

## AREA PLANS SUB-COMMITTEE SOUTH

29 June 2016

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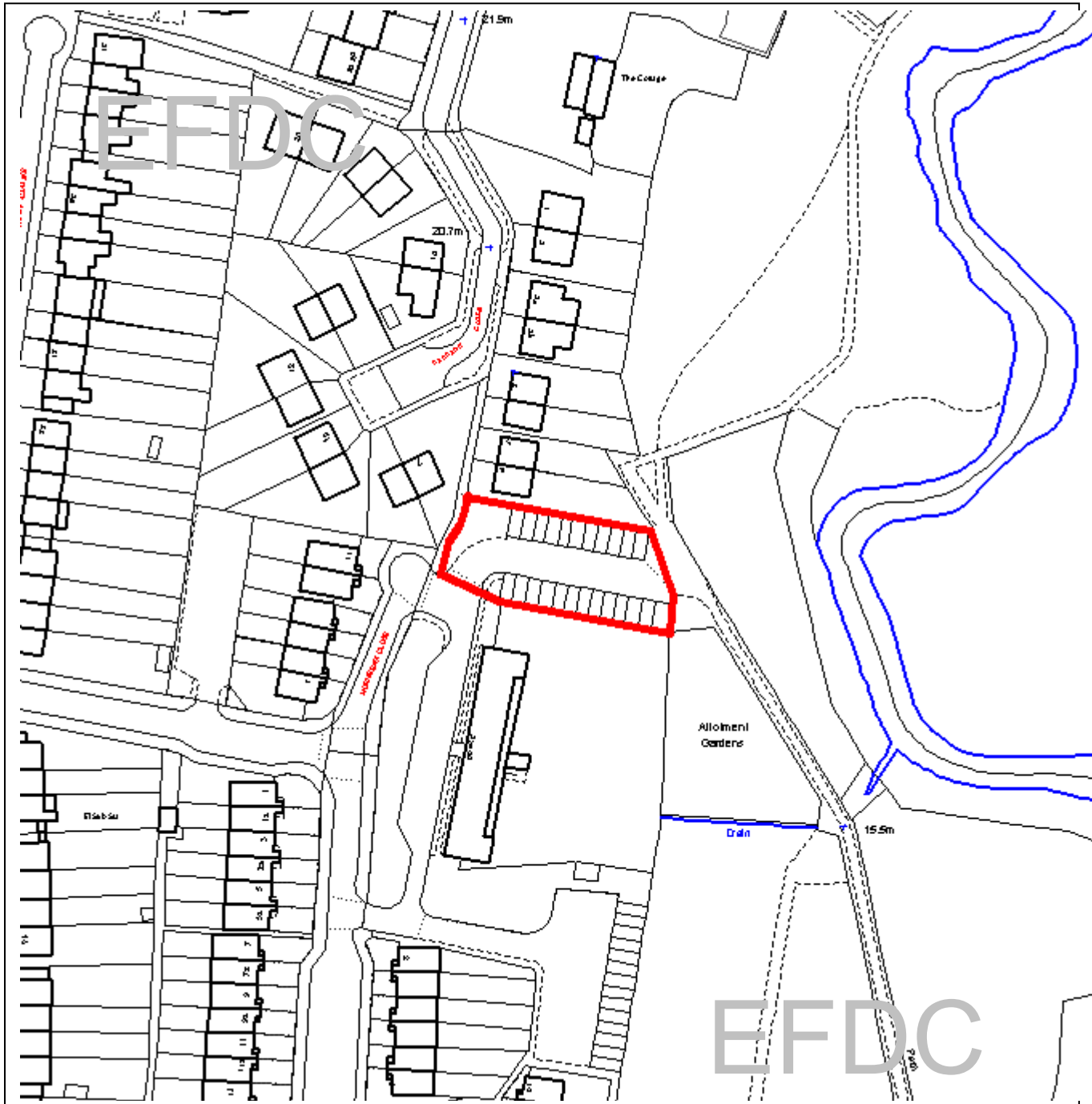
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# Epping Forest District Council

## Agenda Item Number 1



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Application Number:	EPF/0634/16
Site Name:	Land and Garages adjacent 6 Cascade Close (Hornbeam Close Site A), Buckhurst Hill, IG9 6JS
Scale of Plot:	1/1250

**Report Item No: 1**

<b>APPLICATION No:</b>	EPF/0634/16
<b>SITE ADDRESS:</b>	Land and Garages adjacent 6 Cascade Close (Hornbeam Close Site A) Buckhurst Hill Essex IG9 6JS
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	East Thames Housing Group
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of garages and replacement with 2 x 2 bed two storey affordable homes with 9 parking spaces and associated landscaping (revised application)
<b>RECOMMENDED DECISION:</b>	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=583198](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583198)

**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: PL01, PL02, PL03 E, PL04 A, PL05 B, PL06 A and 15-044-073
- 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 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.

- 5 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]
  
- 6 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]
  
- 7 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]

- 8 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.
- 9 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.
- 10 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.
- 11 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.
- 12 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 13 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.
- 14 There shall be no discharge of surface water onto the Highway.

- 15 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 16 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.
- 17 Prior to first occupation of the development hereby approved, the proposed window openings in the flank elevations and marked as bathrooms 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.
- 18 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.

*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)) and since it 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 site is a rectangular site located at the corner of Hornbeam Close within the built up area of Buckhurst Hill. The site slopes to the east and backs onto Metropolitan Green Belt land and the River Roding. A well used public footpath runs through the site (north to Buckhurst Hill Primary School and south to playing fields) and the site also provides vehicle access to the allotments located to the south of the site. To the north of the site is 6 Cascade Close. Cascade Close is linked to Hornbeam Close by a public footpath with Nos. 6 – 3 fronting the footpath. To the south of the site is a block of flats fronting Hornbeam Close. The site is a Council owned garage site with 24 garages located in two blocks running west to east. 5 of the garages are vacant. The site is not within the Metropolitan Green Belt.

**Description of Proposal:**

The application seeks consent for the demolition of the existing garages and construction of 2 x 2 bed two storey affordable homes with 9 parking spaces. The proposed dwellings will have rear gardens to the east and parking will be to the front and side of the proposed dwellings. This is a reduced scheme following a withdrawn application for 3 dwellings.

**Relevant History:**



EPF/0216/16 - Demolition of garages and replacement with 2 x 2 bed and 1 x 3 bed two storey affordable homes with 6 parking spaces and associated landscaping – Withdrawn

Additionally this is one of four applications submitted on Council owned garage sites along Hornbeam Road/Close all within 300m of each other. (EPF/0213/16, EPF/0234/16, EPF/0215/16 and EPF/0634/16). This site is the most northern of the garage sites. Due to the close proximity of the application sites, one letter was sent to all neighbours to ensure all neighbours were aware of all 4 of these applications.

Several similar schemes in other areas are under consideration or have already been to Committee for a decision for similar housing schemes on Council owned garage sites.

Policies Applied:

Epping Forest District Local Plan and Alterations

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

LL10 – Adequacy of provision for landscape retention

LL11 – Landscaping schemes

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.

**Summary of Representations:**

**BUCKHURST HILL PARISH COUNCIL: OBJECTION**

1. Concerns regarding car parking particularly the displacement of existing parking arrangements in an area where there is already a lack of car parking space in general and exacerbated by the potential of this and other nearby new builds. The Parking Survey element of the Transport Statement is severely flawed and has been carried-out in an inappropriate manner, presenting a false picture of reality. It uses a study, which is almost 10 years old and is deliberately generic, to make presumptions about usage of these garages without at least comparing with actual usage; therefore giving a distorted picture. The Transport Statement even refers to the fact that Essex CC themselves have in the past raised concerns regarding the loss of parking arising from the redevelopment of the site. The survey does not make any mention on the impact on residents of Cascade Close and Cascade Road, whom it could be argued are impacted more than residents of Hornbeam Road or Oak Rise for example. The Parish Council would request that the Transport Statement is redone.

2. Consultation with neighbours has been limited and not all residents impacted have had an opportunity to comment, particularly those in Cascade Close/Cascade Road.
3. A number of these Garages are rented to residents of Cascade Close and Cascade Road and may be covenanted. The Parish Council would ask how many of these Garages are not in use and what efforts have been made to rent-out those not currently in use?
4. Great concerns over access to allotments and footpath, and building over a Public Right of Way. Proposed development reduces the width of the access significantly. This in turn reduces accessibility to the allotments to the extent that delivery lorries, Fire Services etc may not be able to access at all. Also safety concerns where Public Right of Way meets footpath, both for pedestrians and vehicles.
5. Concerns regarding bordering onto an allotment site: impact on drainage and security.
6. Concerns over the impact on infrastructure eg schools, doctors, dentists etc.
7. Collective overdevelopment of the whole area ie all proposed developments including the large development at Luxborough Lane. Question the whole need for this development in the light of these other proposed developments.
8. Concern regarding overlooking and lack of privacy for existing residents.
9. Concern regarding drainage and proximity to flood plain.
10. Concern regarding impact on mature trees surrounding the site.
11. If scheme proceeds a much softer design is required that would be more sympathetic to the green space.

189 Neighbours surrounding all four sites were consulted on all four applications and on this revised scheme 52 neighbours surrounding the site were consulted solely on this application. Additionally several Site Notices were erected which included a plan showing the location of each of the four sites:

28 OBJECTIONS were received from the following addresses:

1 CASCADE CLOSE, 6 CASCADE CLOSE, 8 CASCADE CLOSE, 10 CASCADE CLOSE, 11 CASCADE CLOSE, 12 CASCADE CLOSE, 20 CASCADE CLOSE, 83 CHESTNUT AVENUE, 12 HORNBEAM CLOSE, 18 HORNBEAM CLOSE, 22 HORNBEAM CLOSE, 26 HORNBEAM CLOSE, 30 HORNBEAM CLOSE, 32 HORNBEAM CLOSE, 34 HORNBEAM CLOSE, 40 HORNBEAM CLOSE, 2 HORNBEAM ROAD, 8 HORNBEAM ROAD, 13A HORNBEAM ROAD, 14 HORNBEAM ROAD, 16 BOURNE HOUSE, HORNBEAM ROAD, 28 HORNBEAM ROAD, 32 HORNBEAM ROAD, 34 HORNBEAM ROAD, 78 HORNBEAM ROAD, BUCKHURST HILL LEISURE GARDENS ASSOCIATION (ALLOTMENTS), BUCKHURST HILL RESIDENT'S ASSOCIATION AND ONE ADDRESSEE UNKNOWN.

The responses can be summarised as follows:

PARKING was raised as an important issue in all of the letters due to the already restricted parking, overlooking, loss of privacy, loss of light, loss of view, noise during construction, harm to trees, concern with regards to flawed parking survey, out of scale, overbearing, loss of privacy, greater strain on existing facilities (schools/medical etc.), footpath compromised, increased traffic, increase in pollution, road safety, concern over flooding, garages provided safe secure storage for cars, parking restriction in Station Way has pushed commuter parking into streets, concern regarding impact on allotment (access, light, security), blocking existing accesses, proximity to existing development at Luxborough Lane.

### **Issues and Considerations:**

The main issues with this proposal relate to suitability of site, design, impact on amenity and highway/parking issues.

#### **Suitability of Site**

Hornbeam Road is within the built up area of Buckhurst Hill and the site is classed as a brownfield site. The site is within approximately 800m of Roding Valley Underground Station and the shops,

services and facilities of Station Way and approximately 850m from Buckhurst Hill Underground Station and the shops, services and facilities of Queens Road and Lower Queens Road. The site is considered a sustainable location.

The proposal is for 2 x 2 bed properties and therefore a minimum of 60m<sup>2</sup> of private amenity space should be provided for each dwelling. The garden sizes for both properties exceeds this suggested minimum and in addition are useable in size and shape.

### Design

The proposed design is for a pair of gable ended semi-detached properties which are quite traditional in form. The proposal will be visible from, although set back from Hornbeam Close, however it is not considered to disrupt the appearance of the streetscene given its traditional style and red brick which will complement the surrounding buildings.

### Amenity

The proposed dwellings are located approximately 13m to the south east of 6 Cascade Close. At this distance it is not considered that the proposal will appear overbearing or have any excessive impact on light to this property. A first floor side window is proposed however this will serve a bathroom and can therefore be obscure glazed to avoid any possibility of overlooking.

Although set slightly to the rear of No. 6 Cascade Close it is not considered that excessive overlooking will be possible from the front windows given the distance and angle between the properties.

To the south the proposal is some 11m from the block of flats and it is not considered the proposal will have any undue impact on the residents in terms of loss of light, outlook or privacy given this distance and again the angle.

### Highways

A key issue with this application and the three other associated applications is with regards to the loss of the garages and the impact this may have on parking in the area, this has been amplified within all the neighbour responses.

As the four applications on Hornbeam Road/Close are so close together one Transport statement was submitted for all four sites.

Information with regards to the letting of the garages on this site was submitted with the application that states that 19 of the 24 garages are currently rented with the others vacant, although it is not known what the rented garages are used for. Of those 19 rented garages, all bar 2 are rented to people within a 230m radius of the site.

At the time of the site visit it was clear that parking within the area could be difficult but not impossible.

One parking survey was conducted for all four sites across two week days nights in accordance with the Lambeth Survey Methodology. Parking stress for the combined area (around all four sites) was found to be 61%. Given the large amount of vacant garages on this site (and the other three) this was taken into account as part of the formula to predict the proposed parking stress. Additionally the proposed number of parking spaces above that suggested by the Essex Parking Standards at 12 unallocated spaces (across all 4 schemes) has also been included in the proposed parking stress formula resulting in a parking stress increase to 63%. Accordingly there would be spare capacity to accommodate any potential displacement.

Residents and the Parish Council have raised concerns with regards to the Transport Assessment and Officer's have considered these concerns justified.

The method of parking stress calculation for the four Hornbeam Road/Close sites is slightly different to other garage sites that the Council has assessed and not necessarily providing a 'worst case' result i.e. if all garage were rented out. The Transport Consultants were made aware of this by Officer's and asked to provide a 'worst case' figure and the following response was provided:

*To assess this 'worst case scenario' I would think it suitable to offset the figure of 85 [existing garages across all four sites] partly with the provision of the 12 additional parking spaces provided by the development[s], as there can be no dispute that the 12 spaces will be provided and made available for use. Therefore the worst possible case would be 85 garages being utilised and these all parking on the local highway network as a result of the development[s], minus the additional 12 parking spaces provided by the development. This equates to 73 vehicles added to the local highway network which would provide a total unrestricted stress of 88%.*

This 'worst case' scenario still shows spares capacity to accommodate any potential displacement and this is considered acceptable.

