasonable proportion of them will not be used for parking in. Further to this the proposal will not increase vehicles movements above the level of the previous use, operating at full capacity, so the use of the existing access way will not be intensified by the development. There is also sufficient turning provided within the site.”

The Authority is therefore satisfied subject to suggested conditions that the details submitted as part of this application are sufficient to ensure that there is adequate parking to meet current parking standards in compliance with policies ST6 and ST4 and that there will be no undue harm to highway safety. The proposal therefore complies with the requirements of ST2 of the Local Plan.

Other Matters:

Consequence for gas pipeline:

Having followed the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) process Officers conclude the proposed flats are a sufficient distance from the pipeline to be of no significant consequence for it. Part of the proposed parking area would be sited over the pipeline but the depth of excavation required is too shallow to pose a significant risk provided all excavation is carried out by hand. The relevant part of the parking area would not prevent access to the pipeline if required. An electricity substation required to replace an existing substation at the site could also be constructed where proposed without significant risk, provided all excavation is carried out by hand. Power cables between the sub-station and the proposed flats might restrict access to the pipeline however. That raises a possibility the developer may have to reconfigure the parking area to provide the substation nearer the building. In that scenario, while there is unlikely to be harm caused on the amenities of neighbours, it is necessary to exercise control over the siting to ensure that is the case as well as in the interests of safety. It is also necessary to exercise control over the design of the substation. These interests can be properly addressed through a suitably worded condition imposed on any consent given. Appropriate informatives providing additional information relating to this matter should also be included on the consent.

Trees:

The preliminary arboricultural method statement proposes that all existing trees are to be retained and additional soft landscaping is proposed. It is recommended that further conditions are imposed to ensure that the protection of existing trees and that the proposed soft landscaping is of an acceptable standard. On this basis the proposal is considered to comply with the requirements policies LL10 and LL11 of the Local Plan.

Loss of open space:

The proposal will result in the loss of a strip of the grassed area to the west of the site. This would be a loss of 169 sqm of grass area. The remainder of the grass area will be retained as soft landscaped open space, remaining available for the use of existing residents and occupants of the proposed development. There will also be additional planting of new trees and other planting around the proposed building therefore the proposal remains consistent with the requirements of policy LL6 of the Local Plan.

Flood risk:

The development is of a size where it is necessary to avoid generating additional runoff and therefore the Council's Land Drainage engineer has requested a Flood Risk Assessment condition to improve existing surface water runoff and a condition requesting details of surface water drainage in accordance with policy U2B of the Local Plan.

Contaminated land:

The Contaminated Land officer raised concerns that there may be the potential for contaminants to be present on the site due to the use of the site as garages, is covered in made ground and presence of an electric substation. She therefore recommends that conditions be attached to any permission to ensure that appropriate assessments are made and if necessary mitigation measures undertaken in accordance with paragraph 109 of the NPPF and RP4 of the Local Plan.

Ecology:

The Countryside Manager has recommended that two conditions be imposed to any grant of permission. The first requires that a bat survey be undertaken before any permission is implemented and any harm found to their breeding or resting places is mitigated against. The second requires that a biodiversity enhancement plan be submitted to and approved by the Council. Details should include the installation of bird and bat boxes. It is on this basis that the proposal complies with the requirements of policies NC3 and NC4 of the Local Plan and Alterations.

Construction:

Noise and disturbance during the construction phase of the development would fall outside the scope of planning legislation as it is already covered by Environmental Health legislation.

Property Value:

Reduction in the value of neighbouring residential dwellings is not a material planning consideration.

Conclusion

The proposal will provide much needed good quality affordable housing for local people within an existing urban area of Epping Forest District Council. The Highway Authority is satisfied that the proposal will not excessively impact highway safety or parking provision within the area. Impact on the living conditions of neighbouring occupiers will not be excessively harmful. The design of the new housing will preserve the character and appearance of this area. All existing trees will be retained and any matters of detail can be addressed by way of suitable planning conditions. It is therefore considered that the proposal meets the requirements of sustainable development in accordance with policy contained within the NPPF. Approval is therefore recommended subject to conditions.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

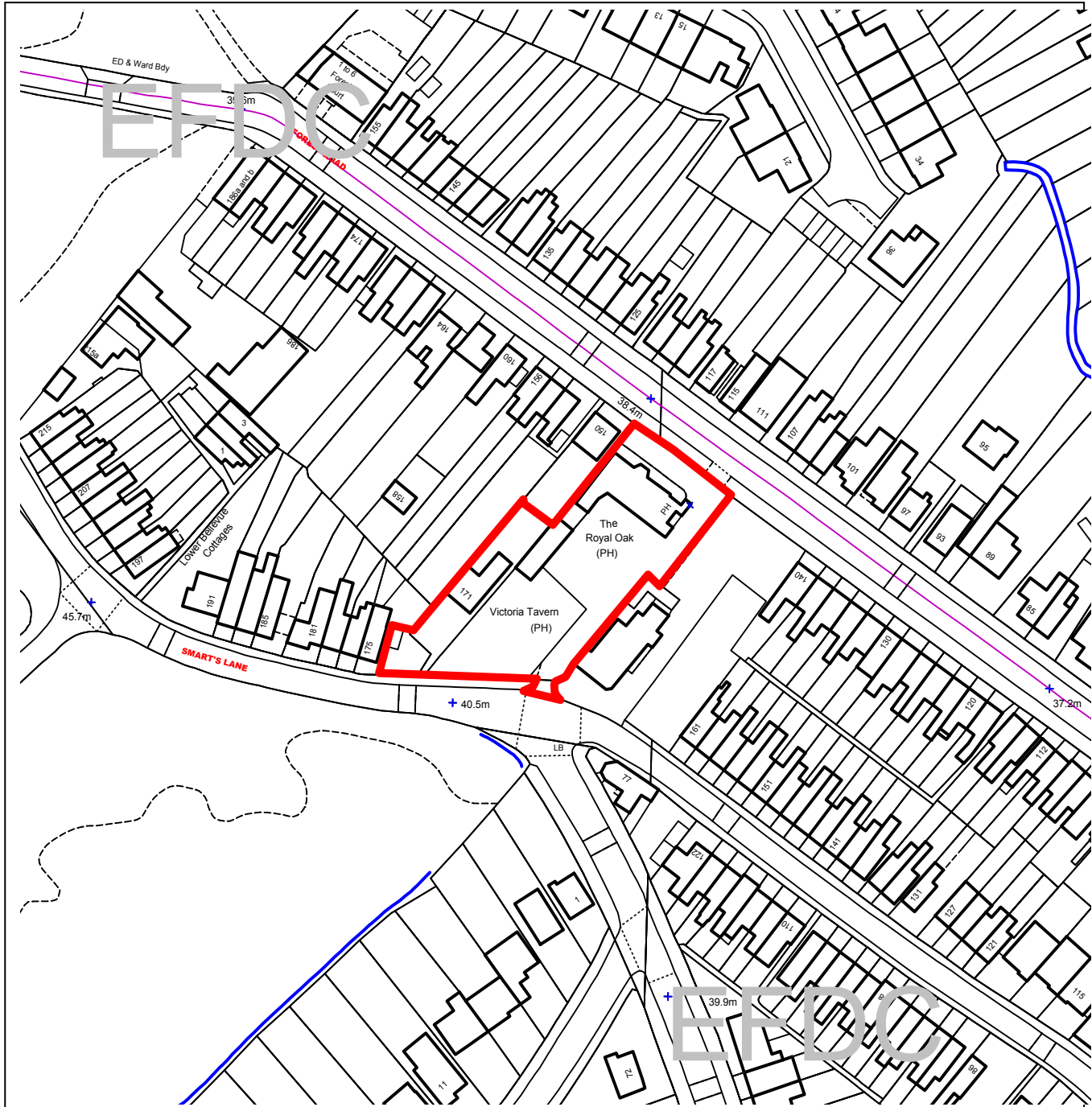
***Planning Application Case Officer: Sukhi Dhadwar
Direct Line Telephone Number: 01992 564597***

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk



Epping Forest District Council

Agenda Item Number 4



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| | |
|---------------------|---|
| Application Number: | EPF/2706/17 |
| Site Name: | Royal Oak, Forest Road, Loughton, IG10 1EG |
| Scale of Plot: | 1/1250 |

Report Item No: 4

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2706/17 |
| SITE ADDRESS: | Royal Oak Forest Road Loughton Essex IG10 1EG |
| PARISH: | Loughton |
| WARD: | Loughton Forest |
| APPLICANT: | Mr Steve Hancocks |
| DESCRIPTION OF PROPOSAL: | Partial demolition of the former Royal Oak public house and change of use to provide 4 flats, demolition of 171 Smarts Lane and redevelopment for 6 dwellings, and associated parking and landscaping (10 dwellings in total). |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600813

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 hereby permitted will be completed strictly in accordance with the approved drawings nos: P200 rev A, P201, P202, P203, P204, P205, P206, P207, P208, P209 rev A, P201 rev A, P211 rev A, P212 and P213 rev A
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

- 4 Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for the investigation shall be submitted to and approved by the Local Planning Authority before commencement of the Phase 2 investigation. The completed Phase 2 investigation report, together with any necessary outline remediation options, shall be submitted to and approved by the Local Planning Authority prior to any redevelopment or remediation works being carried out. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the remediation scheme condition that follows]
- 5 Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved remediation scheme unless otherwise agreed in writing by the Local Planning Authority. The remediation scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures and any necessary long term maintenance and monitoring programme. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 or any subsequent version, in relation to the intended use of the land after remediation.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the verification report condition that follows]
- 6 Following completion of measures identified in the approved remediation scheme and prior to the first use or occupation of the development, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with any necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the Local Planning Authority for approval. The approved monitoring and maintenance programme shall be implemented.
- 7 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

- 8 No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of 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.
- 9 No development shall take place, including any ground works or demolition, until a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The Plan shall provide for the following all clear of the highway:
- Safe access into the site
 - The parking of vehicles of site operatives and visitors
 - Loading and unloading of plant and materials
 - Storage of plant and materials used in constructing the development
 - Wheel and underbody washing facilities.

The approved plan shall be adhered to throughout the construction period.

- 10 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) and implementation programme (linked to the development schedule) have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 11 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
- 12 If any tree, shrub or hedge shown to be retained in the submitted Arboricultural reports is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased during development activities or within 3 years of the completion of the development, another tree, shrub or hedge of the same size and species shall be planted within 3 months at the same place, unless the Local Planning Authority gives its written consent to any variation. If within a period of five years from the date of planting any replacement tree, shrub or hedge is removed, uprooted or destroyed,

or dies or becomes seriously damaged or defective another tree, shrub or hedge of the same species and size as that originally planted shall, within 3 months, be planted at the same place.

- 13 No works shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented prior to occupation and should include but not be limited to:
- Surface water run-off from the development restricted to no higher than 8l/s for all storm events up to the 1 in 100 inclusive of climate change (40%) storm event. This is subject to confirmation from the relevant authority to discharge up to this maximum rate into the off-site surface water drainage network.
 - Surface water managed on site up to the 1 in 100 inclusive of climate change (40%) storm event. It should be demonstrated that all properties are safe from flooding up to this design event.
 - Groundwater testing.
 - Final detailed modelling of the whole pipe network and storage on site.
 - An appropriate amount of treatment for all areas of the site which is demonstrated to be in line with the CIRIA SuDS Manual C753.
 - Detailed engineering drawings of each component of the drainage scheme.
 - A final drainage plan highlighting conveyance and exceedance routes, location and sizing of storage features, FFLs and ground levels, outfalls and discharge rates from the site.
- 14 No works shall take place until a scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.
- 15 No works shall take place until a Maintenance Plan detailing the maintenance arrangements including who is responsible for different elements of the surface water drainage system and the maintenance activities/frequencies, has been submitted to and agreed, in writing, by the Local Planning Authority. Should any part be maintainable by a Maintenance Company, details of long term funding arrangements should be provided.
- The applicant or any successor in title must maintain yearly logs of maintenance which should be carried out in accordance with any approved Maintenance Plan. These must be available for inspection upon a request by the Local Planning Authority.
- 16 No construction works above ground level shall take place until samples where required and other documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.

- 17 Prior to the commencement of development other than ground works, details of measures to permanently identify the designated route for the public footpath within the site, including ground markings and signage, and measures to prevent the route being blocked by vehicles, shall be submitted to and approved by the Local Planning Authority. The works shall be fully implemented prior to first occupation of any of the dwellings hereby permitted
- 18 All construction/demolition works and ancillary operations, including vehicle movement on 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.
- 19 The public footpath crossing the site, known as Footpath 129 shall be permanently retained in a good state of repair and remain available for public use throughout the development, unless otherwise agreed by the Local Planning Authority.
- 20 Prior to the first occupation of the development hereby permitted, the Developer shall be responsible for the provision and implementation of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council.
- 21 Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
- 22 The bin and cycle stores indicated on the plans hereby approved shall be fully completed in accordance with the details in the application prior to first occupation of any other dwellings in the development. The facilities shall thereafter remain available for all residents use in perpetuity.
- 23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no development generally permitted by virtue of Class A, B, C, D, E and F of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval.

In addition, the application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal, and is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received

(Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3)

Description of Site:

The application relates to the former Royal Oak Public House and its outbuildings, and includes 171 Smarts Lane, a vacant single storey dwelling to the north west of the pub grounds. The frontage building lies on the south west side of Forest Road and is predominantly two storey and the forecourt is hard surfaced. Vehicle access to the rear is from Smarts Lane. The pub has now been closed around 3 years.

The surrounding area is predominantly residential in character, comprising predominantly dwelling houses in a variety of built forms, the Victoria Tavern adjoins the south eastern boundary.

The existing building is locally listed and a public right of way across the site provides pedestrian access between the two roads. Land to the south west forms part of the historic forest and lies within the Green Belt. The site also lies within a controlled parking zone which has been extended into this area in the last year.

Description of Proposal:

The application proposes a revised and reduced scheme from that dismissed at appeal.

The proposal now involves ten dwellings. The locally listed pub building will feature a two storey side extension on the southern end. This continues the existing main roof across and has a projecting front gable to reflect those existing. An undercroft within this extension retains the public right of way through the site and bin and cycle stores are located abutting this. The building is converted into 4 flats – 1 x 1 bed and 1 x 2 bed at ground floor and 2 x 2 bed at first floor. The building is now detached from new build element behind with an amenity area 4.7m deep extending across the rear of the ground floor units.

The new build element is similar to the layout of the previous scheme but much reduced in scale and footprint. The buildings are now exclusively two storey and comprise what is effectively two houses and four flats. Plot 5, closest to the pub, is a 3 bedroom house, with one bedroom over an undercroft and Plot 10 abutting 175 Smarts Lane is also a three bed house, both have private gardens to their rear. Between, accessed from a single entrance in the access road, are 4 x 2 bed flats, two on each floor with a communal amenity space. All units in the new build are oriented to be single aspect at first floor, facing onto the public routes.

The application proposes 17 parking spaces in three locations. On Forest Road, the existing hard surface provides seven parking spaces, three pedestrian entrances and a limited amount of planting. On Smarts Lane there are four parking spaces in the north west corner abutting 175. Two are tandem spaces. The central courtyard now includes six spaces accessed from Smarts Lane via the on site access road.

A preserved Field Maple tree abutting the Smarts Lane entrance is again indicated to be removed and an adjacent preserved tree is to have its crown reduced. Two new trees (one of which was indicated in the previous scheme) will be planted on this frontage.

Relevant History:

EPF/2508/14 - Demolition of existing building and redevelopment of the site to provide nine terraced houses, together with associated amenity space in the form of gardens, and car parking – Withdrawn (Royal Oak)

EPF/1488/16 - Demolition of existing dwelling and garage replacement with two maisonettes, associated garden bin store and car parking – Refused (171 Smarts Lane)

EPF/2042/16 – Partial demolition and extension of the former Royal Oak public house and change of use to provide 5 flats, demolition of 171 Smarts Lane and redevelopment for 9 flats, and associated parking and landscaping (14 flats in total). – Refused (whole site).

Policies Applied:

Adopted Local Plan:

| | |
|-------|---|
| CP1 | Achieving sustainable development objectives |
| CP2 | Protecting the Quality of the Rural and Built Environment |
| CP3 | New Development |
| CP5 | Sustainable Building |
| CP6 | Achieving sustainable urban development patterns |
| CP7 | Urban Form and Quality |
| GB7A | Development adjacent to the Green Belt |
| HC13A | Local List of Buildings |
| RP4 | Contaminated Land |
| H2A | Previously Developed Land |
| H3A | Housing Density |
| H4A | Dwelling Mix |
| U3B | Sustainable Drainage Systems |
| DBE1 | Design of New Buildings |
| DBE2 | Effect on Neighbouring Properties |
| DBE3 | Design in Urban Areas |
| DBE8 | Private Amenity Space |
| LL8 | Works to preserved trees |
| LL9 | Felling of preserved trees |
| LL10 | Adequacy of provision for landscape retention |
| LL11 | Landscaping schemes |
| ST1 | Location of Development |
| ST4 | Road Safety |
| ST6 | Vehicle Parking |

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan:

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

| | |
|------|---|
| SP1 | Presumption in favour of sustainable development |
| SP2 | Spatial Development Strategy |
| SP4 | Place Shaping |
| SP5 | Green Belt and District Open Land |
| SP6 | Natural Environment, landscape character and green infrastructure |
| H1 | Housing mix and accommodation types |
| T1 | Sustainable transport choices |
| DM5 | Green infrastructure – design of development |
| DM7 | Heritage assets |
| DM9 | High Quality Design |
| DM10 | Housing design and quality |
| DM16 | Sustainable drainage systems |
| DM21 | Local environmental impacts, pollution and land contamination |

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 135

Site notice posted: 20 October 2017

Responses received: Twenty objections have been received from the following addresses:

FOREST ROAD – 47, 107, 111, 115, 123, 144, 160 and 164

SMARTS LANE – 69, 94, 151, 157, 165 (Victoria Tavern), 175, 181, 185 and 187

3 BELLE VUE COTTAGES, SMART LANE

51 HIGH BEECH ROAD

26 PRIORY ROAD

Four respondents have expressed support for the application, some of these generated by the applicants public exhibition. Supportive comments have been received from 182 FOREST ROAD, 58 HIGH BEECH ROAD, 21 TEWKESBURY CLOSE and 12 COOLGARDIE AVENUE CHIGWELL.

Objectors comment on the following issues:

- Overdevelopment of the site, the general density is excessive and exceeds the site allocation in the draft Local Plan.
- The design of the development is inappropriate in the location, out of keeping with built form in terms of design and finishes, and the new build is too big in the context of the site and the retained building on the frontage.
- Direct amenity impacts for surrounding occupiers – overlooking and overshadowing, visual and physical impacts, intensity of use. One resident on Forest Road raises a specific concern at the siting of bin stores.
- Parking and traffic issues – level of parking provision, local parking stress issues, loss on street parking in Forest Road to crossover serving frontage parking bays. The immediate neighbours at 175 Smarts Lane raise specific issues in relation to the parking bay immediately abutting the boundary in terms of disturbance from its use (noise and fumes) and the safety in both highway and pedestrian terms.
- Concerns at the impact on the public right of way across the site, in particular safety issues in light of part of the route being a shared surface with vehicle access.
- Loss of preserved trees and the impact on the woodland character. Residents refer to the loss of the tree in front of the adjacent Victoria tavern but it should be noted that this is outside the site and is retained.
- Issues around the loss of outbuildings from the site, some of which it is argued are of significance to the local listed status.
- Lack of affordable housing in the scheme
- Impacts on local infrastructure – schools surgeries etc.
- Lack of amenity space overall.