In addition to the above concern, concern was also raised by Officer's regarding the extent of the parking survey which stops immediately to the north of the most northerly garage site (EPF/0634/16) and does not include Cascade Close (which is located to the north and accessed from this garage site by a public footpath). The following response was received from the Transport Consultants:

*With regards to Cascade Close, although this area could potentially increase the available parking capacity, we thought it unrealistic for residents to park the other side of a narrow footpath and therefore did not include this area within the survey. It would be our suggestion that residents would first attempt to look for a space as close to their property as possible with preference for those providing a view over and therefore surveillance of their vehicle from their property. If none of these spaces are available then residents would then look for the nearest possible space, at this point it would take a 1km journey along Oak Rise, waiting for a gap in traffic to turn onto Buckhurst Way and again onto Lower Queen's Road to reach Cascade Close, travelling past available parking spaces. This would be inconvenient and it is most likely that residents would not want to park their vehicle completely out of sight.*

Although this is considered a reasonable explanation it does not take into account that 7 of the garages within the blocks are rented to residents in Cascade Close. However, it appears that the Transport Consultant's view is that if there were not a guaranteed parking space (i.e. a garage) then resident's from Cascade Close would not try on the off-chance to find a parking place given the overall driving distances involved.

Notwithstanding the above points, the Essex County Council Highways Officer has no objection to the scheme subject to conditions.

The Highway Authority 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 (TS) has demonstrated that at the very worst case the 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 the garages will not be used for parking in or have been demonstrated as being vacant. Further to this the applicant is providing some additional parking spaces throughout the 4 sites being redeveloped in this locality.

Further to this the proposal will not increase vehicle movements above the level of the previous use, operating at full capacity, so the use of the existing accessway will not be intensified by the development. It is also noted that the proposed layout does offer a turning area for delivery vehicles.

Consequently the proposal will not adversely affect highway safety or efficiency.

The proposal provides 9 spaces for 2 new dwellings which greatly exceeds the Essex Parking standards and therefore provides the possibility of parking spaces for existing surrounding residents.

#### Other issues

##### Affordable Housing

Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable housing. This would be of benefit to the overall housing provision within the district.

Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not considered necessary in this instance to secure this by way of a legal agreement.

##### Landscaping

The Tree and Landscape Officer has no objection to the proposal subject to a condition requiring details of a hard and soft landscaping scheme which will ensure that the proposal sits appropriately within its surroundings.

##### Contaminated Land

Due to the use as domestic garages and the presence of the made ground there is the potential for contaminants to be present on site. Therefore the Contaminated Land Officer has requested the standard contaminated land conditions which are considered reasonable.

##### Footpath and Allotment Access

The footpath and vehicle access to the allotments is to be retained and this is a welcome revision to the previous withdrawn application.

##### Flooding and Drainage

The site, although close to the River Roding is not within an Environment Agency or Epping Forest District Flood Zone. The Council's Land Drainage Team have requested a condition requiring details of surface water drainage as a soakaway, (given the predominantly clay geology of the area) may not be acceptable.

#### **Conclusion:**

The proposal is considered acceptable with limited impact on amenity and an acceptable design. Although concerns have been raised regarding the existing parking situation and the methodology of the Transport Assessment and parking survey, the existing parking surrounding the area has been shown to be able to accommodate any displaced parking. There are a high number of residential properties at this location and a large number of these properties do not directly front the road and therefore parking is difficult but as found above and detailed within the Transport

Statement not impossible. It is therefore considered that on balance the proposal is acceptable and approval is therefore recommended.

***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: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414***

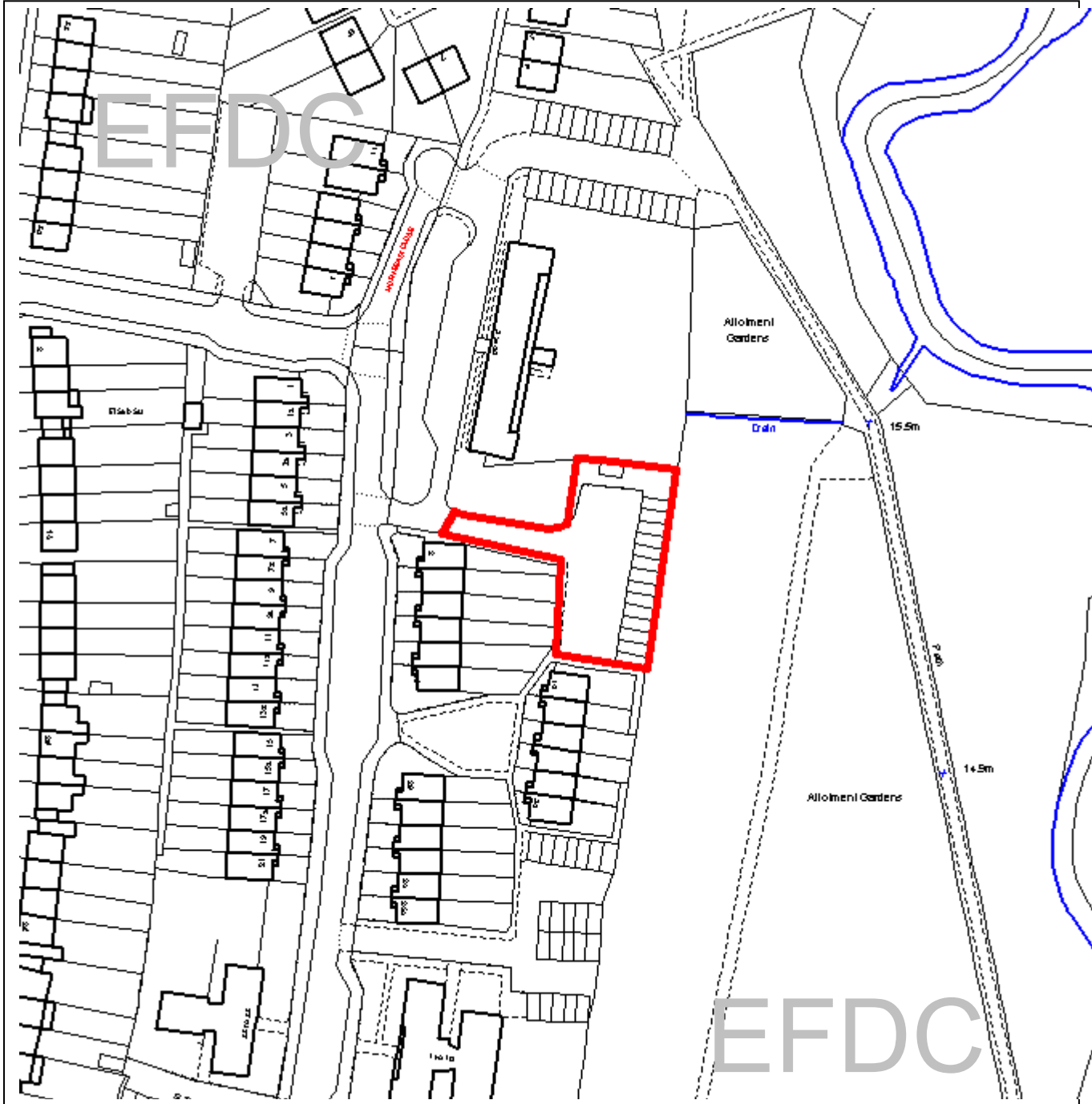
***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***

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# Epping Forest District Council

## Agenda Item Number 2



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Application Number:	EPF/0215/16
Site Name:	Land and garages to rear of 2-12 Hornbeam Road (Hornbeam Close Site B), Buckhurst Hill, IG9 6JS
Scale of Plot:	1/1250



**Report Item No: 2**

<b>APPLICATION No:</b>	EPF/0215/16
<b>SITE ADDRESS:</b>	Land and Garages to rear of 2 -12 Hornbeam Road (Hornbeam Close Site B) Buckhurst Hill Essex IG9 6JS
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	Mr Neal Penfold
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of garages and replacement with 3 x 3 bed two storey affordable homes with 7 parking spaces and associated landscaping.
<b>RECOMMENDED DECISION:</b>	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=582164](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=582164)

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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.

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- 7 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]

- 8 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.
- 9 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.
- 10 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.
- 11 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.
- 12 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 13 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.
- 14 There shall be no discharge of surface water onto the Highway.

- 15 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 16 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.
- 17 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.
- 18 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.
- 19 Prior to first occupation of the development hereby approved, the proposed first floor window openings on the flank and rear marked as obscured on plan no: PL04 A 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.

*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)) and since it 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 site is a broadly rectangular site to the rear of 2 -10 Hornbeam Road and accessed by a vehicle accessway between No. 2 and a block of flats to the north. The site slopes down to the east so is a lower level than the main road and to the south of the site are further properties which are set back from Hornbeam Road. The site sides onto allotment gardens to the east which is also land within the Metropolitan Green Belt, although this site is not. The site is a Council owned garage site with 14 garages located in one block (backing onto the allotments). Of the 14 garages 3 are currently vacant. The site is not within a Conservation Area.

### **Description of Proposal:**

The application seeks consent for the demolition of the existing garages and construction of 3 x 3 bed two storey affordable homes with 7 parking spaces. (The parking spaces were reduced from 8 to 7 during the application process to allow for a turning area). The proposed dwellings will have rear gardens backing on to the rear garden of 14 Hornbeam Road with parking laid out to the front (north) of the site.

### **Relevant History:**

No relevant history at this site. However this is one of four applications submitted on Council owned garage sites along Hornbeam Road/Close all within 300m of each other. (EPF/0213/16, EPF/0234/16, EPF/0215/16 and EPF/0634/16). This site is the northern middle site of the garage sites. Due to the close proximity of the application sites, one letter was sent to all neighbours to ensure all neighbours were aware of all 4 of these applications.

Several similar schemes in other areas are under consideration or have already been to Committee for a decision for similar housing schemes on Council owned garage sites.

### **Policies Applied:**

#### Epping Forest District Local Plan and Alterations

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

LL10 – Adequacy of provision for landscape retention

LL11 – Landscaping schemes

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.

### **Summary of Representations:**

#### BUCKHURST HILL PARISH COUNCIL: OBJECTION

1. Concerns regarding car parking particularly displacement of existing parking arrangements, lack of car parking in general plus new build. Would request that the Transport Statement is redone
2. Impact on infrastructure e.g. schools, doctors
3. Collective overdevelopment of the whole area i.e. all proposed developments [4 in Hornbeam Road/Close] including the large development at Luxborough Lane

4. Concern regarding overlooking and lack of privacy for existing residents
5. Concern regarding drainage and proximity to flood plain.
6. Concern regarding impact on mature trees surrounding the site

189 Neighbours surrounding all four sites were consulted on all four applications and several Site Notices were erected which included a plan showing a location of each of the four sites:

28 OBJECTIONS were received from the following addresses:

1 CASCADE CLOSE, 6 CASCADE CLOSE, 8 CASCADE CLOSE, 10 CASCADE CLOSE, 11 CASCADE CLOSE, 12 CASCADE CLOSE, 20 CASCAGE CLOSE, 83 CHESTNUT AVENUE, 12 HORNBEAM CLOSE, 18 HORNBEAM CLOSE, 22 HORNBEAM CLOSE, 26 HORNBEAM CLOSE, 30 HORNBEAM CLOSE, 32 HORNBEAM CLOSE, 34 HORNBEAM CLOSE, 40 HORNBEAM CLOSE, 2 HORNBEAM ROAD, 8 HORNBEAM ROAD, 13A HORNBEAM ROAD, 14 HORNBEAM ROAD, 16 BOURNE HOUSE, HORNBEAM ROAD, 28 HORNBEAM ROAD, 32 HORNBEAM ROAD, 34 HORNBEAM ROAD, 78 HORNBEAM ROAD, BUCKHURST HILL LEISURE GARDENS ASSOCIATION (ALLOTMENTS), BUCKHURST HILL RESIDENT'S ASSOCIATION AND ONE ADDRESSEE UNKNOWN.

The responses can be summarised as follows:

PARKING was raised as an important issue in all of the letters due to the already restricted parking, overlooking, loss of privacy, loss of light, loss of view, noise during construction, harm to trees, concern with regards to flawed parking survey, out of scale, overbearing, loss of privacy, greater strain on existing facilities (schools/medical etc.), footpath compromised, increased traffic, increase in pollution, road safety, concern over flooding, garages provided safe secure storage for cars, parking restriction in Station Way has pushed commuter parking into streets, concern regarding impact on allotment (access, light, security), blocking existing accesses, proximity to existing development at Luxborough Lane.

### **Issues and Considerations:**

The main issues with this proposal relate to suitability of site, design, impact on amenity and highway/parking issues.

#### Suitability of Site

Hornbeam Road is within the built up area of Buckhurst Hill and the site is classed as a brownfield site. The site is within 500m of Roding Valley Underground Station and the shops, services and facilities of Station Way and approximately 1,200m from Buckhurst Hill Underground Station and the shops, services and facilities of Queens Road and Lower Queens Road. The site is considered a sustainable location.

The proposal is for 3 x 3 bed properties and therefore a minimum of 80m<sup>2</sup> of private amenity space should be provided for each dwelling. The proposals fall slightly short of this in the region of 70m<sup>2</sup> for all three properties, however the gardens are useable in size and shape, are south facing and there is public open space some 100m from the site so therefore acceptable.

#### Design

The proposed design is for a terrace of three properties in a traditional style with a hipped roof. The design has contemporary features particularly to the rear with the solar panels and angled jettys at first floor.

The proposal will not be overly visible from Hornbeam Road, given that it is at a lower level and will in the main be screened by existing buildings and therefore it is considered an acceptable design.

## Amenity

The proposal is located to the rear of Nos. 2 – 10 Hornbeam Road at a distance of 23m from the main rear wall of these properties to the side wall of the proposal. This is considered a sufficient distance to avoid the proposal appearing overbearing or restricting light to these properties and the lower level of the proposal mitigates further against any possible impact. A side facing window is proposed at first floor – but this is to serve a landing and is clearly marked as obscure so will prevent any possibility of overlooking.

As with the other schemes this proposal may partially block existing views across the open land to the rear, a right to a view is not a planning consideration.

The proposal will back on to the side of No. 14 Hornbeam Road with a separation distance of 13.5m. The proposal has been designed so that the two most easterly properties have angled first floor windows with part obscure glazing which will avoid any excessive overlooking over the private areas of No. 14. A perception of overlooking from the obscure glazed windows could arise, however, given the separation distance between them and the site boundary with 14 Hornbeam road that is very unlikely.