Other matters raised not directly relevant to the application refer to the need to re-site BT and lamp columns on the footway, disturbance from construction, risk of asbestos in demolitions and hazards from large delivery vehicles.

The four respondents supporting the application highlight support for the more sympathetic design, the contribution the scheme makes to meeting housing need and the improved parking ratio. One resident qualifies their support as subject to the residents not being eligible for parking permits.

LOUGHTON RESIDENTS ASSOCIATION (PLANS GROUP):

The Loughton Residents Association Plans Group have objected raising a number of the same issues – that the proposal amounts to overdevelopment and out of character with the surroundings, safety concerns over the shared use of the public right of way and the loss of on street parking bays.

LOUGHTON TOWN COUNCIL:

Loughton Town Council OBJECT to the application, making the following observations:

Members considered the latest proposal for this site and commented that the street scene from Forest Road was now more acceptable. However, the Committee OBJECTED to this application on the following grounds:

The proposal for ten dwellings was considered an overdevelopment of the site by reason of its bulk and massing. This would cause harm to the character and appearance of the locality, contrary to Local Plan and Alterations policies CP2(iv), CP7 and DBE1(i), which are consistent with the National Planning Policy Framework.

By reason of its bulk, siting and layout, the proposal would cause loss of amenity to neighbouring properties, in particular, 175 Smarts Lane, by way of overlooking and noise, contrary to Local Plan and Alterations policies DBE9 (ii) and (iv), which are consistent with the National Planning Policy Framework.

The application does not provide sufficient parking spaces for the number of proposed dwellings and proposes to remove existing parking spaces in Forest Road and Smarts Lane to the detriment of residents there. The siting of three parking spaces off Smarts Lane also posed potential highway safety issues, contrary to Local Plan and Alterations policy ST4, which is consistent with the National Planning Policy Framework.

The Committee was very concerned at the loss of trees proposed in this application, and in particular to those which are protected by a TPO, contrary to Local Plan and Alterations policies LL9 and LL10, which are consistent with the National Planning Policy Framework.

Members expressed great concern at the lack of reference in the plans to the Public Right of Way. This footpath was constantly used by residents taking their children to and from school, but was incorporated in the plan within the vehicle access road.

Main Issues and Considerations:

The starting point for consideration of the application must be Committee's decision on the previous application, the Inspectors comments on those and other matters, and the changes made to the development to address both. While objectors have raised a wide range of issues, unless such matters raise materially different considerations then these cannot reasonably be re-introduced.

Members will recall four grounds for refusal:

- The bulk scale and massing of the new build element did not respect the setting, particularly in relation to Epping Forest.
- Significant harm to 150 and 152 Forest Road and 175 Smarts Lane in terms of an overbearing appearance and in particular the perception of overlooking of 150 Forest Road.
- The development would exacerbate parking stress in the vicinity and as a consequence, parking provision was inadequate
- Provision was not made for delivery vehicles to turn within the site, affecting local congestion and causing detriment to highway safety.

The Inspector agreed that the scheme would significantly harm the character and appearance of the area. In particular, ridge and eaves height were considered excessive, the link building directly behind the Royal Oak was stark and incongruous and the building was taller and bulkier than the houses nearby. Corner plots on the Smarts Lane frontage were excessively deep and tall and boarded sections were very wide. However, the Inspector concluded the proposal would not harm the setting of Epping Forest, would be pedestrian friendly and that it incorporated active frontages.

In considering the impact on neighbours specified, the Inspector concluded that the proposal would adversely impact residential amenity. In relation to 150 Forest Road, the height of the building was considered dominant and windows at upper levels resulted in the strong perception of reduced privacy. The Inspector also concluded that 152 Forest Road would be overlooked but the impact on the swimming pool building could be tolerated. The siting of the central parking area for 7 vehicles abutting these gardens was not considered harmful.

As to the relationship with 175 Smarts Lane, the Inspector considered that overlooking from the adjacent apartment on the upper floors was unacceptable. However, parking spaces located immediately abutting the boundary with this neighbour were considered acceptable as there was a vehicle access already located in this position.

Turning to the highway issues, the Inspector considered that the site fell in a main urban area where a reduction in parking standards may be considered. It was however noted that the area was suffering from parking stress but considered that the level of parking provided (18 spaces for 14 units) and the generous cycle parking provision was sufficient. On the question of delivery vehicles, the Inspector accepted that most deliveries in the area are made from the street and that this may lead to short term inconvenience, and noted the lack of any objection from the Highway Authority. As a result, neither highway based reason for refusal was upheld.

In this context, changes to the scheme have been made to respond directly to the Inspectors concerns.

- The new build element has been reduced to two storeys throughout, reduced in height such that the buildings better reflect the scale of buildings in the area and is now detached from the retained building. The elevations have been broken into smaller visual blocks, including the introduction of dummy doors at ground floor and hipped roofs, and all cladding has been removed to be replaced by brickwork.
- The footprint of the new build has been reduced; abutting 175 Smarts Lane, the depth is reduced from 13.7m to 7.6m, on the return by around 0.5m and the whole structure has been separated from the retained pub building.
- The first floor accommodation has been reconfigured to be single aspect facing the street, in the rear courtyard dummy windows break up the elevations but no glazing is included. A first floor oriel window is introduced at the front of Unit 10 (abutting 175 Smarts Lane) with

obscure glazing to the side facing the neighbour, it should also be noted that this window now serves a bedroom, previously this was a living room window.

- The parking ratio within the scheme is now increased, 17 parking spaces are indicated for 10 dwellings, an increase from 1.3 per unit to 1.7 per unit. Cycle parking is also included

Officer's note comments in representations as to the overall level of development proposed. As the Inspector acknowledged, the site does lie within the main urban area where a more intensive form of development might reasonably be located. Further, the level of development was not previously included as part of the grounds for refusal, only matters relating to the built form and the impact on neighbours. Taking all matters into consideration, the quantum of development is appropriate to the location and the site.

The built form has been substantially revised. Traditional materials have been introduced throughout and the elevations of the new build are broken into recognisable smaller sections that are more consistent with the pattern of buildings nearby. Viewed from Smarts Lane, the built form steps down to follow the pattern, and this is repeated within the site where levels continue to fall. A contrast material in the recessed elements within the site further breaks up the elevation. The new build element is now viewed as a separate element to the pub building and is appropriate in design and form.

With regard to the public right of way, it is evident that this is retained through the site. This element remains the same as the original proposals, and was not previously referred to in the refusal. Part of the route will pass across a shared surface serving 6 parking bays in the centre of the site; use of such shared surfaces are common in developments in the built up area, often serving more parking spaces, and this is a entirely reasonable approach to take in this regard.

Comments are also made in respect of the removal of a preserved tree from the street frontage. This again is consistent with the previous application and has been agreed with the Tree Officer as appropriate given the requirements to provide the vehicle access. Replacement planting and a more general landscaping scheme that will safeguard retained trees is also proposed and is considered acceptable.

Conclusion:

The application now before Members represents a significant and materially different proposal from that previously considered by Members that responds to the earlier decision and the Inspectors considerations at the appeal.

The quantum of development is substantially reduced and the new build element is more appropriate to the location in scale and design, and provides visible separation from the retained building on the frontage. The built form now reads as more appropriate to the setting and uses a more typical palette of materials in the external finishes.

Direct amenity impacts on the immediate neighbours have been fully addressed by the removal of the second floor, the removal of windows from the rear at first floor and reconfiguration of the end unit, and the reduced footprint and mass on the Smarts Lane frontage in particular. The siting of parking spaces adjacent to the boundary was considered acceptable and this is not materially altered by the provision of one additional parking space in this area.

Officers consider that the proposals now represented an appropriate form and level of development for the site that has addressed the reasons for refusal and the Inspectors concerns with the earlier application.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