## Highways

A key issue with this application and the three other associated applications is with regards to the loss of the garages and the impact this may have on parking in the area, this has been amplified within all the neighbour responses.

As the four applications on Hornbeam Road/Close are so close together one Transport statement was submitted for all four sites.

Information with regards to the letting of the garages on this site was submitted with the application that states that 11 of the 14 garages are currently rented with the other 3 vacant, although it is not known what the rented garages are used for. Of those 11 garages, 10 are rented to people who live within 80m of the site.

At the time of the site visit it was clear that parking within the area could be difficult but not impossible.

One parking survey was conducted for all four sites across two week days nights in accordance with the Lambeth Survey Methodology. Parking stress for the combined area (around all four sites) was found to be 61%. Given the large amount of vacant garages on this site (and the other three) this was taken into account as part of the formula to predict the proposed parking stress. Additionally the proposed number of parking spaces above that suggested by the Essex Parking Standards at 12 unallocated spaces (across all 4 schemes) has also been included in the proposed parking stress formula resulting in a parking stress increase to 63%. Accordingly there would be spare capacity to accommodate any potential displacement.

Residents and the Parish Council have raised concerns with regards to the Transport Assessment and Officer's have considered these concerns justified.

The method of parking stress calculation for the four Hornbeam Road/Close sites is slightly different to other garage sites that the Council has assessed and not necessarily providing a 'worst case' result i.e. if all garage were rented out. The Transport Consultants were made aware of this by Officer's and asked to provide a 'worst case' figure and the following response was provided:

*To assess this 'worst case scenario' I would think it suitable to offset the figure of 85 [existing garages across all four sites] partly with the provision of the 12 additional parking spaces provided by the development[s], as there can be no dispute that the 12 spaces will be provided and made available for use. Therefore the worst possible case would be 85 garages being utilised and these all parking on the local highway network as a result of the development[s], minus the additional 12 parking spaces provided by the development. This equates to 73 vehicles added to the local highway network which would provide a total unrestricted stress of 88%.*

This 'worst case' scenario still shows spare capacity to accommodate any potential displacement and this is considered acceptable.

In addition to the above concern, concern was also raised by Officer's regarding the extent of the parking survey which stops immediately to the north of the most northerly garage site (EPF/0634/16) and does not include Cascade Close (which is located to the north and accessed from this garage site by a public footpath). The following response was received from the Transport Consultants:

*With regards to Cascade Close, although this area could potentially increase the available parking capacity, we thought it unrealistic for residents to park the other side of a narrow footpath and therefore did not include this area within the survey. It would be our suggestion that residents would first attempt to look for a space as close to their property as possible with preference for those providing a view over and therefore surveillance of their vehicle from their property. If none of these spaces are available then residents would then look for the nearest possible space, at this point it would take a 1km journey along Oak Rise, waiting for a gap in traffic to turn onto Buckhurst Way and again onto Lower Queen's Road to reach Cascade Close, travelling past available parking spaces. This would be inconvenient and it is most likely that residents would not want to park their vehicle completely out of sight.*

Although this is considered a reasonable explanation it does not take into account that some residents in Cascade Close rent garages on the most northerly site (EPF/0634/16).

Notwithstanding the above points, the Essex County Council Highways Officer has no objection to the scheme subject to conditions.

The Highway Authority 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 (TS) has demonstrated that at the very worst case the 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 the garages will not be used for parking in or have been demonstrated as being vacant. Further to this the applicant is providing some additional parking spaces throughout the 4 sites being redeveloped in this locality.

Further to this the proposal will not increase vehicle movements above the level of the previous use, operating at full capacity, so the use of the existing accessway will not be intensified by the development. It is also noted that the proposed layout does offer a turning area for delivery vehicles.

Consequently the proposal will not adversely affect highway safety or efficiency.

The proposal provides 7 spaces for 3 new dwellings which exceeds the Essex Parking standards and therefore provides the possibility of parking spaces for existing residents.

Other issues



#### Affordable Housing

Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable housing. This would be of benefit to the overall housing provision within the district.

Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not considered necessary in this instance to secure this by way of a legal agreement.

#### Landscaping

The Tree and Landscape Officer has no objection to the proposal subject to a condition ensuring the protection of existing trees and a hard and soft landscaping scheme being submitted.

#### Contaminated Land

Due to the use as domestic garages and the presence of the made ground there is the potential for contaminants to be present on site. Therefore the Contaminated Land Officer has requested the standard contaminated land conditions which are considered reasonable.

#### **Conclusion:**

The proposal is considered acceptable with limited impact on amenity and an acceptable design. Although concerns have been raised regarding the existing parking situation and the methodology of the Transport Assessment and parking survey, the existing parking surrounding the area has been shown to be able to accommodate any displaced parking. Given the above and that the proposal will provide affordable housing within the District on a previously developed site approval is recommended.

***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:***

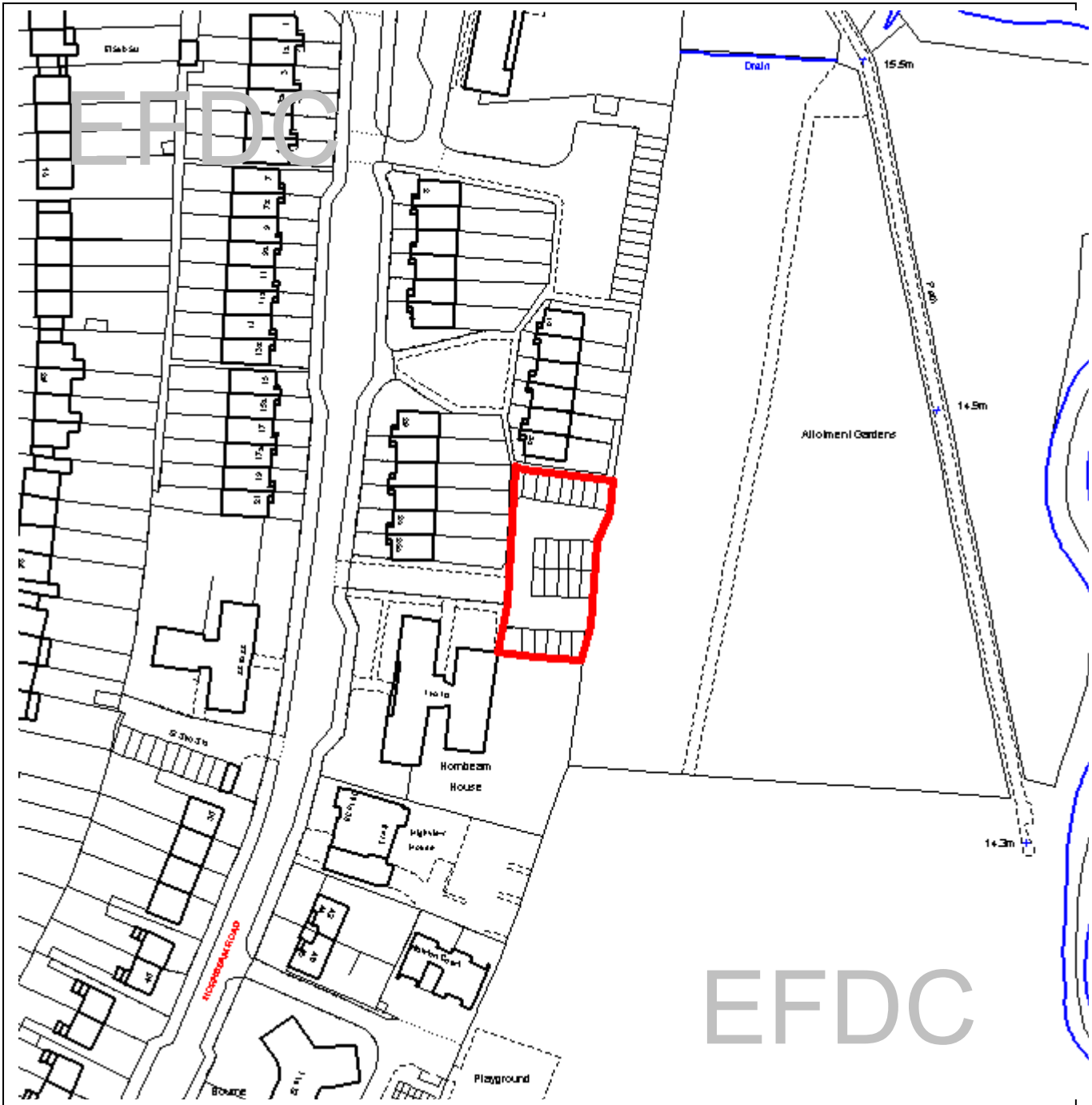
***Planning Application Case Officer: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***



# Epping Forest District Council

## Agenda Item Number 3



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Application Number:	EPF/0234/16
Site Name:	Land and garages to the rear of 30-34a Hornbeam Road (adj Hornbeam House), Hornbeam Road, Buckhurst Hill, IG9 6JT
Scale of Plot:	1/1250

**Report Item No: 3**

<b>APPLICATION No:</b>	EPF/0234/16
<b>SITE ADDRESS:</b>	Land and Garages to the rear of 30-34A Hornbeam Road (adj Hornbeam House) Hornbeam Road Buckhurst Hill Essex IG9 6JT
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	Mr Neal Penfold
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of garages and replacement with 2 x 2 bed two storey affordable homes with 10 parking spaces and associated landscaping.
<b>RECOMMENDED DECISION:</b>	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=582198](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=582198)

**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: PL01, PL02, PL03 B, PL04 B, PL05, PL06 and 15-044-075
- 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 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.

- 5 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]
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[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]
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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]

- 8 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.
- 9 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.
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- 13 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.
- 14 There shall be no discharge of surface water onto the Highway.

- 15 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 16 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.
- 17 If any tree, shrub or hedge shown to be retained in accordance with the approved plans and particulars is removed, uprooted or destroyed, or dies, or becomes severely damaged or diseased within 3 years of the completion of the development, another tree, shrub or hedge 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.
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*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)) and since it 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 site is a rectangular site accessed by a narrow vehicle accessway adjacent to Hornbeam House and properties to the north. The site slopes down to the east and is at a lower level than the street. To the north of the site are further residential properties set back from Hornbeam Road and to the east allotment gardens. The site is a Council owned garage site with 22 garages located within 4 blocks. Of the 22 garages 14 are currently vacant. The site is not within the Metropolitan Green Belt (although it is adjacent to it) or in a Conservation Area.

### **Description of Proposal:**

The application seeks consent for the demolition of the existing garages and construction of 2 x 2 bed two storey affordable homes with 10 parking spaces. (The parking spaces were reduced from 11 to 10 during the application process to allow for a turning area). The proposed dwellings will have rear gardens backing on to the rear garden of 24 Hornbeam Road with parking to the front (south) of the site.

### **Relevant History:**

No relevant history at this site. However this is one of four applications submitted on Council owned garage sites along Hornbeam Road/Close all within 300m of each other. (EPF/0213/16, EPF/0234/16, EPF/0215/16 and EPF/0634/16). This site is the southern middle site of the garage sites. Due to the close proximity of the application sites, one letter was sent to all neighbours to ensure all neighbours were aware of all 4 of these applications.

Several similar schemes in other areas are under consideration or have already been to Committee for a decision for similar housing schemes on Council owned garage sites.

### **Policies Applied:**

#### Epping Forest District Local Plan and Alterations

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- 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
- LL10 – Adequacy of provision for landscape retention
- LL11 – Landscaping schemes

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.

## **Summary of Representations:**

### BUCKHURST HILL PARISH COUNCIL: OBJECTION

7. Concerns regarding car parking particularly displacement of existing parking arrangements, lack of car parking in general plus new build. Would request that the Transport Statement is redone
8. Impact on infrastructure e.g. schools, doctors
9. Collective overdevelopment of the whole area i.e. all proposed developments [4 in Hornbeam Road/Close] including the large development at Luxborough Lane
10. Concern regarding overlooking and lack of privacy for existing residents
11. Concern regarding drainage and proximity to flood plain.
12. Concern regarding impact on mature trees surrounding the site
13. Large concerns over access to allotments and footpath and building over a Public Right of Way
14. Concerns regarding bordering onto an allotment site: impact on drainage and security

189 Neighbours surrounding all four sites were consulted on all four applications and several Site Notices were erected which included a plan showing a location of each of the four sites:

28 OBJECTIONS were received from the following addresses:

1 CASCADE CLOSE, 6 CASCADE CLOSE, 8 CASCADE CLOSE, 10 CASCADE CLOSE, 11 CASCADE CLOSE, 12 CASCADE CLOSE, 20 CASCAGE CLOSE, 83 CHESTNUT AVENUE, 12 HORNBEAM CLOSE, 18 HORNBEAM CLOSE, 22 HORNBEAM CLOSE, 26 HORNBEAM CLOSE, 30 HORNBEAM CLOSE, 32 HORNBEAM CLOSE, 34 HORNBEAM CLOSE, 40 HORNBEAM CLOSE, 2 HORNBEAM ROAD, 8 HORNBEAM ROAD, 13A HORNBEAM ROAD, 14 HORNBEAM ROAD, 16 BOURNE HOUSE, HORNBEAM ROAD, 28 HORNBEAM ROAD, 32 HORNBEAM ROAD, 34 HORNBEAM ROAD, 78 HORNBEAM ROAD, BUCKHURST HILL LEISURE GARDENS ASSOCIATION (ALLOTMENTS), BUCKHURST HILL RESIDENT'S ASSOCIATION AND ONE ADDRESSEE UNKNOWN.

The responses can be summarised as follows:

PARKING was raised as an important issue in all of the letters due to the already restricted parking, overlooking, loss of privacy, loss of light, loss of view, noise during construction, harm to trees, concern with regards to flawed parking survey, out of scale, overbearing, loss of privacy, greater strain on existing facilities (schools/medical etc.), footpath compromised, increased traffic, increase in pollution, road safety, concern over flooding, garages provided safe secure storage for cars, parking restriction in Station Way has pushed commuter parking into streets, concern regarding impact on allotment (access, light, security), blocking existing accesses, proximity to existing development at Luxborough Lane.

## **Issues and Considerations:**

The main issues with this proposal relate to suitability of site, design, impact on amenity and highway/parking issues.

### Suitability of Site

Hornbeam Road is within the built up area of Buckhurst Hill and the site is classed as a brownfield site. The site is within 500m of Roding Valley Underground Station and the shops, services and facilities of Station Way and approximately 1,200m from Buckhurst Hill Underground Station and the shops, services and facilities of Queens Road and Lower Queens Road. The site is considered a sustainable location.