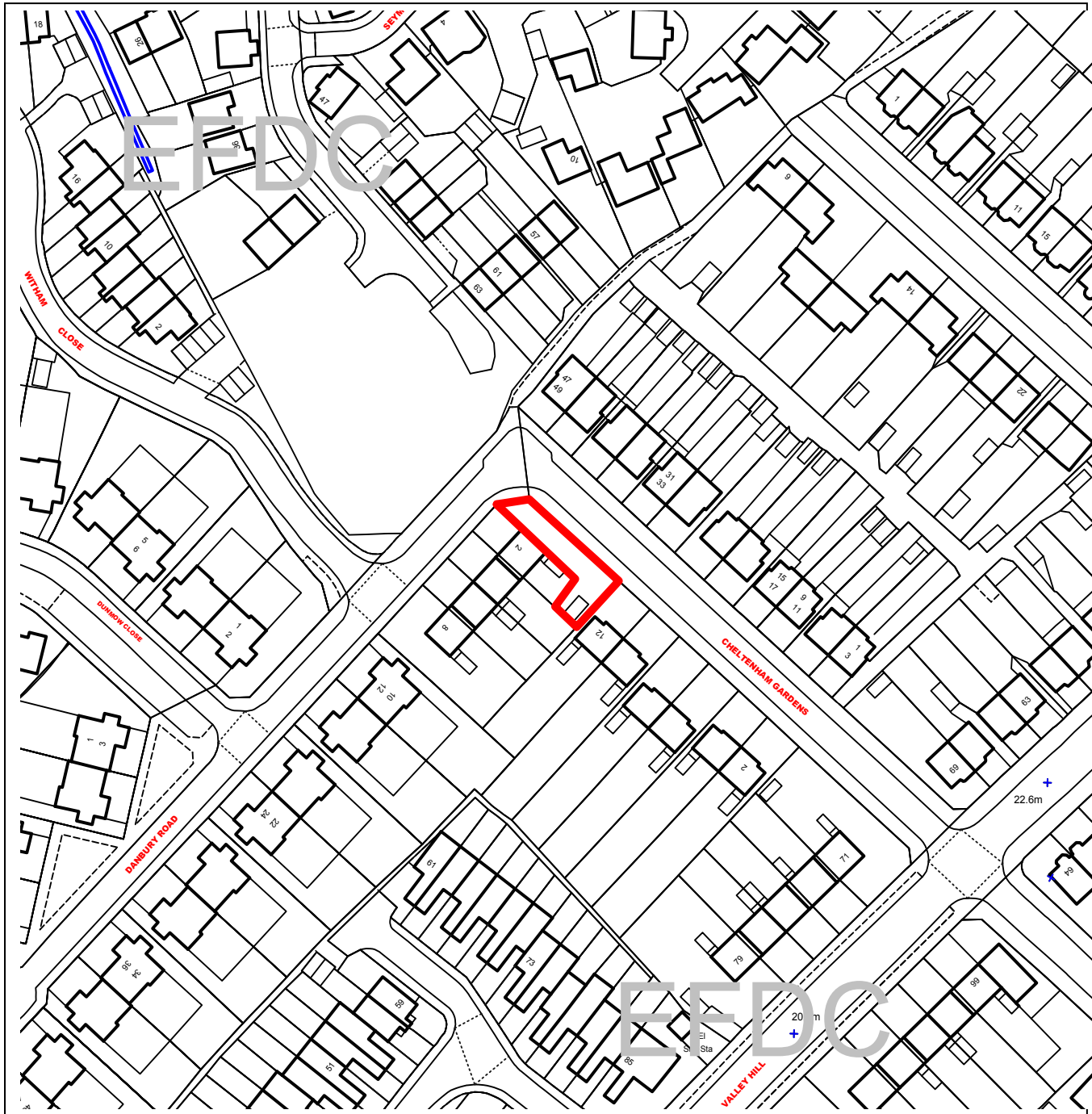
or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 5



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| | |
|---------------------|---------------------------------------|
| Application Number: | EPF/2707/17 |
| Site Name: | 2 Danbury Road, Loughton, IG10 3AP |
| Scale of Plot: | 1/1250 |

Report Item No: 5

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/2707/17 |
| SITE ADDRESS: | 2 Danbury Road Loughton Essex IG10 3AP |
| PARISH: | Loughton |
| WARD: | Loughton Roding |
| APPLICANT: | Mr Paul Prior |
| DESCRIPTION OF PROPOSAL: | Demolition of single storey extension to 2 Danbury Road. Erection of building containing two one-bedroom flats and one studio flat. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600814

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 hereby permitted will be completed strictly in accordance with the approved drawings nos:
680/12 'B'
680/13
680/11
680/15
- 3 Materials to be used for the external finishes of the proposed development shall match those of the existing house at 2 Danbury Road, unless otherwise agreed in writing by the Local Planning Authority.
- 4 The parking area shown on the approved plan shall be provided prior to the first occupation of the development and shall be retained free of obstruction for the parking of residents and visitors vehicles.
- 5 The refuse storage facility shown on the approved plans shall be completed prior to the first occupation of the development and shall thereafter be retained free of obstruction and used for the storage of refuse and recycling only and for no other purpose, unless otherwise agreed in writing by the Local Planning Authority.

- 6 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including screen fencing) and implementation programme (linked to the development schedule) have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping 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 minor artefacts and structures, including signs and lighting and functional services above and below ground. The 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.
- 7 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3)

Description of Site:

Site formed by side garden and a part of the rear garden of an end of terrace house at a corner of Danbury Road with Cheltenham Gardens.

Not listed or in a conservation area.

Description of Proposal:

Demolition of single storey extension to 2 Danbury Road. Erection of building containing two one-bedroom flats and one studio flat.

There would be one flat to each floor with the studio flat formed by accommodation within the roof space.

Relevant History:

EPF/1821/00 - Single storey side extension. – Granted 18/12/2000

EPF/2548/16 - Demolition of single storey extension to 2 Danbury Road. Erection of dwelling containing two one bedroom flats and one studio flat. – Refused 06/12/2016

1. *The site is prominent due to its position at a junction. By reason of a combination of mass and bulk; proximity to the boundaries; and, detailed design, the proposal would result in an obtrusive, incongruous and cramped form of development detracting from the appearance of the site and the character and appearance of the locality. The proposal is contrary to policies CP2(iv), CP7 and DBE1 of the adopted Local Plan and Alterations and to the National Planning Policy Framework.*
2. *The proposed design, by reason of the positioning and extent of parking that would result on the front garden of the house at 2 Danbury Road, would be detrimental to the appearance of the streetscene. The proposal is therefore contrary to Policy DBE6 of the Local Plan and Alterations and the provisions of the National Planning Policy Framework.*
3. *The lack of private amenity space to the attic storey studio flat would fail to offer a degree of residential amenity that future occupiers of the flat could reasonably expect to enjoy. The proposal is contrary to policy DBE8 of the Local Plan and Alterations and the provisions of the National Planning Policy Framework.*
4. *The development would fail to provide adequate car parking provision. The proposal would therefore fail to provide adequate residential amenity to the occupiers of the flats and lead to greater on-street parking to the detriment of the convenience of other highway users and local residents and to highway safety. The proposal is contrary to policies ST4 and ST6 of the Local Plan and Alterations and the provisions of the National Planning Policy Framework.*
5. *By reason of its proximity to the highway, the ground floor flat has poor living conditions. By reason of its small size and poor outlook, the flat within the roof space has poor living conditions and consequently amounts to a poor form of development. Adequate outlook could not be achieved without causing either excessive overlooking of neighbouring gardens and/or harm to the appearance of the building. Accordingly, the development is contrary to Local Plan and Alterations policy DBE11, which is consistent with the National Planning Policy Framework.*
6. *The development, for flats in an area characterised by single family housing, would be out of character with its setting and be detrimental to that character by reasons of being of a contrasting form and generating activity that would be noticeable and disruptive to the pattern of activity of the surrounding area. The implementation of the proposal would both set an undesirable precedent and detract from the character of the local area. The proposal would be contrary to Policies CP2 (iv) and DBE11 of the Local Plan and Alterations and the provisions of the National Planning Policy Framework.*

EF\2017\ENQ\00598 - Demolition of single storey extension erection of two storey attached dwelling

Demolition of single storey side extension and erection of two flats - likely that such an application would be recommended for approval.

EPF/1574/17 - Prior approval application for a proposed 4m deep single storey rear extension, height to eaves 3m and maximum height of 3m – Prior Approval Not Required 10/07/2017

BR/1117/16 - Single storey rear extension, loft conversion and formation of en-suite – Commencement date 19/09/2017

Policies Applied:

Adopted Local Plan:

| | |
|-------|---|
| CP2 | Quality of Rural and Built Environment |
| H2A | Previously Developed Land |
| DBE1 | Design of New Buildings |
| DBE2 | Effect on Neighbouring Properties |
| DBE6 | Car Parking in New Development |
| DBE8 | Private Amenity Space |
| DBE9 | Loss of Amenity |
| DBE11 | Sub-Division of Properties |
| LL10 | Adequacy of Provision for Landscaping Retention |
| ST4 | Road Safety |
| ST6 | Vehicle Parking |

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan:

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

| | |
|------|----------------------------|
| DM9 | High Quality Design |
| DM10 | Housing Design and Quality |

Other

Essex Design Guide SPG
Parking Standards, Design and Good Practice (2009) SPG

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 20

Site notice posted: 20/10/2017

Responses received:

10 CHELTENHAM GARDENS – Support, would result in a much needed improvement to appearance of both roads at this corner and the area in general, opportunity to provide more housing for the benefit of local and the wider community in an area with desperate need for more properties, the owner is considerate and would therefore undertake the work with respect for the current neighbours.

4 DANBURY ROAD – Support, a site that was becoming an eyesore will be removed and a good use of land will be made, in keeping with the immediate general area, delighted that 2 Danbury Road is finally being renovated, with more people coming and going there will be less likelihood of burglary which is something we suffered slightly over two years ago when our house was broken into and ransacked one afternoon, there are a number of developments in the locality which may have initially seemed out of character but now sit very nicely and lend themselves to the area.

8 DANBURY ROAD – Object, proposed parking would make this road more hazardous than it already is, out of keeping, will greatly add to the risk of the drain overflowing even more with consequent health risk.

LOUGHTON TOWN COUNCIL: The Committee reiterated its previous comments for EPF/2548/16, which was as follows:

The Committee OBJECTED to this application. The scheme was considered an overdevelopment of the plot. Members were concerned by the extent of the intensification of use of the garden and lack of private amenity space retained, which would have a detrimental effect on neighbouring properties.

There was additional concern for the loss of amenity to the adjacent houses from overlooking, especially to no. 12 Cheltenham Gardens at the rear of the site.

Furthermore, the Committee felt the proposal failed to provide adequate car parking provision, which would have a detrimental impact on other highway users and local residents and to highway safety.

Main Issues and Considerations:

This application is similar to one previously refused but an appeal decision of August of this year relating to a similar proposal and the need for additional housing, which is becoming increasingly recognised by Government, has shifted what was always a finely balanced case.