The proposal is for 2 x 2 bed properties and therefore a minimum of 60m<sup>2</sup> of private amenity space should be provided for each dwelling. The garden sizes for both properties exceeds this suggested minimum and in addition are useable in size and shape.

### Design

The proposed design is for a pair of hipped roof semi-detached properties which are quite traditional in form. Contemporary details have been added including solar panels and the overall design is considered acceptable.

The proposal will not be overly visible from Hornbeam Road, given that it is at a lower level and will be partially screened by existing buildings and therefore it is considered an acceptable design.

### Amenity

The proposal will side on to the rear of Nos. 34A and 34 Hornbeam Road with the development site at a much lower level. The proposal is set in from the boundary by 4.5m and there is a total distance main rear wall (existing) to main side wall (proposed) of 19m. This is considered more than a sufficient distance, particularly given the changes in levels to avoid the proposal appearing overbearing or reducing any light to these properties. Although the proposal will block the view from these properties across the open fields beyond, a right to a view is not a planning consideration.

The proposal will back onto the side of No. 24 Hornbeam Road, with the rear gardens of the proposal some 11m in depth. The existing brick wall is to be retained which will provide a good level of screening to the more private areas and in any event, the proposal has been designed so that the property to the east of the site does not have a habitable window facing to the rear to avoid any overlooking or loss of privacy.

The existing brick wall adjacent to the allotments is to be retained and this will minimise disruption to the allotment holders. The proposed dwellings are also set in from the allotment boundary by a minimum of 1m.

### Highways

A key issue with this application and the three other associated applications is with regards to the loss of the garages and the impact this may have on parking in the area, this has been amplified within all the neighbour responses.

As the four applications on Hornbeam Road/Close are so close together one Transport statement was submitted for all four sites.

Information with regards to the letting of the garages on this site was submitted with the application that states that 8 of the 22 garages are currently rented with the others vacant, although it is not known what the rented garages are used for. Of those 8 garages, 5 are rented to people outside of a 220m and the other 3 are all rented to people within a 220m radius of the site.

At the time of the site visit it was clear that parking within the area could be difficult but not impossible.

One parking survey was conducted for all four sites across two week days nights in accordance with the Lambeth Survey Methodology. Parking stress for the combined area (around all four sites) was found to be 61%. Given the large amount of vacant garages on this site (and the other three) this was taken into account as part of the formula to predict the proposed parking stress. Additionally the proposed number of parking spaces above that suggested by the Essex Parking

Standards at 12 unallocated spaces (across all 4 schemes) has also been included in the proposed parking stress formula resulting in a parking stress increase to 63%. Accordingly there would be spare capacity to accommodate any potential displacement.

Residents and the Parish Council have raised concerns with regards to the Transport Assessment and Officer's have considered these concerns justified.

The method of parking stress calculation for the four Hornbeam Road/Close sites is slightly different to other garage sites that the Council has assessed and not necessarily providing a 'worst case' result i.e. if all garage were rented out. The Transport Consultants were made aware of this by Officer's and asked to provide a 'worst case' figure and the following response was provided:

*To assess this 'worst case scenario' I would think it suitable to offset the figure of 85 [existing garages across all four sites] partly with the provision of the 12 additional parking spaces provided by the development[s], as there can be no dispute that the 12 spaces will be provided and made available for use. Therefore the worst possible case would be 85 garages being utilised and these all parking on the local highway network as a result of the development[s], minus the additional 12 parking spaces provided by the development. This equates to 73 vehicles added to the local highway network which would provide a total unrestricted stress of 88%.*

This 'worst case' scenario still shows spares capacity to accommodate any potential displacement and this is considered acceptable.

In addition to the above concern, concern was also raised by Officer's regarding the extent of the parking survey which stops immediately to the north of the most northerly garage site (EPF/0634/16) and does not include Cascade Close (which is located to the north and accessed from this garage site by a public footpath). The following response was received from the Transport Consultants:

*With regards to Cascade Close, although this area could potentially increase the available parking capacity, we thought it unrealistic for residents to park the other side of a narrow footpath and therefore did not include this area within the survey. It would be our suggestion that residents would first attempt to look for a space as close to their property as possible with preference for those providing a view over and therefore surveillance of their vehicle from their property. If none of these spaces are available then residents would then look for the nearest possible space, at this point it would take a 1km journey along Oak Rise, waiting for a gap in traffic to turn onto Buckhurst Way and again onto Lower Queen's Road to reach Cascade Close, travelling past available parking spaces. This would be inconvenient and it is most likely that residents would not want to park their vehicle completely out of sight.*

Although this is considered a reasonable explanation it does not take into account that some resident's in Cascade Close rent garages on the most northerly site (EPF/0634/16).

Notwithstanding the above points, the Essex County Council Highways Officer has no objection to the scheme subject to conditions.

The Highway Authority 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 (TS) has demonstrated that at the very worst case the 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 the garages will not be used for parking in or have been demonstrated as being vacant. Further to this the applicant is providing some additional parking spaces throughout the 4 sites being redeveloped in this locality.

Further to this the proposal will not increase vehicle movements above the level of the previous use, operating at full capacity, so the use of the existing accessway will not be intensified by the development. It is also noted that the proposed layout does offer a reasonable turning area for delivery vehicles.

Consequently the proposal will not adversely affect highway safety or efficiency.

The proposal provides 10 spaces for 2 new dwellings which greatly exceeds the Essex Parking standards and therefore provides the possibility of parking spaces for existing residents.

#### Other issues

##### Affordable Housing

Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable housing. This would be of benefit to the overall housing provision within the district.

Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not considered necessary in this instance to secure this by way of a legal agreement.

##### Landscaping

The Tree and Landscape Officer has no objection to the proposal subject to the existing trees being retained and hard and soft landscaping scheme and tree protection plan being submitted.

##### Contaminated Land

Due to the use as domestic garages and the presence of the made ground there is the potential for contaminants to be present on site. Therefore the Contaminated Land Officer has requested the standard contaminated land conditions which are considered reasonable.

##### Access Issues

Several neighbours have raised access issues due to the proposed closure of vehicle gates to the rear of their properties (32 and 34 Hornbeam Road). This is a private civil matter between the landowner and the occupiers of these properties. However, as this is an application on Council owned land the Council's Housing Officer has been made aware of this issue.

#### **Conclusion:**

The proposal is considered acceptable with limited impact on amenity and an acceptable design. Although concerns have been raised regarding the existing parking situation and the methodology of the Transport Assessment and parking survey, the existing parking surrounding the area has been shown to be able to accommodate any displaced parking. Given the above and that the proposal will provide affordable housing within the District on a previously developed site approval is recommended.

***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: Marie-Claire Tovey***

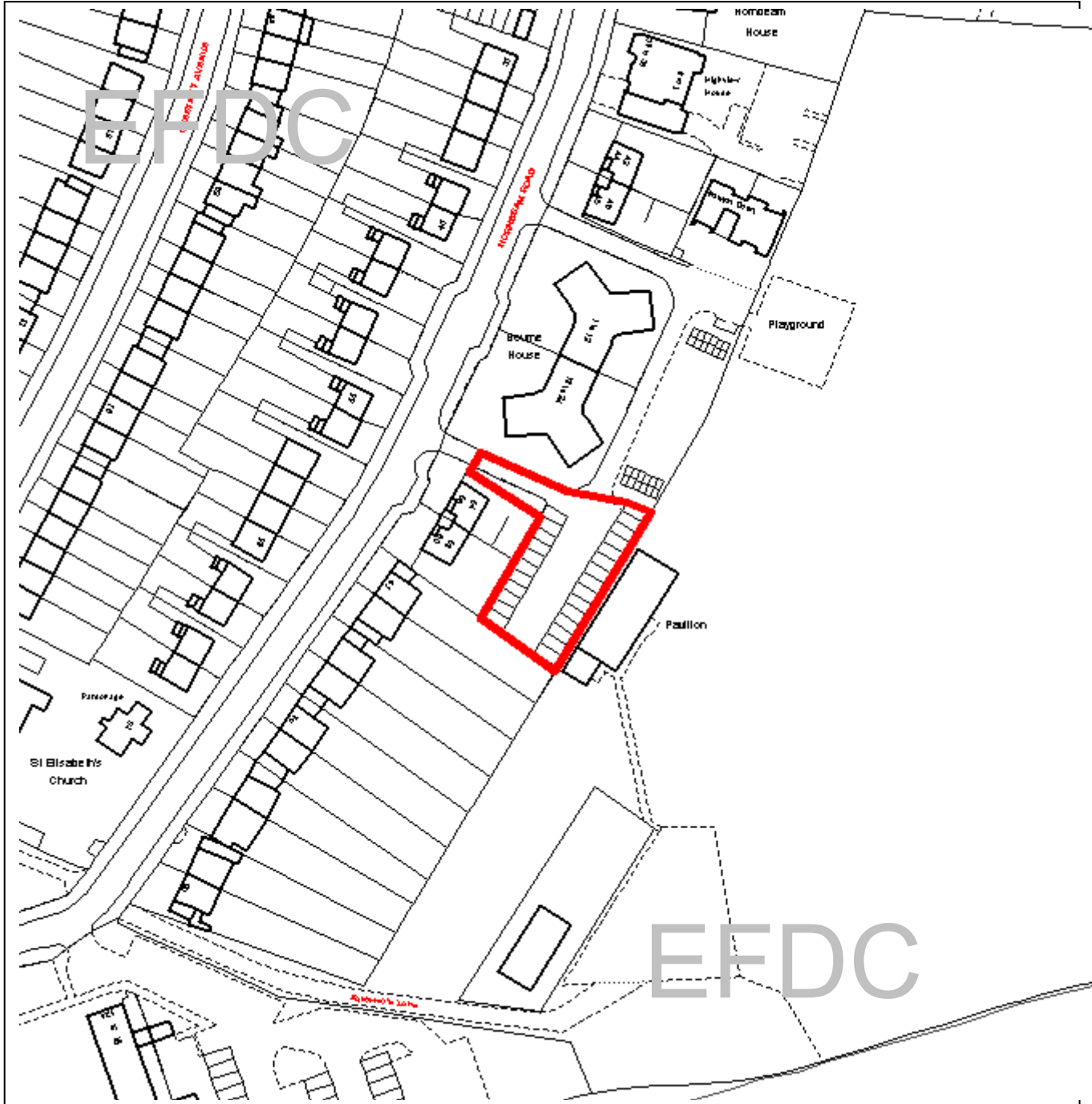
***Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***



# Epping Forest District Council

## Agenda Item Number 4



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Application Number:	EPF/0213/16
Site Name:	Land and Garages rear of 54-60 Hornbeam Road (Bourne House), Buckhurst Hill, IG9 6JY
Scale of Plot:	1/1250

**Report Item No: 4**

<b>APPLICATION No:</b>	EPF/0213/16
<b>SITE ADDRESS:</b>	Land and Garages rear of 54 - 60 Hornbeam Road (Bourne House) Buckhurst Hill Essex IG9 6JY
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	Mr Neal Penfold
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of garages and replacement with 2 x 3 bed two storey affordable homes with 5 parking spaces and associated landscaping.
<b>RECOMMENDED DECISION:</b>	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=582162](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=582162)

**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: PL01, PL02, PL03 A, PL04 A, PL05 , PL06 and 15-044-072
- 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 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]

- 5 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]
  
- 6 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]
  
- 7 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.

- 8 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.
- 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 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.
- 11 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The 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 No development shall take place until details of proposed external lighting have been submitted to and approved by the Local Planning Authority showing location of lights and spillage. The development shall be carried out in accordance with those approved details.
- 16 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.

- 17 No development, including site clearance, shall take place until a scheme of soft landscaping and a statement of the methods, including a timetable, for its Implementation (linked to the development schedule), have been submitted to the Local Planning Authority and approved in writing. The landscape scheme shall be carried out in accordance with the approved details and the agreed timetable. If any plant dies, becomes diseased or fails to thrive within a period of 5 years from the date of planting, or is removed, uprooted or destroyed, it must be replaced by another plant of the same kind and size and at the same place, unless the Local Planning Authority agrees to a variation beforehand in writing.
- 18 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.
- 19 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.
- 20 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.
- 21 Prior to first occupation of the development hereby approved, the proposed window openings in the first floor rear elevations (shown as angled and marked as obscured) 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.

*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)) and since it 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 site is a roughly rectangular site accessed by a narrow access way adjacent to maisonettes and Bourne House which leads onto Hornbeam Road. The site slopes down to the east with the rectangular part of the site at a lower level than the road. To the east of the site is a sport pavilion/changing facilities with open playing fields beyond, to the north a washing drying/storage area for Bourne House and to the south the rear garden for 62 Hornbeam Road.



The site is a Council owned garage site with 25 garages located in two linear facing blocks, one backing onto the playing fields and one backing onto the rear gardens of 54 – 60 Hornbeam Road. Of the 25 garages 18 are currently vacant. The site is not within the Metropolitan Green Belt (although it is adjacent to it) or a Conservation Area.

### **Description of Proposal:**

The application seeks consent for the demolition of the existing garages and construction of 2 x 3 bed two storey affordable homes with 5 parking spaces. The proposed dwellings will have rear gardens backing on to the rear garden of 62 Hornbeam Road with parking to the front (north) of the site.

### **Relevant History:**

No relevant history at this site. However this is one of four applications submitted on Council owned garage sites along Hornbeam Road/Close all within 300m of each other. (EPF/0213/16, EPF/0234/16, EPF/0215/16 and EPF/0634/16). This site is the most southerly of the garage site. Due to the close proximity of the application sites, one letter was sent to all neighbours to ensure all neighbours were aware of all 4 of these applications.

Several similar schemes in other areas are under consideration or have already been to Committee for a decision for similar housing schemes on Council owned garage sites.

### **Policies Applied:**

#### Epping Forest District Local Plan and Alterations

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

LL10 – Adequacy of provision for landscape retention

LL11 – Landscaping schemes

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.

### **Summary of Representations:**

BUCKHURST HILL PARISH COUNCIL: OBJECTION

15. Concerns regarding car parking particularly displacement of existing parking arrangements, lack of car parking in general plus new build. Would request that the Transport Statement is redone
16. Impact on infrastructure e.g. schools, doctors
17. Collective overdevelopment of the whole area i.e. all proposed developments [4 in Hornbeam Road/Close] including the large development at Luxborough Lane
18. Concern regarding overlooking and lack of privacy for existing residents
19. Concern regarding drainage and proximity to flood plain.