The changes from a similar, previously refused, proposal (EPF/2548/16) are:

- Reduction in width of proposed built form to give a 0.2m offset from the boundary with Cheltenham Gardens
- Enlarged glazing to rear elevation, southeast facing elevation, of ground floor flat
- Enlarged lobby on ground floor; ground floor flat to have front door from common entrance door serving all three dwellings
- Amenity space provision is now to be on a communal basis

The principle of the proposed development is considered to now be in a somewhat altered policy context with regard to the emergence of a new local plan.

The site is situated within a sustainable urban location close to local services, facilities and public transport and would make more efficient use of this site. Given that 92.4% of the District is designated Green Belt the principle of further development within existing sustainable settlements outside of the Green Belt is generally considered to be appropriate, provided all other policies are complied with. In addition, paragraph 49 of the NPPF states that “housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites”.

The Council is currently in the process of preparing a new Local Plan where sites will be identified for residential development, however the latest figures reveal that the Council can currently only demonstrate a 1.58 year supply of land for housing purposes. Due to this it has been shown in several recent appeal decisions, both within and outside of the district that such a lack of a demonstrable five year supply of housing weighs in favour of granting planning permission. However, this still has to be weighed against other material planning considerations.

Other material planning considerations are considered to be the appearance of the proposal, impact to neighbours, residential amenity of future occupiers, the residential amenity of the existing house and its curtilage that would remain if the proposal were implemented and the affect to the character of the locality.

Appearance

The proposed front elevation would relate well to the rest of the terrace and form a good termination to this end.

The side elevation would be prominent in views from Cheltenham Gardens and would be a substantial mass, 11.3m long, 4.8m to the eaves and 8.1m in height to the ridge of a rear gable. The side elevation facing onto Cheltenham Gardens would be effectively hard on the boundary with the footway. This layout would relate poorly to the front building line of the southwestern side of Cheltenham Gardens but spacing, of some 13m, taken up by amenity area and parking provision, between the rear of the proposed built form and existing built form of nos. 10 and 12 Cheltenham Gardens would ameliorate the effect of the flank wall being set forward of the front elevation of the house at 12 Cheltenham Gardens. The built form of two-storey plus gable would visually fill up an established residential streetscene

This aspect of the proposal has been raised as a concern, resulting in the applicant writing to contend that all maisonettes of brick construction in Danbury Road are of gable ended construction. The applicant also refers to a similar development at 66 Valley Hill which is 90m away being also of gable construction and being an almost identical application. That development comprises of forming a studio flat in the enlarged roof space of a previously approved building providing two flats. It was recently allowed at appeal, Council ref EPF/2445/16, PINS ref APP/J1535/W/17/3170174.

Design is a subjective matter and this is a finely balanced case. Given that an example of two-storey built form with a side gable roof has been created nearby, adjoining 66 Valley Hill, it is considered that any refusal of the proposal on a design ground would not be tenable at appeal.

The proposal would involve three parking spaces being created on what is now an overgrown front garden to no. 2. Loss of front gardens to parking is normally resisted. However, in this case the plans show a rear border in addition to a pedestrian path to the front door. The adjoining property, no. 4, has a former front garden largely given over to crazy paving providing parking provision. Given that the proposal for the front garden of no. 2 is outside the defined application site, that some landscaping would remain and given the setting of the site, it is considered that this aspect in itself could not reasonably form a reason for refusal.

Impact to neighbours

Proposed rear windows would look onto front gardens of properties on Cheltenham Gardens. The comment of the Town Council regarding view of 12 Cheltenham Gardens is therefore not supported. Isolation distances are such that no material adverse impact would result to any neighbour in terms of loss of light. The proposal is considered acceptable with regard to impact to neighbours.

Residential amenity of occupiers

The ground floor flat would have a secondary living room window almost hard on the boundary with the footway of Cheltenham Gardens. The bedroom window of the ground floor flat would have limited isolation from the footway of Danbury Road. The proximity to public space may have the potential for disturbance to the occupiers of the ground floor flat. However, the site is set in a quiet area rather than on a principle road or in a commercial area. If at a future date the window were to be blocked up, extensive glazing on the rear elevation would provide illumination to the area adjoining the side window.

Rooms would be arranged vertically to avoid disturbance.

The studio flat at attic level has much in common with that at Flat C, 66 Valley Hill. The Inspector's decision letter, dated 8th August 2017, allowing the development at that site, stated that such a flat would be of a good standard for a single person (paragraph 6 refers).

With regard to parking provision, the Highway Authority has been consulted and a response received that from a highway and transportation perspective the Highway Authority has no comments to make on this proposal as it is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, and policies ST4 & ST6 of the Local Plan.

There would be 79.5 sq m of private amenity space for three apartments, the area of the front garden being excluded from this figure. That accords with the standard of 25 sq m of communal space for each unit specified in paragraph 15.52 of the Local Plan which accompanies policy DBE8. Given compliance with policy the view of the Town Council regarding amenity space provision cannot be supported.

Amenity for future occupiers of host dwelling

The existing house at 2 Danbury Road would retain three car parking spaces and a private amenity area of 49 sq m. Each flat would receive adequate light and enjoy adequate outlook. Staircase or a bathroom would adjoin the existing house providing some internal separation of habitable rooms from those of the house.

Affect to character

The application is for flats in an established residential area which, to a large extent, is generally characterised by houses accommodating families. However, there are maisonettes on the opposite side of the Cheltenham Gardens from the site. There are flats at Dunmow Close. A picture has emerged from recent appeal decisions, for example for 46 Stradbroke Drive (Council ref EPF/2987/15, PINS ref APP/J1535/W/16/3152186), that an argument regarding proposed flats being out of keeping in an area can only be substantiated at appeal if that area is wholly and homogeneously consisting of houses in single family occupation. Accordingly it is considered that the proposal could not be refused on this ground.

Conclusion:

The proposal has substantial merit in principle in that it would make use of previously developed land and provide accommodation of a type which would seem to be in demand. Given that a relatively recent development of a very similar design exists nearby, the proposal is considered acceptable with regard to quality of design and townscape. In the light of an Inspector's comments regarding similar circumstances at a site in Valley Hill it is considered that reasons for refusal for a previous similar proposal at the application site would not be supported at appeal. Given the need for housing, which is becoming increasingly recognised by Inspectors and others, the changes to the previous design are considered sufficient to make a recommendation of approval appropriate.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Jonathan Doe
Direct Line Telephone Number: 01992 564103***

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk



Epping Forest District Council

Agenda Item Number 6



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| | |
|---------------------|--|
| Application Number: | EPF/2725/17 |
| Site Name: | 2 Goldingham Avenue, Loughton, IG10 2JF |
| Scale of Plot: | 1/1250 |

Report Item No: 6

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2725/17 |
| SITE ADDRESS: | 2 Goldingham Avenue Loughton Essex IG10 2JF |
| PARISH: | Loughton |
| WARD: | Loughton Fairmead |
| APPLICANT: | Mr Huan Huang |
| DESCRIPTION OF PROPOSAL: | Conversion of extension into two bedroom house |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600918

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 hereby permitted will be completed strictly in accordance with the approved drawings nos:
001 A
002 A
003 A
Design & Access Statement
- 3 Materials to be used for the external finishes of the proposed porch shall match those of the existing house, unless otherwise agreed in writing by the Local Planning Authority.
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no development generally permitted by virtue of Classes A, B, C, D or E of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 5 The parking area shown on the approved plan shall be provided prior to the first occupation of the development and shall be retained free of obstruction for the parking of residents and visitors vehicles.

- 6 Prior to first construction of the development hereby permitted, a scheme for the division of the rear garden to provide private amenity spaces for occupants of both the new house and the house that would remain, including details of ground levels and boundary treatments, shall be submitted to and approved in writing by the local planning authority. The scheme of the division of the rear garden to provide private amenity spaces for both houses as hereby permitted shall be implemented and thereafter retained as such prior to first occupation of the house formed from the extension.
- 7 The proposed use of this site has been identified as being particularly vulnerable if land contamination is present, despite no specific former potentially contaminating uses having been identified for this site.
- Should any discoloured or odorous soils be encountered during development works or should any hazardous materials or significant quantities of non-soil forming materials be found, then all development works should be stopped, the Local Planning Authority contacted and a scheme to investigate the risks and / or the adoption of any required remedial measures be submitted to, agreed and approved in writing by the Local Planning Authority prior to the recommencement of development works.
- Following the completion of development works and prior to the first occupation of the site, sufficient information must be submitted to demonstrate that any required remedial measures were satisfactorily implemented or confirmation provided that no unexpected contamination was encountered.
- 8 Notwithstanding any indication to the contrary on the plans hereby approved, the windows to the flank elevation of the house shall be vertically sliding sash windows or of some other design such that no window shall open over land not within the site.
- 9 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3)

Description of Site:

The application site is that of an end of terrace house and its curtilage. The site is adjacent the junction of Goldingham Avenue with Hanson Drive, within the Debden Estate, a post-war residential estate characterised by small terraced and semi-detached dwellings. Adjoining the site to the southwest is an area of public open space at the corner of Goldingham Avenue with Hanson Drive.

The rear garden rises steeply to the rear, being arranged on three main terraces.

Not listed or in a conservation area.

Description of Proposal:

Conversion of extension into two bedroom house.

The house now has a kitchen, dining room and sizeable sitting room on the ground floor with four bedrooms, a study and a bathroom on the first floor. The shell of the house would be re-arranged such that two houses would each have a layout that would be mirror images of each other. Both resulting houses would have a hall, living room and kitchen on the ground floor with two bedrooms and a bathroom on the first floor.

A front ground floor window would be replaced by a porch to match the existing porch to create two houses with symmetrical front elevations.

A parking bay would be provided for each house between the built form of the houses and the highway.

Relevant History:

EPF/0311/92 - Two storey side extension. – Granted 12/06/1992

EPF/0682/94 - Retain existing ground floor layout to use former garage as living room. – Dismissed at appeal 05/04/1995

Policies Applied:

Adopted Local Plan:

| | |
|-------|---|
| CP2 | Protecting the quality of the rural and built environment |
| CP4 | Energy Conservation |
| CP5 | Sustainable Building |
| H2A | Previously Developed Land |
| H4A | Dwelling Mix |
| DBE6 | Car Parking in New Development |
| DBE8 | Private Amenity Space |
| DBE9 | Loss of Amenity |
| DBE11 | Sub-Division of Properties |
| ST6 | Vehicle Parking |

NPPF:

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan:

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

| | |
|-----------|--|
| SP 2 A i) | Spatial Development Strategy 2011-2033 |
| H1 | Housing Mix and Accommodation Types |
| DM9 | High Quality Design |
| DM10 | Housing Design and Quality |

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted: 3

Site notice posted: 25/10/2017

Responses received: No response received from neighbours

LOUGHTON TOWN COUNCIL: The Committee OBJECTED to this application. The intensification of use was deemed contrary to Epping Forest District Council's adopted Local Plan & Alterations Policy DBE11 (i) and would create an undesirable precedent. Members expressed concern at the lack of parking amenity.

Main Issues and Considerations:

The main issues are considered to be: the principle of the proposal; impact to neighbours, including impact to future occupiers of the host house; appearance of the proposed development; and, amenity of future occupiers. The history of the site is also referred to below.

Principle of development

The site is situated within a sustainable urban location close to local services, facilities and public transport and would make more efficient use of this site. Given that 92.4% of the District is designated Green Belt, the principle of further development within existing sustainable settlements outside of the Green Belt is generally considered to be appropriate, provided all other policies are complied with. In addition, paragraph 49 of the NPPF states that "housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites".

The Council is currently in the process of preparing a new Local Plan where sites will be identified for residential development. However, the latest figures reveal that the Council can currently only demonstrate a 1.58 year supply of land for housing purposes. Due to this it has been shown in several recent appeal decisions, both within and outside of the district that such a lack of a demonstrable five year supply of housing weighs in favour of granting planning permission. However, this still has to be weighed against other material planning considerations.

The proposal would create an additional dwelling on previously developed land and as such accords with policy H2A.

A four-bedroom house would become two two-bedroom houses and as such is considered to offer some merit in terms of creating more properties of a less expensive nature. The proposal would therefore offer a greater dwelling mix in the locality as encouraged by policy H4A and emerging policy.

The proposal is considered acceptable, and indeed with some merit, in broad principle. However, whilst the principle of the development is welcomed, the detailed aspects, such as private amenity space provision and quality of internal design, are also necessary and important considerations.

Impact to neighbours

The built form would be unchanged other than the addition of a porch next to an existing porch; there would be no loss of light or outlook and any overlooking would be effectively to the same extent as now occurs.

The internal layout of the two houses as proposed would have adjacent staircases and would avoid a layout of rooms that could disturb adjoining occupiers.

The host house would retain one car parking space. Parking is discussed in more detail below.

Appearance

The additional front porch is considered acceptable in terms of appearance.

Parking provision would take up about half the width of the frontage. Given that the property now has nearly all the space between the built form and the frontage of the site given over to block paving, it is considered, on balance, that the proposed parking arrangement would not visually dominate the street scene.

Amenity of future occupiers

The existing private amenity space has been measured on a map record and found to be some 78 sq m. An equal division of private amenity space would lead to a figure of 39 sq m for each resulting dwelling. This would fall short of the Council's relevant standard applied in such cases of 20 sq m per habitable room. The proposed and host house, each with a living room and two bedrooms, would require 60 sq m to meet the Council's standard for private amenity space. The shortfall would be some 21 sq m.

The expectation of 20 sq m per habitable room comes from supporting text (at paragraph 15.52) to policy DBE8. Policy DBE8 and its supporting text are within the Local Plan which was originally adopted in 1998. A 2007 "Direction" letter from the Secretary of State in respect of the policies of the Local Plan says that where policies were adopted some time ago, it is likely that material considerations, in particular the emergence of new national policy, will be afforded considerable weight in appeal decisions. Given that Government has made known its concern regarding new housing provision; it is doubtful whether a refusal of this application based on private amenity space would be supported by the Planning Inspectorate. Furthermore, paragraph 59 of the NPPF advises against unnecessary prescription or detail in design policies.

The plans indicate parking bays 6m in depth could be created. The highway authority has no objection. However, map records indicate only 5.4m depth available for parking. Nevertheless this figure would be adequate (paragraph 3.2.2 of ECC parking standards document refers).

History of site

The original house was enlarged by a two-storey side extension granted planning permission (EPF/0311/92) in 1992. The approved plans showed an integral garage and a condition of the planning permission required that this remain available for parking. A planning application (EPF/0682/94) to retain the side extension without an integral garage was dismissed at appeal (T/APP/J1535/A/95/247245/P8) in 1995.

The then owner was successfully prosecuted and fined for failing to comply with a Breach of Condition Notice.

By late 1999 it became apparent that the property had a different owner. The purchase by the new owner was made after a land charge search was carried out by a solicitor. The search did not reveal the breach of condition notice. In contrast with enforcement notices, breach of condition

notices are not a charge on the land and are not revealed on a search. Furthermore, proceedings can only be brought against the person on whom a breach of condition notice is served, whereas with an enforcement notice a subsequent owner can be held liable.

There has been no complaint concerning the side extension since 1993. The breach of condition occurred more than ten years ago and so it is understood that enforcement action cannot be taken.

Accordingly this application has been considered on the basis that the present arrangement on site is lawful.

Other matters

There is a discrepancy between the plans and map records. The application shows the width of the plot at some 11m and a map shows the width of the plot at some 8m. It seems possible that in the course of the construction of the side extension some public open space was incorporated into the plot. However, this is not relevant to the proposal which has been considered as presented.

Policy DBE11 normally relates to flat conversions though is considered of some relevance in this case. Criterion (i) of this policy says that development should not be likely to result in such an intensification of use which would create an undesirable precedent or detract from the character of the surrounding area. The comment of the Town Council regarding precedent and character is noted. However, any argument based on precedent alone could not be supported at appeal. The character of the surrounding area is generally formed by smaller properties of the kind proposed. Indeed the extension of the original house, changing a two-bedroom house to a four-bedroom house, could be said to have been a marked change from the character of the setting and the proposal would be entirely in character with the setting of the site in terms of extent of accommodation to be created and mass of built form to each dwelling. Thus the comment of the Town Council cannot be adequately supported.

The proposed parking provision is acceptable in visual terms in relation to the existing circumstances of the site and the extent of provision is acceptable to the Highway Authority. The concern of the Town Council regarding lack of parking amenity is noted but it is considered that this issue could not be a tenable reason for refusal.

The balance of the case is seen to be such that it is recommended that planning permission be granted. There are benefits to housing provision and dis-benefits are considered minor. However, it would be necessary to remove Permitted Development rights for the resulting houses since benefits of the proposal relate to the relatively modest nature of the houses. Any enlargement whatsoever of either house would make the proposal unacceptable, especially with regard to private amenity space provision.

Conclusion:

Although private amenity space provision would be sparse, in overall terms the proposal is considered to comply with the thrust of relevant planning policy and it is recommended that planning permission be approved, subject to conditions.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Jonathan Doe
Direct Line Telephone Number: 01992 564103***

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 7



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| Application Number: | EPF/2660/17 |
| Site Name: | 69 Lechmere Avenue, Chigwell, IG7 5EZ |
| Scale of Plot: | 1/1250 |

Report Item No: 7

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|---------------------------------|--|
| APPLICATION No: | EPF/2660/17 |
| SITE ADDRESS: | 69 Lechmere Avenue Chigwell Essex IG7 5EZ |
| PARISH: | Chigwell |
| WARD: | Grange Hill |
| APPLICANT: | Mr Ogun Karakoc |
| DESCRIPTION OF PROPOSAL: | Proposed part single and part two storey rear and side extension and change of integral garage to habitable room |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600587

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 development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site comprises of a two storey semi-detached dwelling built on a generous plot. The locality is characterised by a mix of detached and semi-detached houses. It is not within a Conservation Area. Some houses on Lechmere Avenue are more low density than others, and this

is reflected in the size of the gaps between dwellings on this street. The two storey semi-detached dwellings on this street tend to be higher and narrower compared with other two storey detached dwellings in the same locality. The spacing between the two storey semi-detached dwellings vary between 0.5m to 1m whereas the spacing between the majority of detached dwellings on this street tends to be 1m to 2m.

Description of Proposal:

Proposed part single and part two storey rear and side extension and change of integral garage to habitable room.

Plans have been amended showing increased width of the proposed part two storey rear extension and the proposed part two storey side extension being reduced in width by 0.5m between the common boundary shared with 71 Lechmere Avenue. The previous proposal showed the part two storey side extension being built up to this common boundary contrary to local planning policies DBE10 of the Local Plan 1998.

Relevant History:

EPF/0933/98 Single storey side extension to form garage, porch – Approved and implemented

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Quality of Rural and Built Environment

DBE9 – Impact on Amenity

DBE10 – Extensions to Dwellings

NPPF

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan

DM9 High quality design

At the current time only limited material weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions.

Summary of Representations:

5 Neighbours consulted:

67 LECHMERE AVENUE – OBJECTED to the proposed side extension as the proposal would affect the flank window which serves their landing. It is the only source of light for that area. The side extension will block all sources of light and would make it difficult for me to see. I would also be looking out onto a brick wall and no view. I strongly appose the side extension.

CHIGWELL PARISH COUNCIL: OBJECTED to the proposed part two storey side extension as it has not been set-back from the boundary by a minimum of one metre.