189 Neighbours surrounding all four sites were consulted on all four applications and several Site Notices were erected which included a plan showing a location of each of the four sites:

28 OBJECTIONS were received from the following addresses:

1 CASCADE CLOSE, 6 CASCADE CLOSE, 8 CASCADE CLOSE, 10 CASCADE CLOSE, 11 CASCADE CLOSE, 12 CASCADE CLOSE, 20 CASCAGE CLOSE, 83 CHESTNUT AVENUE, 12 HORNBEAM CLOSE, 18 HORNBEAM CLOSE, 22 HORNBEAM CLOSE, 26 HORNBEAM CLOSE, 30 HORNBEAM CLOSE, 32 HORNBEAM CLOSE, 34 HORNBEAM CLOSE, 40 HORNBEAM CLOSE, 2 HORNBEAM ROAD, 8 HORNBEAM ROAD, 13A HORNBEAM ROAD, 14 HORNBEAM ROAD, 16 BOURNE HOUSE, HORNBEAM ROAD, 28 HORNBEAM ROAD, 32 HORNBEAM ROAD, 34 HORNBEAM ROAD, 78 HORNBEAM ROAD, BUCKHURST HILL LEISURE GARDENS ASSOCIATION (ALLOTMENTS), BUCKHURST HILL RESIDENT'S ASSOCIATION AND ONE ADDRESSEE UNKNOWN.

The responses can be summarised as follows:

PARKING was raised as an important issue in all of the letters due to the already restricted parking, overlooking, loss of privacy, loss of light, loss of view, noise during construction, harm to trees, concern with regards to flawed parking survey, out of scale, overbearing, loss of privacy, greater strain on existing facilities (schools/medical etc.), footpath compromised, increased traffic, increase in pollution, road safety, concern over flooding, garages provided safe secure storage for cars, parking restriction in Station Way has pushed commuter parking into streets, concern regarding impact on allotment (access, light, security), blocking existing accesses, proximity to existing development at Luxborough Lane.

### **Issues and Considerations:**

The main issues with this proposal relate to suitability of site, design, impact on amenity and highway/parking issues.

#### Suitability of Site

Hornbeam Road is within the built up area of Buckhurst Hill and the site is classed as a brownfield site. The site is within 500m of Roding Valley Underground Station and the shops, services and facilities of Station Way and approximately 1,200m from Buckhurst Hill Underground Station and the shops, services and facilities of Queens Road and Lower Queens Road. The site is considered a sustainable location.

The proposal is for 2 x 3 bed properties and therefore a minimum of 80m<sup>2</sup> of private amenity space should be provided for each dwelling. The garden sizes for both properties exceeds this suggested minimum and in addition are useable in size and shape and south facing.

#### Design

The proposed design is a traditional pitched roof pair of semi-detached properties but with contemporary window detailing and angled overhanging jettys at first floor to the rear. The design of the proposal is considered acceptable and although different to the more traditional dwellings in

the surrounding area are at a much lower level and will be viewed in relative isolation to other properties.

The proposal will only be partially visible from the streetscene if viewing the site from Hornbeam Road to the north but it is not considered to disrupt the appearance of the streetscene and is a suitable addition.

### Amenity

The proposal will side onto the rear gardens of 54-60 Hornbeam Road, with a set in from the boundary of 5m and a total distance from the main rear wall (existing) to main side wall (proposed) of 16m. This is considered a sufficient distance to avoid the proposal appearing overbearing or reducing light to these properties. Additionally the proposal will be at a lower level than these properties and this is considered to further mitigate against any significant loss of amenity.

The rear gardens will back onto the side of the rear garden of 62 Hornbeam Road with the proposed rear gardens having a depth of 11m. Although views may be possible across the rear of No. 62 and beyond the proposal has been designed with angled and obscured glazed windows at first floor which will prevent any overlooking issues arising.

### Highways

A key issue with this application is with regards to the loss of the garages and the impact this may have on parking in the area, this has been amplified within all the neighbour responses.

As the four applications on Hornbeam Road/Close are so close together one Transport statement was submitted for all four sites.

Information with regards to the letting of the garages on this site was submitted with the application that states that 7 of the 25 garages are currently rented with the others vacant, although it is not known what the rented garages are used for. Of those 7 garages, 2 are rented to people outside of a 200m and the others are all rented to people within 50m of the site.

At the time of the site visit it was clear that parking within the area could be difficult but not impossible.

One parking survey was conducted for all four sites across two week days nights in accordance with the Lambeth Survey Methodology. Parking stress for the combined area (around all four sites) was found to be 61%. Given the large amount of vacant garages on this site (and the other three) this was taken into account as part of the formula to predict the proposed parking stress. Additionally the proposed number of parking spaces above that suggested by the Essex Parking Standards at 12 unallocated spaces (across all 4 schemes) has also been included in the proposed parking stress formula resulting in a parking stress increase to 63%. Accordingly there would be spare capacity to accommodate any potential displacement.

Residents and the Parish Council have raised concerns with regards to the Transport Assessment and Officer's have considered these concerns justified.

The method of parking stress calculation for the four Hornbeam Road/Close sites is slightly different to other garage sites that the Council has assessed and not necessarily providing a 'worst case' result i.e. if all garage were rented out. The Transport Consultants were made aware of this by Officer's and asked to provide a 'worst case' figure and the following response was provided:

*To assess this 'worst case scenario' I would think it suitable to offset the figure of 85 [existing garages across all four sites] partly with the provision of the 12 additional parking spaces provided*

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This 'worst case' scenario still shows spare capacity to accommodate any potential displacement and this is considered acceptable.

In addition to the above concern, concern was also raised by Officer's regarding the extent of the parking survey which stops immediately to the north of the most northerly garage site (EPF/0634/16) and does not include Cascade Close (which is located to the north and accessed from this garage site by a public footpath). The following response was received from the Transport Consultants:

*With regards to Cascade Close, although this area could potentially increase the available parking capacity, we thought it unrealistic for residents to park the other side of a narrow footpath and therefore did not include this area within the survey. It would be our suggestion that residents would first attempt to look for a space as close to their property as possible with preference for those providing a view over and therefore surveillance of their vehicle from their property. If none of these spaces are available then residents would then look for the nearest possible space, at this point it would take a 1km journey along Oak Rise, waiting for a gap in traffic to turn onto Buckhurst Way and again onto Lower Queen's Road to reach Cascade Close, travelling past available parking spaces. This would be inconvenient and it is most likely that residents would not want to park their vehicle completely out of sight.*

Although this is considered a reasonable explanation it does not take into account that some residents in Cascade Close rent garages on the most northerly site EPF/0634/16.

Notwithstanding the above points, the Essex County Council Highways Officer has no objection to the scheme subject to conditions.

The Highway Authority 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 (TS) has demonstrated that at the very worst case the 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 the garages will not be used for parking in or have been demonstrated as being vacant. Further to this the applicant is providing some additional parking spaces throughout the 4 sites being redeveloped in this locality.

Further to this the proposal will not increase vehicle movements above the level of the previous use, operating at full capacity, so the use of the existing accessway will not be intensified by the development. It is also noted that the proposed layout does offer a reasonable turning area for delivery vehicles.

Consequently the proposal will not adversely affect highway safety or efficiency.

The proposal provides 5 spaces for 2 new dwellings which complies with the Essex Parking standards and the proposal is not considered contrary to policies ST4 and ST6 of the Local Plan.

#### Other issues

Affordable Housing

Local Plan policy H6A would not require any affordable housing to be provided on a scheme of this density on this size of site. However since the proposed development has been put forward on behalf of East Thames Housing Group and is located on Council owned land the development would provide 100% affordable housing. This would be of benefit to the overall housing provision within the district.

Since there is no requirement under Local Plan policy H6A to provide affordable housing on this site, and as this is a Council led development, it is not considered necessary in this instance to secure this by way of a legal agreement.

#### Landscaping

The Tree and Landscape Officer has no objection to the proposal subject to a hard and soft landscaping scheme being submitted and a tree protection plan submitted to ensure the protection of the adjacent trees.

#### Contaminated Land

Due to the use as domestic garages and the presence of the made ground there is the potential for contaminants to be present on site. Therefore the Contaminated Land Officer has requested the standard contaminated land conditions which are considered reasonable.

#### **Conclusion:**

The proposal is considered acceptable with limited impact on amenity and an acceptable design. Although concerns have been raised regarding the existing parking situation and the methodology of the Transport Assessment and parking survey, the existing parking surrounding the area has been shown to be able to accommodate any displaced parking. On balance, given that the proposal will provide affordable housing within the District on a previously developed site approval is recommended.

***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: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***



# Epping Forest District Council

## Agenda Item Number 5



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Application Number:	EPF/2637/15
Site Name:	Site of 12 garages at rear of numbers 109 to 127 Pyrls Lane Loughton Essex IG10 2NH
Scale of Plot:	1/1250

**Report Item No: 5**

<b>APPLICATION No:</b>	EPF/2637/15
<b>SITE ADDRESS:</b>	Site of 12 garages at rear of numbers 109 to 127 Pyrles Lane Loughton Essex IG10 2NH
<b>PARISH:</b>	Loughton
<b>WARD:</b>	Loughton Fairmead
<b>APPLICANT:</b>	Pellings LLP
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of garages and erection of 2 two storey semi detached affordable homes with 4 parking spaces.
<b>RECOMMENDED DECISION:</b>	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=579994](http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=579994)

**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: 612/061/PL01, 612/061/PL02, 612/061/PL03/D, 612/061/PL04/A, 612/061/PL05/C, 612/061/PL06/A and 612/061/PL07/A
- 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 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 extensions or enlargements of the roof generally permitted by virtue of Classes A and B of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 5 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. This shall include a methodology to address the

changes in levels within the trees rooting areas required to accommodate the hard and soft landscaping. 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.

- 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 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.
- 8 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]
- 9 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]

- 10 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]
- 11 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.
- 12 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.
- 13 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.

- 14 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.
- 15 Prior to the first occupation of the development the vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking and turning areas shall be retained in perpetuity for their intended purpose.
- 16 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.
- 17 There shall be no discharge of surface water onto the Highway.
- 18 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

*This application is before this Committee since it 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 site comprises of a block of 12 garages situated immediately rear of the gardens of a three-storey block of flats at 109-127 Pyrles Lane, together with an associated area of hardstanding. The site level is 1m higher than ground level immediately rear of the flats. Beyond the hardstanding is a public park, Millenium Remembrance Grove, where land rises steeply to the west. The park is maintained by Loughton Town Council and a veteran tree is situated adjacent to the hardstanding at the northern edge of the site. A further tree of less significance is situated adjacent to the western corner of the site.

Vehicular access to the site is off Pyrles Lane between two blocks of flats. Pedestrian access is both off Pyrles Lane via the vehicular access and via a public footpath that links Pyrles Lane and

Hillyfields across the park. The vehicular accessway follows the route of the footpath. It is approximately 40m between Pyrles Lane and the nearest garage at the application site.

### **Description of Proposal:**

It is proposed to demolish the garages, remove the existing hardstanding and erect a pair of two-storey 2-bedroom houses. The proposal has been significantly revised since submission resulting in a complete redesign.

The houses presently proposed would have a modern design that minimises the height of the rear elevation, which would be set 1m away from the site boundary with the gardens to the flats. A distance of 22.5m would separate the rear walls of the houses and flats.

Adjacent to the boundary with the flats the maximum height of the houses would be 4m. The building would have a mono-pitched roof rising away from the boundary to a height of 6.7m. The roof would be support a grass surface and an array of solar panels.

No upper level windows would be contained in the rear elevation. At lower level there would be a pair of high level windows. Primary windows to habitable rooms would be in the side and front elevations looking into gardens for the houses or towards the adjacent park.

The houses would be served by 4 parking spaces and a turning head to Highway Authority specification would be constructed at the end of the accessway serving the site.

The houses would be affordable, provided and managed by East Thames Housing Group for the Council.

### **Relevant History:**

None

### **Policies Applied:**

CP2	Quality of Rural and Built Environment
CP3	New Development
CP7	Urban Form and Quality
RP4	Contaminated Land
H2A	Previously Developed Land
DBE1	Design of New Buildings
DBE2	Effect on Neighbouring Properties
DBE6	Car Parking in New Development
DBE8	Private Amenity Space
LL10	Adequacy of Provision for Landscape Retention
ST4	Road Safety
ST6	Vehicle Parking

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.

### **Consultation Carried Out and Summary of Representations Received**

Number of neighbours consulted: 38  
Site notice posted: Yes

Responses received:

111, 125 Pyrles Lane and unknown address, presumably an adjacent flat, raise objection to the proposal on the following grounds.

- Overbearing impact on gardens of flats
- Loss of light to gardens of flats due to bulk of the proposed building and its siting on higher land.
- Loss of view from adjacent flats.
- Loss of privacy to adjacent flats.
- Narrow access will be difficult to use and lead to highway safety problems at the junction with Pyrles Lane as well as noise and disturbance.
- The use of the accessway for the houses may result in a loss of right of access off it to the existing flats.
- Loss of off-street parking for the locality will exacerbate demand for on-street parking, the demand for which is already difficult to accommodate. If plans for the development of Pyrles Lane Nursery also go ahead the harm will be compounded.
- The loss of the garages would cause considerable inconvenience to those who presently rent them.
- The garage area should be redeveloped as residents parking.
- Increased pressure on local services such as schools and doctors would be a harmful consequence.
- The proposed houses are at risk of flooding due to poor existing drainage at the site.
- Damage is likely to be caused to the park during construction.
- Harm to protected species

Loughton Residents Association (Plans Group): Objection

- Two storey buildings would be an overdevelopment of the site significantly affecting neighbours' amenities. Bungalows would be more appropriate.
- The accessway is narrow and there is likely to be a conflict between pedestrians and vehicles as a consequence of the development. Street lighting along the accessway could mitigate this somewhat.
- The accessway may be too narrow for emergency vehicles.
- The distance residents of the houses would have to pull wheelie-bins to Pyrles Lane is excessive.
- Insufficient off-street parking provision is made for the development

If nevertheless the District Council is minded to approve the application, we ask for

- a condition requiring suitable street-lighting to cover the access road
- a condition requiring the safe removal of any asbestos contained in the structure of the garages
- a planting scheme which would provide planting of sufficient eventual height to screen, as far as is practical, the properties in mentioned above under "Overdevelopment significantly affecting neighbours' amenities" from being overlooked
- the usual conditions limiting working hours during any demolition and building work and requiring wheel-washing equipment.

Loughton Town Council: Comment.

The Committee had the following concerns.

1. The long, narrow, single track access road to the plot was situated close to another similar long, narrow, single track access road to the Pyrles Lane Nursery, the subject of a recent planning application for a much larger housing development and therefore a road safety

issue.

2. The loss of the existing garages would only serve to displace the parking of these vehicles onto neighbouring roads already heavily congested with parked cars, where there was no capacity for additional parking.

3. The new dwellings would cause shading to the gardens of those properties in Pyrles Lane. The Committee also asked for a tree preservation order to be placed on the tree (tree 2, Oak) that bordered the site in the Hillyfields open space and that the tree roots protected if any development takes place.

### **Main Issues and Considerations:**

The proposal is designed to meet a need for affordable housing in the locality. It would provide a good standard of living accommodation with private amenity space and off-street car parking provision in accordance with Council Policy. The principle of providing such dwellings within an urban area is acceptable therefore the main issues for consideration are:

- Consequence for parking stress
- Suitability of access arrangements
- Impact on neighbours living conditions
- Impact on adjacent trees
- Consequence for the character and appearance of the locality

### *Parking*

As stated, proposed parking provision for the development is in accordance with parking standards at 2 spaces per dwelling. However, the proposal will result in the loss of 12 garages. The application is therefore accompanied by a transport statement that considers the likely implications of the proposed scheme for parking stress in the locality.

Engineers reviewed the likely use of the garages that will be removed, including completing a two day parking survey, using the Lambeth survey methodology of the on-street parking in the immediate area. This was undertaken to gain an understanding of the existing parking demand and capacity. The survey recorded the available unrestricted on-street parking available within 200m of the site. It found the existing parking stress for the on-street parking on the surrounding roads is low, with a total parking stress for the combined area of 25% recorded.

General knowledge of the locality suggests a higher level of stress during the day that is likely to be a consequence of on-street parking by non residents. In relation to the loss of the garages, therefore, while it is understood that they are unlikely to be used for parking cars, when calculating the impact of the development it was assumed each garage does accommodate a car. Therefore, in a worst case scenario, 12 cars would be displaced from the garages onto neighbouring streets. That is calculated to result in a total parking stress of 34%.

The evidence submitted therefore demonstrates there is more than adequate capacity within 200m of the site to accommodate the potential displacement of cars from the garages. In the circumstances, and since the number of dwellings proposed is low and the scheme accords with parking standards, it is concluded that the proposal is very unlikely to have a harmful consequence for parking stress in the locality. The Highway Authority has reviewed the evidence and concurs with that conclusion.

### *Access Arrangements*

The vehicular accessway is 2.8m wide and approximately 40m in length. Visibility at the junction with Pyrles Lane is appropriate for the speed limit of the road, 30mph. Furthermore, since the proposal will not increase vehicle movements above the maximum that could be generated by the

lawful use of the site as garages use of the existing accessway will not be intensified by the development. In the circumstances and given the good visibility at the junction the Highway Authority advises the proposal will not adversely affect highway safety or efficiency.

Access for emergency vehicles would be accommodated by the proposal since the accessway has adequate width and terminates at a turning head sufficient for ambulances and smaller delivery vehicles. The provision of a temporary refuse storage area adjacent to Pyrles Lane to be used on collection days only is appropriate and presents no safety issue. It would involve residents of the new houses having to take refuse over 40m to it, which is inconvenient but not impossible. The inconvenience is not great and outweighed by the benefits of the scheme, which include provision of affordable housing.

### *Living Conditions*

Due to its single aspect design no overlooking of neighbouring flats or their gardens would arise from the development.

A distance of 22.5m would separate the proposed building from the rear main wall of the flats at 109-127 Pyrles Lane and its height nearest the flats would be 4m, rising to a maximum of 6.7m. Notwithstanding the fact that the site level is 1m higher than that at the rear of the flats, the proposal would be located too far from the flats to cause any loss of light to them or appear excessively overbearing when seen from them. That is demonstrated in the proposed site section drawing.

The land most at risk of loss of light or overbearing impact is the garden area for the flats adjacent to the site. It is at a level similar to the application site and not more than 0.5m lower, the lowest point being 10m from the proposed building. Presently the range of garages at the application site is 2.5m high, extends across the entire length of the site (31.3m) and is situated 1m nearer the garden area than the proposed building would. The additional impact of the building therefore arises from its 1.7m additional height nearest the garden, but is mitigated by the fact that it would be set 1m further away and extends across a far shorter section of the site, 13m rather than over 30m.

The degree of additional impact has been measured by taking an imaginary 25 degree line from approximate eye level to the nearest part of the roof of both the existing garage block and the top of the building. That reveals that an additional 2.5m depth of garden is likely to have somewhat reduced late evening sunlight in the summer but otherwise would be unaffected. At the same time, due to the reduced length of the proposed building compared to the garage block, over 18m of garden would experience somewhat more late evening sunlight as a consequence of the development.

On the basis of the above analysis it is concluded that the degree of harm to the garden area of the flats varies, but at no point would it be excessive and in a significant area of garden there would be a reduction in harm compared to that presently caused by the garage block. Furthermore, it is also concluded that the revised design has successfully reduced the potential for the building to appear overbearing when seen from the nearest garden areas and that the degree of improvement is such that it is unlikely to be experienced as excessively overbearing.

Residents who did respond to the consultation exercise are particularly concerned about the proposal interrupting views of the adjacent park. While the planning system does not exist to safeguard views that are not of wider public interest, the consequence for outlook is a material consideration. In this case, the impact on outlook is variable. The impact arises from the additional overall height of the building, but due to its reduced length the proposal would actually result in a slightly improved outlook from some flats. Indeed, since the building would be sensitively designed and include a green roof, it would have a far better appearance than the

existing garage block. On the matter of outlook from the flats, it is concluded that the proposal would actually result in an improvement, notwithstanding the interruption of views from some flats. The impact on outlook from the garden areas would also be an overall improvement, largely as a result of the removal of the garage block.

A condition dealing with construction methodology as well as limiting hours of construction is necessary given the relationship of the site to the existing flats and adjacent park.

### *Trees*

The Council's Tree and Landscape Team has given consideration to the potential impact of the development on adjacent trees, especially the veteran tree adjacent to the northern corner. It advises that while it does have concerns regarding the levels within the calculated rooting area of the oak tree, that matter can properly be dealt with by condition. Whilst the applicant has provided a tree report and arboricultural method statement, the condition does need to be included in full since updated reports are required for approval prior to commencement. That is because at this stage, all the Applicant is required to do is to show that the development is feasible without a detrimental impact on trees. The Applicant has complied with the requirement to demonstrate feasibility. On that basis it is concluded that the proposal can be implemented without harm to trees. Since the trees adjacent to the site are on land maintained by Loughton Town Council there is no need to protect the with a Tree Preservation Order.

Residents have raised a point about whether the development might encroach into the park. The submitted drawings demonstrate it would not. While some construction activity may result in some encroachment for practical reasons, any damage would be made good and there certainly would be no encroachment into root protection areas.

### *Character and Appearance*

The site sits apart from the established pattern of residential development in the locality and relates more to the adjacent park. The proposed design recognises this and is oriented towards the park. The design is particularly sensitive to the site's relationship to the flats at 109 to 127 Pylles Lane. Given that context the modern design and utilisation of a green roof is appropriate. The elevation seen from the park contains appropriate variety in form and materials and would appear as a coherent and proportionate whole. It is therefore concluded the proposal is well designed of itself and appropriate to its location. The development would certainly be a considerable improvement over the present appearance of the site and consequently would enhance the character and appearance of the locality.

### **Conclusion:**

The proposal provides needed affordable housing and would not cause excessive harm to the living conditions of neighbours. It would not cause an unacceptable impact on parking stress and access arrangements are appropriate and safe. It would safeguard adjacent trees and would result in an enhancement of the character and appearance of the locality. It is therefore concluded the proposal complies with relevant planning policy and it is recommended that planning permission be granted. Since the Council has control over the land there is no need for a planning obligation requiring the houses to be affordable.

**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: Stephan Solon  
Direct Line Telephone Number: 01992 564018**

**or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)**



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# Epping Forest District Council

## Agenda Item Number 6



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Application Number:	EPF/2752/15
Site Name:	3 Church Hill, Loughton, IG10 1QP
Scale of Plot:	1/1250

**Report Item No: 6**

<b>APPLICATION No:</b>	EPF/2752/15
<b>SITE ADDRESS:</b>	3 Church Hill Loughton Essex IG10 1QP
<b>PARISH:</b>	Loughton
<b>WARD:</b>	Loughton St Marys
<b>APPLICANT:</b>	Mrs Kate Hersey
<b>DESCRIPTION OF PROPOSAL:</b>	Retention of lean to structure adjoining outbuilding in south west corner of site - for use as an outdoor covered area for this pre school day nursery.
<b>RECOMMENDED DECISION:</b>	Grant Permission

**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=580237](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=580237)

**CONDITIONS**

NONE

*This application is before this Committee since the recommendation is for approval contrary to an objection from the Town 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 a detached two storey property located on a corner site fronting onto Church Hill and siding onto The Uplands within the built up area of Loughton. The property was formerly a single dwellinghouse but following planning approval in 2011 it has been used as a pre-school day nursery since its opening in August 2012. The locality is mainly residential but there are some commercial uses on the opposite side of Church Hill. The property is not listed and it is not within a Conservation Area.

**Description of Proposal:**

The application seeks consent for the retention of a lean to structure adjoining an existing outbuilding (used for teaching) for use as an outdoor covered area for this existing nursery school. The lean-to consists of timber posts and a corrugated plastic roof. The lean to has a width of 5.3m, depth of 2.25, maximum height of 2.17m and minimum of 1.85m.

### **Relevant History:**

EPF/2102/11 – Approval granted for change of use of dwelling to a pre school day nursery.

Since 2011 there have been several approvals for signage, and alterations and extensions to this pre school day nursery.

### **Policies Applied:**

DBE1 – Design of New Buildings

DBE2 – Effect on Neighbouring properties

National Planning Policy Framework.

### **Summary of Representations:**

LOUGHTON TOWN COUNCIL – The Committee deplored this retrospective application and OBJECTED to this structure which was considered an overdevelopment of the site and detrimental to the amenities of the neighbour at No. 5 and 2A The Uplands.

NEIGHBOURS – 14 properties consulted and 2 responses received:-

5 CHURCH HILL – Objection – unsightly, overdevelopment and noise issues

8 CHURCH HILL – Objection – unsightly, out of character

### **Issues and Considerations:**

The main issues with this application are impact on surrounding amenity and design.

#### *Amenity*

The lean-to provides a covered area within the grounds of the existing pre-school nursery and therefore no change of use is proposed and there is no increase in children numbers as a consequence of the development. It is not considered the proposed covered shelter contributes to any excessive additional noise issues above that of the existing use of the site given that the covered area is partly over an existing play area for the children.

Given the modest height (maximum of 2.17m) the proposal is not considered to result in any loss of light, outlook or privacy. It is located at the boundary with No. 5 Church Hill but does not extend above the boundary fence between these two properties and therefore it is not considered detrimental to visual amenities.

#### *Design*

The design of the lean-to is simple, but not dissimilar to an addition on a domestic property. It is well screened from outside of the site by 2m high fencing. Given the setting of the nursery within what was a single dwellinghouse, in a residential location, the lean to is considered an acceptable design that causes no harm to the street scene or character of the locality.

### **Conclusions:**

This is a well used pre school nursery in an accessible location that provides a significant number of jobs as well as providing a local service. The lean-to is well screened from outside of the site and does not give rise to any excessive harm to amenity. Given the above approval is recommended.

**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:**

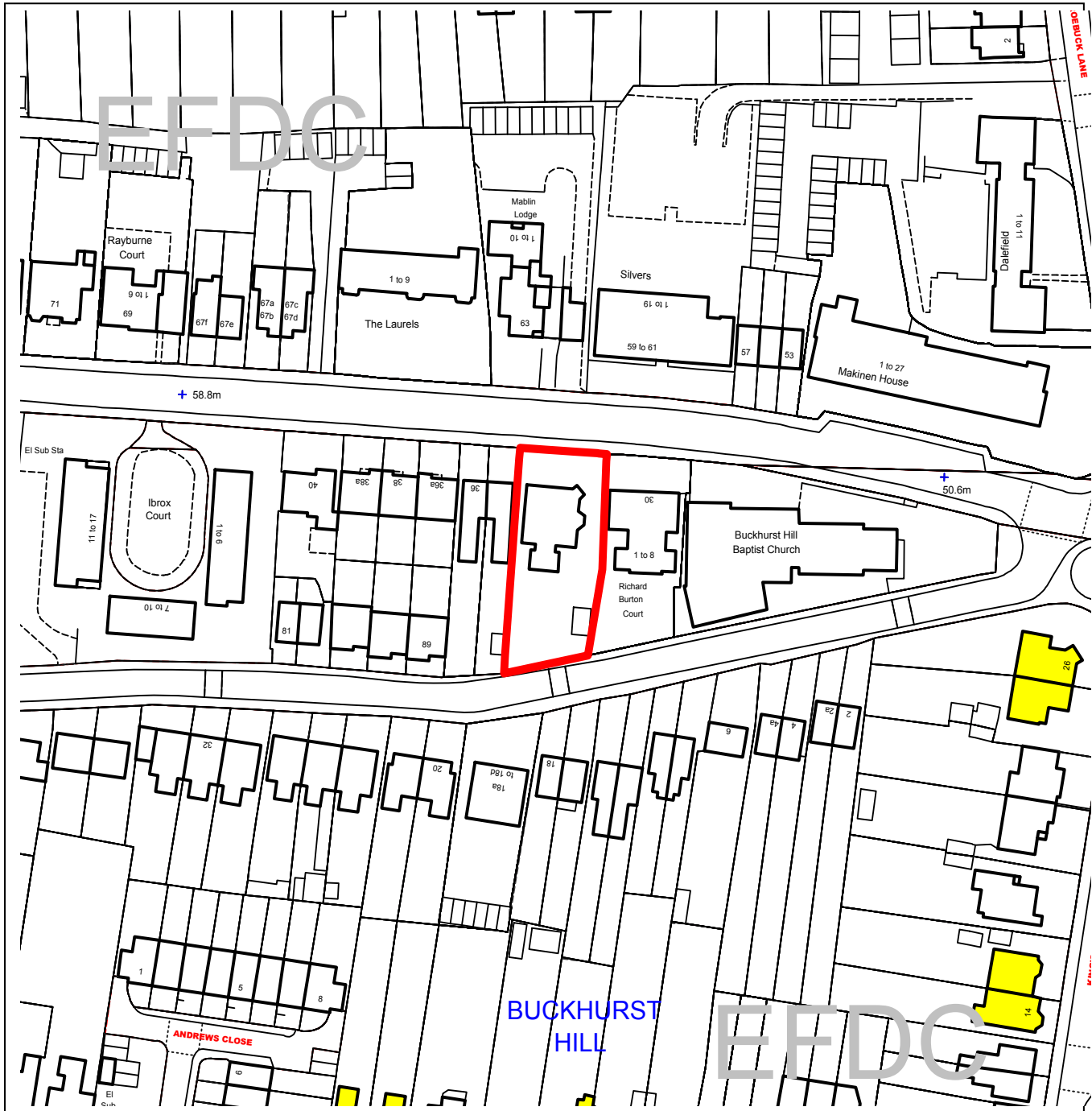
**Planning Application Case Officer: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414**

**or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)**



# Epping Forest District Council

## Agenda Item Number 7



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Application Number: EPF/0925/16

Site Name:  
32 West Lodge  
Palmerston Road  
Buckhurst Hill  
Essex IG9 5LW

Scale of Plot:

**Report Item No: 7**

<b>APPLICATION No:</b>	EPF/0925/16
<b>SITE ADDRESS:</b>	32 West Lodge Palmerston Road Buckhurst Hill Essex IG9 5LW
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill West
<b>APPLICANT:</b>	Mr Paul Spencer
<b>DESCRIPTION OF PROPOSAL:</b>	Proposed demolition of existing building and construction of a replacement building providing 12 flats. (Revised design to approved application EPF/3035/15).
<b>RECOMMENDED DECISION:</b>	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=583738](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583738)

**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: 269-EX-11, 269-EX-12, 269-PL-12, 269-PL-13, 269-PL-14, 269-PL-15, 269-PL-16 and 269-PL-17
- 3 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes, including doors and windows, 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 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.
- 5 Prior to first occupation of the development hereby approved, the proposed window openings in the 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.

- 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 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.
- 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 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.
- 9 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.
- 10 All material excavated from the below ground works hereby approved shall be removed from the site unless otherwise agreed in writing by the Local Planning Authority.
- 11 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 approved Plan shall be adhered to throughout the



construction period. 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

- 12 Prior to the first occupation of the development the proposed private drive shall be constructed to a minimum width of 5 metres for at least the first 6 metres from the back of carriageway and provided with an appropriate dropped kerb crossing of the footway.
- 13 Prior to first occupation of the development the existing dropped kerb crossings to the site off of Palmerston Road shall be fully reinstated to full height kerbing and footway across the site frontage.
- 14 There shall be no discharge of surface water onto the Highway.
- 15 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 16 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.
- 17 Prior to the occupation of the development hereby approved, 1.8m high obscure glazed privacy screens shall be installed at the outside flanks of the balconies serving Flat numbers 7, 8, 11 and 12 as indicated on drawing number 269-PL-05 rev: B. Thereafter the outside flanks of those balconies shall be permanently enclosed in that manner.

*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: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(d)). It is also 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 is a wide, deep plot fronting onto Palmerston Road and backing onto Westbury Lane with vehicular access to both sides. The site currently consists of a redundant care home which was presumably originally a single family dwelling house. The building has been extended to a large degree in the past, particularly to the rear. The site slopes up to the west, with a pair of attractive, semi-detached single dwelling houses up the slope to the west and a block of 8 flats down the slope to the east. The site is within the built up area of Buckhurst Hill close to the Underground Station and shops and services of Queens Road. There is a protected Oak Tree to the rear, close to the boundary with No. 34 and the rear road frontage to Westbury Lane. The site is not within the Metropolitan Green Belt.

### **Description of Proposal:**

The application seeks consent for the demolition of the existing building and construction of a replacement building providing 12 flats (6 one bed and 6 two bed flats). The proposal will result in a part three storey, part four storey building with basement parking. A communal garden area is proposed to the front and rear. Bin storage is proposed to the front with a pedestrian access from Palmerston Road. Vehicle access will be from the rear (Westbury Lane) car parking for 13 cars within the basement accessed by a car lift.

The proposal has a maximum depth of 23m, width of 15m and at the highest point a maximum height of 11.5m. The proposal is irregular in shape with angled corners to the rear (Westbury Lane elevation) and angled indents centrally providing light and patio areas with a proposed 'living green wall'.

All but three of the flats will have a private balcony or patio area. There is an additional roof terrace to the previously approved scheme.

This is a revised application to EPF/3035/15 which was approved by Area Plans South Committee at the March 2016 meeting. This is an alternative design involving changes to the roof design to create a part third floor within a pitched roof with roof terrace area. The number of flats and parking spaces remains the same as previously approved and the footprint of the building and therefore the communal amenity areas also remains the same, with the addition of a private roof terrace. This proposal is closer in design to a previously refused proposal that was recently allowed at appeal (application EPF/1812/15).

### **Relevant History:**

EPF/3035/15 - Proposed demolition of an existing building and construction of a replacement building providing 12 flats App/Con

EPF/1812/15 - Proposed demolition of existing building and construction of a replacement building providing 13 flats – Refused – this application was subsequently allowed at appeal (decision date 9<sup>th</sup> June 2016)

EPF/2945/14 - Single storey front, side and rear extension (Extension to enclose existing means of escape staircase and create disabled refuge with level access. Extension to front elevation to create internal ramp to form level access into building. Extension infills to rear elevation) – App/Con (Not implemented)

### **Policies Applied:**

#### **Epping Forest District Local Plan and Alterations**

CP2 – Protecting the Quality of the Rural and Built Environment

CP3 – New Development

CP5 – Sustainable Building

CP7 – Urban Form and Quality  
DBE1 – Design of New Buildings  
DBE2 – Effect on Neighbouring Properties  
DBE3 – Design in Urban Areas  
DBE8 – Private Amenity Space  
DBE9 – Loss of Amenity  
DBE10 – Residential Extensions  
ST1 – Location of Development  
ST4 – Road Safety  
ST6 – Vehicle Parking  
H2A – Previously Developed Land  
H4A – Dwelling Mix  
LL10 – Adequacy of provision for landscape retention

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.

### **Summary of Representations:**

BUCKHURST HILL PARISH COUNCIL: Objection -  
Character property described as a non-designated heritage asset.  
Out of keeping with local streetscene  
Unacceptably high density/overdevelopment of the site.  
The proposed development is over-bearing, in terms of its appearance compared with existing developments in the vicinity. Roof line is too high.

87 Neighbours consulted and a Site Notice erected: No responses received.

### **Issues and Considerations:**

A similar scheme to this proposal has previously been approved by this Committee and a copy of the previous Committee report is attached to this report. The main issues with this proposal are therefore considered to be whether the changes to the design raise any design or amenity issues.

#### Design

The proposal is similar to the previously refused (and subsequently allowed at appeal) scheme EPF/1812/15; however it does not include the flat roof lift shaft area previously applied for and is solely for a pitched roof addition. The whole of the design previously approved is a contemporary addition and the pitched roof follows this design trend and is considered to complement both the previously approved building and streetscene. The pitched roof element is located to the western side of the proposal and this follows the slope up of the road, up to the pitched roof dwelling houses creating an acceptable contemporary addition to the roofscape.

#### Amenity

In terms of amenity the proposal adds a further floor and a roof terrace area. It is not considered that the proposal will result in any significant loss of amenity above that already approved. There is a roof terrace proposed for flat 10 providing private amenity space for this property. However this is located on the north eastern element of the proposal adjacent to Richard Burton Court and

any views possible will be long reaching and in the main over front, more public areas and therefore it is not considered that the roof terrace results in any excessive amenity concerns.

Comments on representations received:

The Parish Council have raised an objection to the scheme partly on the grounds that the existing building is described as a non-designated heritage asset. The Parish Council's position on the proposal was taken in advance of the decision to allow the appeal against the refusal of application EPF/1812/15 and therefore could not have given weight to it. Following the first refusal EPF/1812/15, which was partly on this basis, this committee granted planning permission for the development proposed in application EPF/3035/15 on the basis of its acceptable design and in the light of the comments of the Council's Conservation Officer. The Council's Conservation Officer has again been consulted on this application. She raises no objection to the demolition of the existing building and is supportive of the revised design.

**Conclusion:**

This revised scheme is a hybrid between that previously approved by Committee and the allowed appeal scheme. On the basis of the above analysis proposal is considered acceptable and approval with conditions is recommended.

***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: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***

**Original Report for EPF/3035/15**

*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: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(d)). It is also 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)). This application is also before the Committee as it 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: Planning Services – Delegation of Council functions, Schedule 1, Appendix A.(f).)*

**Description of Site:**

The application site is a wide, deep plot fronting onto Palmerston Road and backing onto Westbury Lane with vehicular access to both sides. The site currently consists of a redundant care home which was presumably originally a single family dwelling house. The building has been

extended to a large degree in the past, particularly to the rear. The site slopes up to the west, with a pair of attractive, semi-detached single dwelling houses up the slope to the west and a block of 8 flats down the slope to the east. The site is within the built up area of Buckhurst Hill close to the Underground Station and shops and services of Queens Road. There is a protected Oak Tree to the rear, close to the boundary with No. 34 and the rear road frontage to Westbury Lane. The site is not within the Metropolitan Green Belt.

### **Description of Proposal:**

The application seeks consent for the demolition of the existing building and construction of a replacement building providing 12 flats (6 one bed and 6 two bed flats). The proposal will result in three storey dwelling with basement parking. A communal garden area is proposed to the front and rear. Bin storage is proposed to the front with a pedestrian access from Palmerston Road. Vehicle access will be from the rear (Westbury Lane) car parking for 13 cars within the basement accessed by a car lift.

The proposal has a maximum depth of 23m, width of 15m and at the highest point a maximum height of 9m. The proposal is irregular in shape with angled corners to the rear and angled indents centrally providing light and patio areas with a proposed 'living green wall'.

All but four of the flats will have a private balcony or patio area.

This is a revised application to EPF/1812/15 which was refused by Area Plans South Committee at the October 2015 meeting. The number of flats have been reduced from 13 to 12, the fourth floor has been removed from the plans and amenity space has been clearly shown on the revised plans.

### **Relevant History:**

EPF/1812/15 - Proposed demolition of existing building and construction of a replacement building providing 13 flats – Refused  
EPF/2945/14 - Single storey front, side and rear extension (Extension to enclose existing means of escape staircase and create disabled refuge with level access. Extension to front elevation to create internal ramp to form level access into building. Extension infills to rear elevation) – App/Con (Not implemented)

### **Policies Applied:**

#### Epping Forest District Local Plan and Alterations

CP2 – Protecting the Quality of the Rural and Built Environment  
CP3 – New Development  
CP5 – Sustainable Building  
CP7 – Urban Form and Quality  
DBE1 – Design of New Buildings  
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DBE8 – Private Amenity Space  
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ST1 – Location of Development  
ST4 – Road Safety  
ST6 – Vehicle Parking  
H2A – Previously Developed Land  
H4A – Dwelling Mix  
LL10 – Adequacy of provision for landscape retention

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.

### **Summary of Representations:**

BUCKHURST HILL PARISH COUNCIL: Objection -

Out of keeping with local street scene

Unacceptably high density/overdevelopment of the site

The proposed development is over-bearing, in terms of its appearance compared with existing development in the vicinity

Character property described as a non-designated heritage asset

Should the application be granted would ask that 1) there is a contribution towards local infrastructure and 2) the Parish Council is consulted with regard to materials and landscaping

73 Neighbours consulted and a Site Notice erected:

34 PALMERSTON ROAD – Objection – overlooking from balconies, increase in traffic, concern with construction of basement, too simplistic design, impact on outlook, visual amenity and daylight and sunlight due to overall bulk and scale, insufficient amenity space

18 WESTBURY LANE – Objection – windows and balconies will impose on privacy, closer to pavement, insufficient parking

17 WESTBURY LANE – Objection - proposal lacks imagination and appears as an office block

16 WESTBURY LANE – Objection – large windows and balconies overlooking, too close to pavement and too many apartments

12 WESTBURY LANE – Objection parking issues and loss of privacy to front of house.

### **Issues and Considerations:**

The main issues with this application are whether this revised proposal has overcome the previous reasons for refusal. The reasons for refusal were as follows:

1. By reason of its height, bulk and density, the proposed development would be an over-development of the site that does not respect its setting, appearing over-dominant in relation to neighbouring buildings, 30 Palmerston Road (Richard Burton Court) and 34 Palmerston Road, and providing an uncharacteristically small amount of private amenity space. The proposal would therefore cause significant 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.
2. The Council considers the existing building at the application site to be a non-designated heritage asset, the loss of which would of itself be harmful to the character and appearance of the locality. It therefore considers its loss can only be justified if it is replaced by a development that is of high quality design. Having regard to the first, second and third reasons for refusal it is clear the design of the proposal is not of sufficient quality to justify the loss of the existing building. Its loss would only serve to exacerbate the harm caused by the development to the character and appearance of the locality. The loss of the non-designated heritage asset is therefore contrary to Local Plan and Alterations policies CP2 (iv) and CP7, which are consistent with the National Planning Policy Framework

3. By reason of an inadequate provision of off-street car parking that is significantly less than the minimum amount specified in the Essex County Council 'Parking Standards: Design and Good Practice Guide' 2009, the proposed development would be likely to exacerbate levels of parking stress in the locality, particularly on Westbury Lane, to the detriment of the amenities of local residents. The proposal is therefore contrary to Local Plan and Alterations policy ST6, which is consistent with the National Planning Policy Framework.
4. The proposal would not provide private amenity space that is of a size, shape and nature that enables reasonable use. Consequently, the proposal does not provide a good standard of amenity for the future occupants of the flats. It is therefore contrary to Local Plan and Alterations policy DBE8, which is consistent with the National Planning Policy Framework.

Taking each reason in turn:

#### Reason 1: Height, bulk and density

The proposal has been reduced in height by 2.5m with the removal of the fourth floor and the pitched roof element. This results in the proposal maintaining a height that is lower than Nos. 36 and 34 Palmerston Road. This reduction in height creates a stepped streetscene from Richard Burton Court up to the proposal which then steps up again to No. 36 and 34, which is in keeping with the general nature of this sloping road.

The reduction in bulk is considered to have been achieved by the removal of the fourth floor, which along with the pitched roof element also removes a flat roof element. This results in a far less bulky and less top heavy proposal which, due to the varying heights of the neighbouring properties, sits well within the streetscene.

Removing the top floor has also reduced the number of the flats from 13 to 12, which again is considered an improvement since it achieves a lower density development.

The reduction in flat numbers also has an impact on the ratio of amenity space provided. 8 of the 12 flats have access to a private balcony or patio area and private amenity space has been provided and is now clearly delineated on the plans showing approximately 200m<sup>2</sup> of communal area plus private amenity space.

#### Reason 2: Non-designated heritage asset and design

This revised proposal was accompanied by a Heritage Statement which has assessed the existing building inline with the English Heritage publication 'Good Practice Guide for Local Heritage Listing' (2012) which concludes that although 'at one time [32 Palmerston Road] may have held a moderate amount of architectural merit, its current heritage merit is limited'. The existing building on the site has been extended a number of times both to the front and rear.

The Conservation Officer was consulted on this application due to the previous reason for refusal and has assessed the value of this building as a non-designated heritage asset and has made the following comments:

*West Lodge is a late 19<sup>th</sup> century building, Victorian in its design. Originally square in plan form, the building was extensively altered over time with large side and rear extensions, windows replacement in Upvc, replacement and conversion of the roof and a later 20<sup>th</sup> century Tudor-bethan addition to the main elevation. Alterations on such large scale, did greatly impact upon the integrity of West Lodge which make the former Victorian style building difficult to read and understand. Therefore, it is considered that West Lodge features limited significance and does not*

*contribute to the character and appearance of the streetscene. The above elements can easily explain the reasons why West Lodge has not been identified as a locally listed building unlike several buildings of a similar period and style, such as No.91 Palmerston Road and No. 200 Queen's Road, which demonstrate evident heritage merit.*

It is therefore considered that the existing building on the site cannot be classed as a non-designated heritage asset given the above appraisal.

The design of the proposal has been amended removing the top floor, which has, as assessed above removed bulk from the scheme. Other than this change, the overall design has broadly remained the same as that previously refused.

It is a fairly contemporary design, but one which uses materials from the local vernacular palette. This is most clear with the use of yellow stock bricks and slate roof which is evident from the adjacent semi-detached properties. The proposal also includes a 'blind' (bricked up) window design and flat brick pediment above windows which are a nod to historic features. Beyond these elements the design is far more contemporary, with a flat roof, large areas of glazing and the angled sections. The central angled sections create light wells (open to the side) and will have a 'living wall' to provide a more interesting appearance and outlook to the windows that face this wall.

The removal of the top floor is considered to have toned down the more contemporary appearance of the refused scheme which is considered to have overcome the previous reason for refusal.

#### Reason 3: Inadequate parking

Due to the reduction in the number of flats the parking ratio has increased allowing 1 parking space per a flat and one additional spare space. This additional space is considered to result in an acceptable level of parking to overcome the previous reason for refusal. This is a sustainable location within a short walk to the London Underground Station and the shops, services and facilities of Buckhurst Hill. It is therefore considered that 1 space per a flat, with one additional space is acceptable.

#### Reason 4: Private Amenity Space

As outlined above the reduction in flat numbers has an impact on the ratio of amenity space provided. 8 of the proposed 12 flats have access to a private balcony or patio area and private amenity space has been provided and is now clearly delineated on the plans showing approximately 200m<sup>2</sup> of communal area plus private amenity space. Although not included within the calculation above it is the intention to have a shared amenity space/access which is unusual for a flat development but a concept used within larger housing estates which will give a 'feeling' of a larger amenity area.

Regardless of the shared space, the proposal is still short of the suggested policy requirements of DBE8 but is a better ratio given the reduction in flat numbers. Additionally as with the previous scheme there are areas of open space in the locality that could be used by any future residents for recreational purposes (i.e. Knighton Woods).

#### Other issues

#### Comments on Representations received

No neighbour representations were received with regards to the previous application, however 4 comments were received on this application.



Concern has been raised with regards to overlooking from balconies and rear facing windows to properties on Westbury Lane. Although views may be possible these will only be to the front, more public areas of the properties on Westbury Lane and therefore not considered a significant issue. Additionally there will be a separation distance of approximately 34m between the rear of the proposal and the properties in Westbury Lane and this is considered a more than acceptable distance.

With regards to concerns of overlooking to the rear garden of No. 34 Palmerston Road (the adjacent property), due to the angled edge to the balconies of flats 8 and 12, views across the rear garden of No. 34 will be limited and if possible will be in the main across to the garage area of No. 34.

With regards to general impact on amenity this was assessed as part of the previous application and although it was acknowledged that the proposal is deeper than both neighbouring buildings, due to the angled section to the rear, the 45 degree rule is met in both elevation and plan form and therefore it is considered that outlook is maintained and there will be minimal loss of light to both nearest properties.

There is also a good separation between properties particularly to the rear with 4.7m separation between the proposal and Richard Burton Court and 2.5m between the proposal and 34 Palmerston Road.

There are side facing windows proposed on the angled sections however these will be obscured glazed with the outlook to these bedrooms facing the 'living wall'. This avoids any potential for overlooking to neighbouring properties.

### **Conclusion:**

This revised scheme with the reduced number of flats, removal of bulk and revised design is considered to have overcome the previous reasons for refusal. The site is located in a sustainable location, with other flatted developments in the locality and therefore given the assessment above the proposal is considered acceptable and approval with conditions is recommended.

***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:***

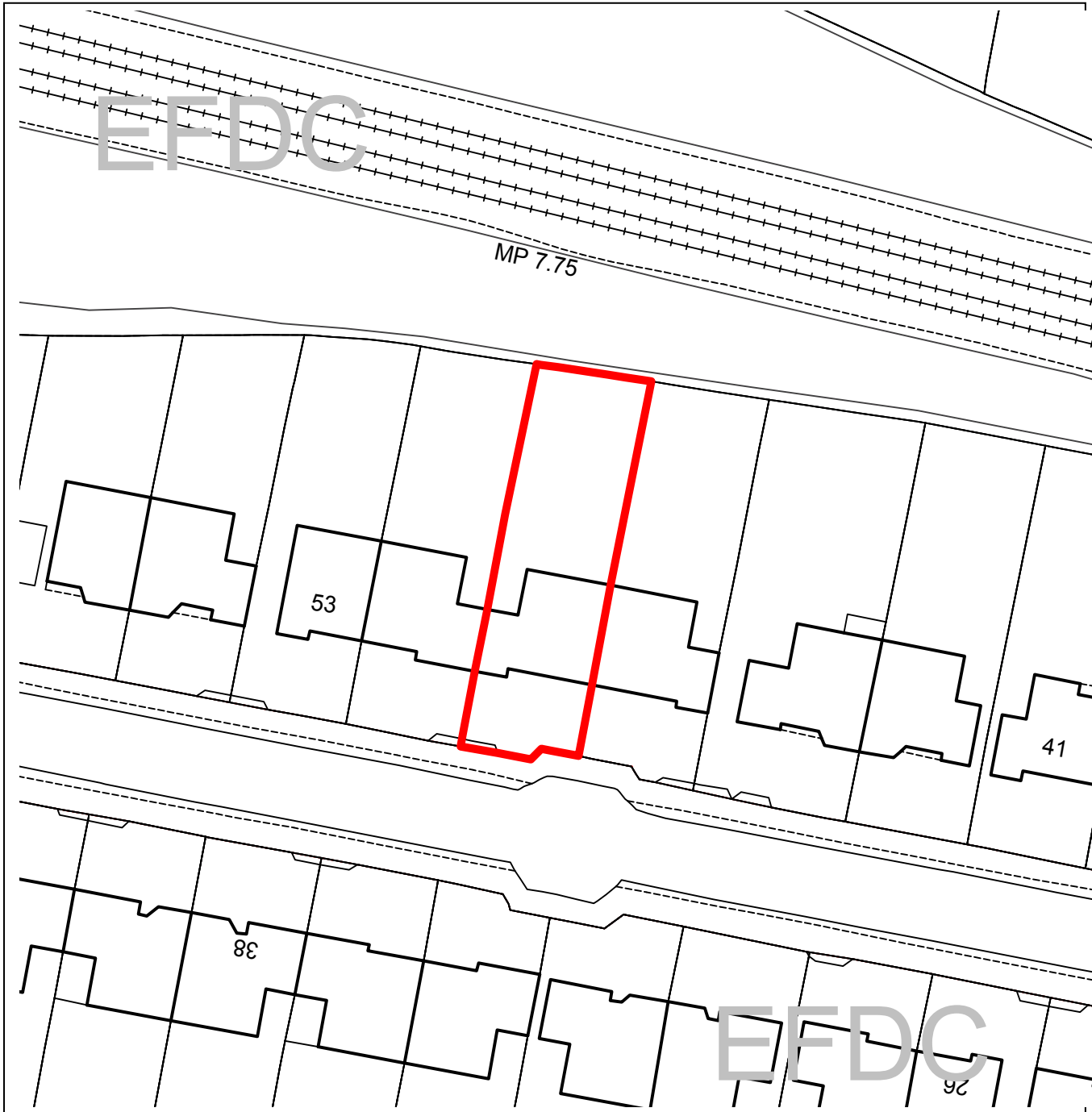
***Planning Application Case Officer: Marie-Claire Tovey  
Direct Line Telephone Number: 01992 564414***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***



# Epping Forest District Council

## Agenda Item Number 8



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Application Number:	EPF/3102/15
Site Name:	49 Coolgardie Avenue Chigwell Essex IG7 5AX
Scale of Plot:	1/1250

**Report Item No: 8**

<b>APPLICATION No:</b>	EPF/3102/15
<b>SITE ADDRESS:</b>	49 Coolgardie Avenue Chigwell Essex IG7 5AX
<b>PARISH:</b>	Chigwell
<b>WARD:</b>	Chigwell Village
<b>APPLICANT:</b>	Mr Robert Grey
<b>DESCRIPTION OF PROPOSAL:</b>	Erection of a single storey rear extension and two storey side extension.
<b>RECOMMENDED DECISION:</b>	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=581173](http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=581173)

**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: Scheme of Delegation, Appendix 3)*

**Description of Site:**

The application site comprises a two-storey semi-detached house with attached garage situated on the north side of Coolgardie Avenue, mid way along its length. Land levels fall to the west and rise to the east. The attached garage abuts a similar garage to the side of the detached neighbour, 51 Coolgardie Avenue.

The attached neighbour, 47 Coolgardie Avenue, has a two-storey side extension that projects up to the site boundary with the detached neighbour. Opposite the site, no 36 is also has a two-storey side extension that projects to the boundary with the detached neighbour such that its flank is set 1m from that of 38 Coolgardie Avenue at upper level.

**Description of Proposal:**

It is proposed to erect a two-storey side extension and single-storey rear extension across the entire rear elevation of the house as extended to the side.

In response to concerns raised by Chigwell Parish Council the proposal has been revised since submission to set the first floor of the side extension away from the site boundary with 51 Coolgardie Avenue. The detailed description of the proposal is now as follows: At ground floor the side extension would align with the front wall of the house and project to the boundary with 51 Coolgardie Avenue. At first floor the proposal would be recessed 1m rear of the front elevation and 0.5m from the boundary with no. 51. It would not project beyond the existing rear wall of the house and would have a hipped roof matching the pitch of that existing. The single-storey rear extension remains as submitted and would project 3m from the rear elevation with a flat roof contained by a parapet. Its maximum height would be 3.2m.

**Relevant History:**

None in relation to the application site.

In relation to neighbours the following decisions are material considerations, the first having greater weight since the decision was made following the adoption of the 1998 Local Plan:

*47 Coolgardie Avenue (the extended attached neighbour)*

EPF/0352/99 Two storey side extension including first floor over existing garage, rear conservatory. Approved

*36 Coolgardie Avenue (the extended neighbour opposite the site)*

EPF/0789/87 Two storey side and single storey rear extension. Approved

**Policies Applied:**

CP2	Quality of Rural and Built Environment
DBE9	Loss of Amenity
DBE10	Residential Extensions

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.

## **Consultation Carried Out and Summary of Representations Received**

Number of neighbours consulted: 5

Site notice posted: No, not required

Responses received: No response received from neighbours.

Chigwell Parish Council: Objection

The Council OBJECTS to this application because the first floor would extend the existing structure to the site boundary, thereby creating the potential for a terracing effect.

### **Main Issues and Considerations:**

The relationship of the proposal to the immediate neighbours is such that neither the proposed rear extension nor side extensions would cause any harm to the living conditions of neighbours. The absence of objection from neighbours supports that conclusion. The main issue to consider when assessing this proposal, therefore, is design and consequence for the character and appearance of the locality.

Of itself the amended proposal is sensitively designed and would complement the design of the existing house. The proposal is of a similar design to the side extension to the attached neighbour, 47 Coolgardie Avenue, such that the proposal will achieve a more balanced appearance to the existing pair of semi-detached houses.

As originally envisaged, the proposed side extension would have caused a potential terracing effect since the first floor flank wall would have abutted the site boundary with 51 Coolgardie Avenue. The original scheme sought to mitigate the potential for such harm by setting the front elevation of the first floor rear of that of the existing house by 1m, but that was not found to be sufficient to avoid potential harm.

Normally the Council seeks to ensure the flank wall of the extension at upper level is set 1m from the site boundary. In this case, following discussion the Applicant was able to achieve a 0.5m set in from the boundary while maintaining the 1m recess rear of the front elevation. Presently, the detached neighbour is not extended to the side at first floor therefore the flank to flank separation distance that would be achieved by the amended proposal would be at least 3m. That is ample separation and would safeguard the character and appearance of the locality. However, if a similar side addition were built at no 51 Coolgardie Avenue, the separation distance would be reduced to 1m.

A potential 1m separation between upper level flank walls is less than ideal, however, when combined with a 1m recess from the front elevation a meaningful separation would be achieved that would be further assisted by the level difference between the application site and 51 Coolgardie Avenue. Having regard to the visual context of the site, that is sufficient to avoid a potential terracing effect. Moreover, given the existence of two-storey side extensions to neighbouring houses that project to the site boundary, as described in the Site Description section of this report, it is difficult to argue the degree of separation achieved by the amended proposal would be inconsistent with the character and appearance of the locality.

### **Conclusion:**

The amended proposal is designed to avoid a potential terracing effect and would successfully safeguard the character and appearance of the locality as well as complementing the design of the existing house. It would also safeguard the living conditions of neighbours. Accordingly, the proposal now 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: Stephan Solon  
Direct Line Telephone Number: 01992 564018**