Issues and Considerations:

The main issues with this application relate to design and impact on amenity

Design

Lechmere Avenue predominantly consists of two storey detached dwellings which have been significantly extended and altered over the years. Many of the dwellings on this stretch of Lechmere Avenue have implemented recently approved two storey side extensions which are set back by less than the preferred one metre. This is due to the density of the two storey semi-detached dwellings on this stretch of Lechmere Avenue which reduce the scope of a 1m set back being achieved. Two storey side extensions which have spacing of less than one metre from the common boundary and which have been approved and implemented on this stretch of Lechmere Avenue are as follows: EPF/1251/99 (75 Lechmere Avenue), EPF/1624/09 (77 Lechmere Avenue), EPF/1208/01 (71 Lechmere Avenue) and EPF/2819/14 (73 Lechmere Avenue).

The proposed part two storey side extension would have 0.5m spacing from the common boundary with 71 Lechmere Avenue. It will also be set down from the roof ridge of the existing house and set back from the front elevation of the existing house. The proposed part two storey side extension would therefore appear subservient to the existing house and maintain sufficient gaps between dwellings thus avoiding a 'terracing effect'. The proposed part two storey side extension would therefore not appear out of character when viewed from the general street scene,

The proposed garage conversion would not significantly affect the appearance of the existing house. It would be acceptable in design and similar to other garage conversions on this street. The proposed part two storey rear and single storey rear extension would have a design and appearance that would complement the design of the existing house and would appear subservient to the existing house.

Living Conditions of neighbours

The proposed part single and part two storey side extension would not result in causing excessive harm to the amenities enjoyed by 71 and 67 Lechmere Avenue by reason of its depth, height and size. The proposed garage conversion by reason of its nature and scale would not result in excessive harm to neighbour amenity. The proposed part two storey rear extension and part single storey rear extension would not result in significant harm to the living conditions of neighbours due to the depth, height and width of the proposal. It would not result in significant loss of light when viewed from the first floor and ground floor rear habitable room windows of adjoining neighbours. There would be no increase in overlooking as a result of the proposed development compared with the existing situation. The proposal would safeguard the living conditions of neighbours.

In relation to the objection raised by 67 Lechmere Avenue, a landing area is not considered to be a habitable room window i.e. serving a bedroom or living room. As such, whilst the glazing serving the landing would be affected by the proposal, very little weight can be attached to the impact of the proposal on this flank window for reasons outlined above. As such, the impact on this neighbours flank window alone would not be a reason to justify refusal of planning permission.

Conclusion:

The proposal is acceptable in design terms and would safeguard neighbour's amenities. It therefore complies with relevant planning policy and it is recommended that planning permission be granted.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Sukhdeep Jhooti
Direct Line Telephone Number: 01992 564 298***

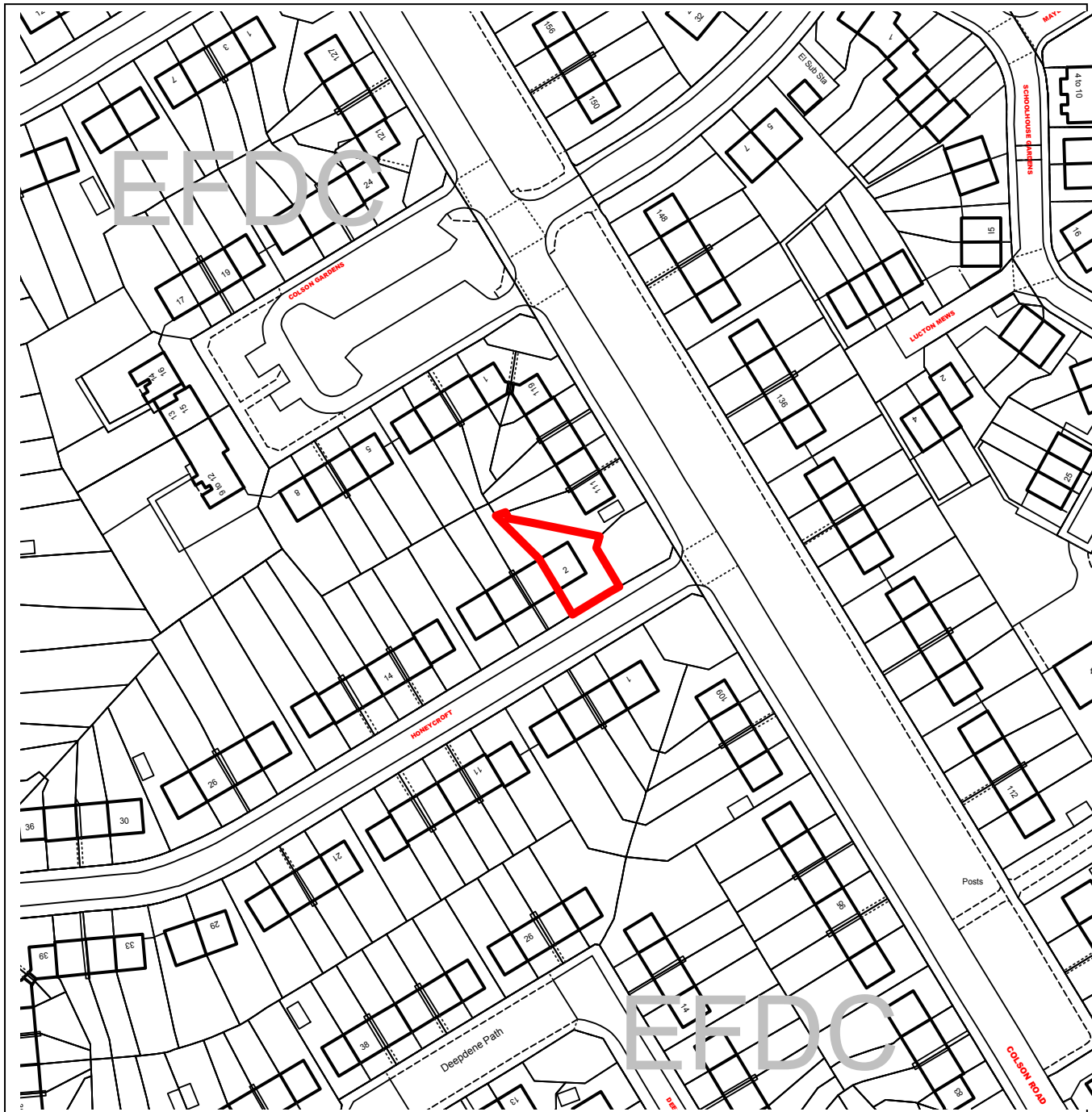
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Agenda Item Number 8



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|---------------------|----------------------------------|
| Application Number: | EPF/2792/17 |
| Site Name: | 2 Honeycroft, Loughton, IG10 3PR |
| Scale of Plot: | 1/1250 |

Report Item No: 8

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|---------------------------------|--|
| APPLICATION No: | EPF/2792/17 |
| SITE ADDRESS: | 2 Honeycroft Loughton Essex IG10 3PR |
| PARISH: | Loughton |
| WARD: | Loughton Alderton |
| APPLICANT: | Mr Sam Suet |
| DESCRIPTION OF PROPOSAL: | Single storey front extension and two storey side extension. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=601194

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 construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 3 Prior to first occupation of the development hereby approved, the proposed first floor window opening in the rear elevation shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.
- 4 All construction/demolition works and ancillary operations, including vehicle movement on 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.

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g))

Description of Site:

The application site comprises of a two storey semi-detached dwelling built on corner plot which is sufficiently wide at the front but narrows towards the rear due to the splayed nature of the common boundary between the application site and 111 Colson Road. The site is not within a Conservation area. Honeycroft Road and Colson Road is largely made up of two storey semi-detached dwellings with some benefitting from visible alterations and extensions over the years such as, two storey side and rear extensions. It is noted that 111 Colson Road has been extended at two storey side level.

Description of Proposal:

Single storey front extension and two storey side extension.

Plans have been amended showing a reduced depth of the first floor element of the proposed two storey side extension to reduce the amenity impact of the proposed on 111 Colson Road.

Relevant History:

EPF/1022/08 Two storey side extension Withdrawn Decision

Policies Applied:

Epping Forest District Local Plan and Alterations

CP2 – Quality of Rural and Built Environment

DBE9 – Impact on Amenity

DBE10 – Extensions to Dwellings

NPPF

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 215 states that due weight should be given to relevant policies in existing plans according to their degree of consistency with the framework. The above policies are broadly consistent with the NPPF and should therefore be given appropriate weight.

Draft Local Plan

DM9 High quality design

At the current time only limited material weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions.

Summary of Representations:

3 Neighbours consulted:

111 COLSON ROAD – OBJECTED to the proposal on the following grounds

1. The footprint of the side extension will be placed within 600mm of the boundary to the side and at the rear corner of the rear where it is detailed as a mitred corner at the ground floor to maintain the slim access. Furthermore, this mitred detail has been removed from the first floor thus bringing the structure significantly even closer to the boundary.

2. The location of the proposed work along this section of boundary line, the distance between my property and the fence is 1.200m and with the corner of the proposed works being very close to the boundary the distance will very likely fall under 1.50m from our property bringing it exceedingly close to our property both in proximity and sheer physical dominating presence to the rear of our property.
3. The access left to the side will be of little use as it will not provide a suitable access to the rear and I wonder also for general maintenance and upkeep of the area and property. Also as a means of escape or emergency access this will be of very little use as it could become effectively blocked very easily.
4. The proposed works have not been set back at the first floor to reduce the dominance of both the side and front elevations to reduce the impact or to make it appear subservient to the main/existing property as generally required within the local area.
5. The works have been detailed with a rear window this will look directly both in to my rear garden, give a very clear view into my property at the ground floor and furthermore, give an obscured direct line of sight view in to my rear bedrooms being possible under 4.00m (12") between the two windows and a total loss of privacy to all areas as noted.
6. The proposed works by their location will be very overbearing on my property and by their sheer dominance will have a significant impact on the current private enjoyment of both my garden and property.
7. The location will also have a detrimental effect on the daylight and sunlight with a significant loss of both as the structure will block out natural daytime and afternoon sunlight from falling in to our property and effectively put our south westerly facing garden in to shade with a now south easterly front facing aspect to the proposed extension it will in effect put shade in our garden for the natural azimuth of the sunlight will be effected.

LOUGHTON TOWN COUNCIL: OBJECTED on the basis that the proposal would cause overlooking and loss of privacy and daylight on the neighbours at 111 Colson Road. Members were concerned by the closeness to the boundary of this extension and suggested that a stepped back of the first floor would help reduce the bulk.

Officer Comments: Amended plans have been received which show the first floor of the proposed extension stepped back to address concerns raised by the Town Council.

Issues and Considerations:

The main issues with this application relate to design and impact on amenity

Design

The proposed single storey front and two storey side extension is of a design, size and scale that would complement the existing house and would appear subservient when viewed from the general street scene. As mentioned earlier visible extensions and alterations as proposed by the applicant are not unusual on this street and on nearby Colson Road. The two storey side extension would not be significantly dissimilar to the extension implemented at 111 Colson Road. It would be smaller in footprint at first floor level compared with the two storey side extension at this neighbouring dwelling.

Living Conditions of neighbours

The proposed front extension by reason of its size and siting would not result in excessive harm to neighbour amenity. The two storey side extension has been reduced in depth to ensure that it would not be readily visible from the rear first floor habitable room windows of 111 Colson Road. It may result in some loss of light and overshadowing but due to the south facing nature of the gardens in this locality, the loss of daylight would not be excessive to justify refusal of planning permission.

There is potential for a significant increase in the levels of overlooking compared with the existing rear glazing at the application dwelling. That would arise from the proposed rear elevation window at first floor. Since that window is a secondary window it is reasonable to mitigate the potential harm by requiring the window to be obscure glazed and be no opening up to 1.7m above the floor level of the room. That can be achieved by condition.

The proposed two storey side extension by reason of its, depth, width and height would not result in a detrimental impact to the living conditions of the inhabitants at 111 Colson Road and 4 Honeycroft. The proposed single storey front extension and two storey side extension would, safeguard the living conditions of neighbours.

Conclusion:

The proposal is acceptable in design terms and, subject to suitable conditions, would safeguard neighbour's amenities. It therefore complies with relevant planning policy and on that basis it is recommended that planning permission be granted.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

***Planning Application Case Officer: Sukhdeep Jhooti
Direct Line Telephone Number: 01992 564 298***

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 9



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| Application Number: | EPF/2572/17 |
| Site Name: | Car park rear of 12-14 The Broadway, Loughton, IG10 |
| Scale of Plot: | 1/1250 |

Report Item No: 9

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|---------------------------------|--|
| APPLICATION No: | EPF/2572/17 |
| SITE ADDRESS: | Car park rear of 12-14 The Broadway Loughton Essex IG10 |
| PARISH: | Loughton |
| WARD: | Loughton Broadway |
| APPLICANT: | Estates Dept |
| DESCRIPTION OF PROPOSAL: | Prefabricated office building for use as taxi office. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

Click on the link below to view related plans and documents for this case:

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=600145

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 premises shall not be open to visiting members of the public between the hours of 6pm and 7am.
- 3 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 2016.043.PA-03, Location Plan, MAC_CX1610V01, 09.5208AV.17

This application is before this Committee since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(g)).

Description of site:

The application site consists of a former car parking area to the now vacant post office building at 12-14 The Broadway. The site is not within a conservation area or the Green Belt.

Description of proposal:

Consent is being sought for the stationing of a prefabricated structure, measuring approximately 4.8 metres in length, 3.05 metres wide and 2.5 metres in height. The structure will be flat roofed and metal clad. It is proposed the structure will be used as a taxi office, facilitating the relocation of an existing taxi office at 64 The Broadway.

Relevant History:

None relevant.

Policies Applied:

Adopted Local Plan

CP1 – Achieving sustainable development objectives

CP2 – Protecting the quality of the rural and built environment

CP8 – Sustainable economic development

TC3 – Town centre function

TC4 – Non-retail frontage

ST4 – Road safety

ST6 – Vehicle parking

NPPF

The above policies form part of the Councils 1998 Local Plan. Following the publication of the NPPF, policies from this plan (which was adopted pre-2004) are to be afforded due weight where they are consistent with the Framework. The above policies are broadly consistent with the NPPF and therefore are afforded full weight.

Draft Local Plan

At the current time, only limited weight can be applied to the Draft Local Plan, however the Draft Plan and evidence base should be considered as a material consideration in planning decisions. The relevant policies in this case are as follows:

DM9 - High Quality Design

E2 – Centre Hierarchy/ Retail Policy

T1 – Sustainable Transport Choices

Consultation Carried Out and Summary of Representations Received:

10 neighbouring properties were consulted

Site notice not required

Responses received raising objection to the proposal from the following addresses.

12a THE BROADWAY, LOUGHTON – objection

14A THE BROADWAY, LOUGHTON – objection

189 HIGH ROAD, LOUGHTON – objection [Town Councillor Mahoney (Loughton Broadway)]

Summary of objections:

The proposal would give rise to excessive noise and disturbance and cause excessive parking stress.

In addition, a petition in support of the development containing 45 signatures was received. The great majority of the signatories gave Debden addresses.

LOUGHTON RESIDENTS ASSOCIATION (PLANS GROUP) - It is out-of-character with its surroundings. The Broadway presents a unified and attractive frontage and this container would appear wholly out of place. Since the introduction of the RPZ in the roads around The Broadway, traders in The Broadway are suffering greatly from an increase in commuter car-parking in the local car-parks which is preventing their customers and staff finding parking places; the matter is under discussion with your colleagues in the Housing dept. Not only would the prefabricated office building occupy much-needed parking spaces, there would presumably be a need for somewhere to park the taxis linked to the office, between calls.

LOUGHTON TOWN COUNCIL – Object. The design is out of keeping with the street scene and will harm the visual amenity of the area.

Main Issues and Considerations:

The main issues with the application are considered to be the effect on highway safety, the vitality and viability of the town centre, the character and appearance of the area and living conditions of neighbours.

Highway considerations:

The proposed taxi office would be used by VIP Cars, which currently operates from 46 The Broadway. The proprietors have confirmed that “the office’s main function will be as a call centre acting as a switchboard between customer and taxi driver. This is done using a PDA system – a small mobile hand held device that provides computing information storage and retrieval functions, which includes GPS mapping capabilities”.

The majority of business associated with the proposed use is stated to take the form of either ‘call outs’, a majority from free phone locations in local shops such as Sainsbury’s on Torrington Drive and Morrison’s within Loughton High Road. Only a very small proportion of the proposed business would be by way of ‘walking in customers’. Such ‘walk-ins’ would be directed to a collection point away from The Broadway and Burton Road.

The final function of the proposed office is to provide toilet facilities for taxi drivers. It is stated in the Traffic Statement that “*during this scenario taxi drivers will temporarily park in one of the car parks they currently use for waiting in their existing office set up or within legitimate on-street parking opportunities before walking to the office*”. Moreover it is proposed that doors will be closed to the public at 6pm in order to limit any disturbance to neighbouring properties.

It is expected that drivers will be out on jobs for most of their shifts since this is the most economically viable scenario for the business, however when not on a job the drivers will continue to make use of the existing taxi rank spaces located within Loughton (as per the existing situation) or within one of the off-street car parks within the district.

Whilst concerns have been raised by the residents association about the loss of parking the unit will be stationed in an area to the rear of the building which is not currently used for parking, therefore no parking provision will be lost.

Essex County Council Highways have commented that there are no highway issues associated with the proposal.

Design:

The proposed building will be clad in a dark metal and will have a flat roof with a window in each elevation and 1 door for access. The rear of the Broadway, viewed from Burton Road, is a cluttered street scene, filled with box like single storey additions. The addition of the proposed structure will not cause any harm to the visual amenity or the character of the area. It is not considered that utilitarian structures such as the proposed are unusual in such built up locations and is not considered that any excessive harm will be caused to the visual amenity of either 12-14 The Broadway or the Burton Road South car park.

Town centre:

The application site is located within the designated town centre, to the rear of a building within the key frontage. Given the current lack of use of the existing parcel of land the proposed development would make better use of this existing unit by encouraging business use within this town centre location.

The occupant would be VIP Cars, who currently operate from 46 The Broadway. Therefore the proposal would enable the retention of this existing local business, whilst freeing up a new unit for further business uses, and would assist in the continued vitality and viability of the town centre.

Neighbouring Amenity:

The proposed unit is set well away from neighbouring dwellings and the use as an office to direct cars and phone calls will not cause any excessive disturbance to the amenity of the properties above the Broadway or on Torrington Drive. In order to limit possible disturbance in the evenings it is deemed that a condition restricting the admittance of customers into the building after 6pm and that drivers shall not visit the premises between the hours of 10pm and 6am.

Conclusion:

The proposed development would not be detrimental to highway safety or the character and appearance of the area and would positively aid the vitality and viability of the town centre. As such the proposal is in accordance with the relevant policies within the adopted Local Plan, which are consistent within the National Planning Policy Framework. The application is therefore recommended for approval.

Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:

Planning Application Case Officer: Corey Isolda
Direct Line Telephone Number: 01992 564380

or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk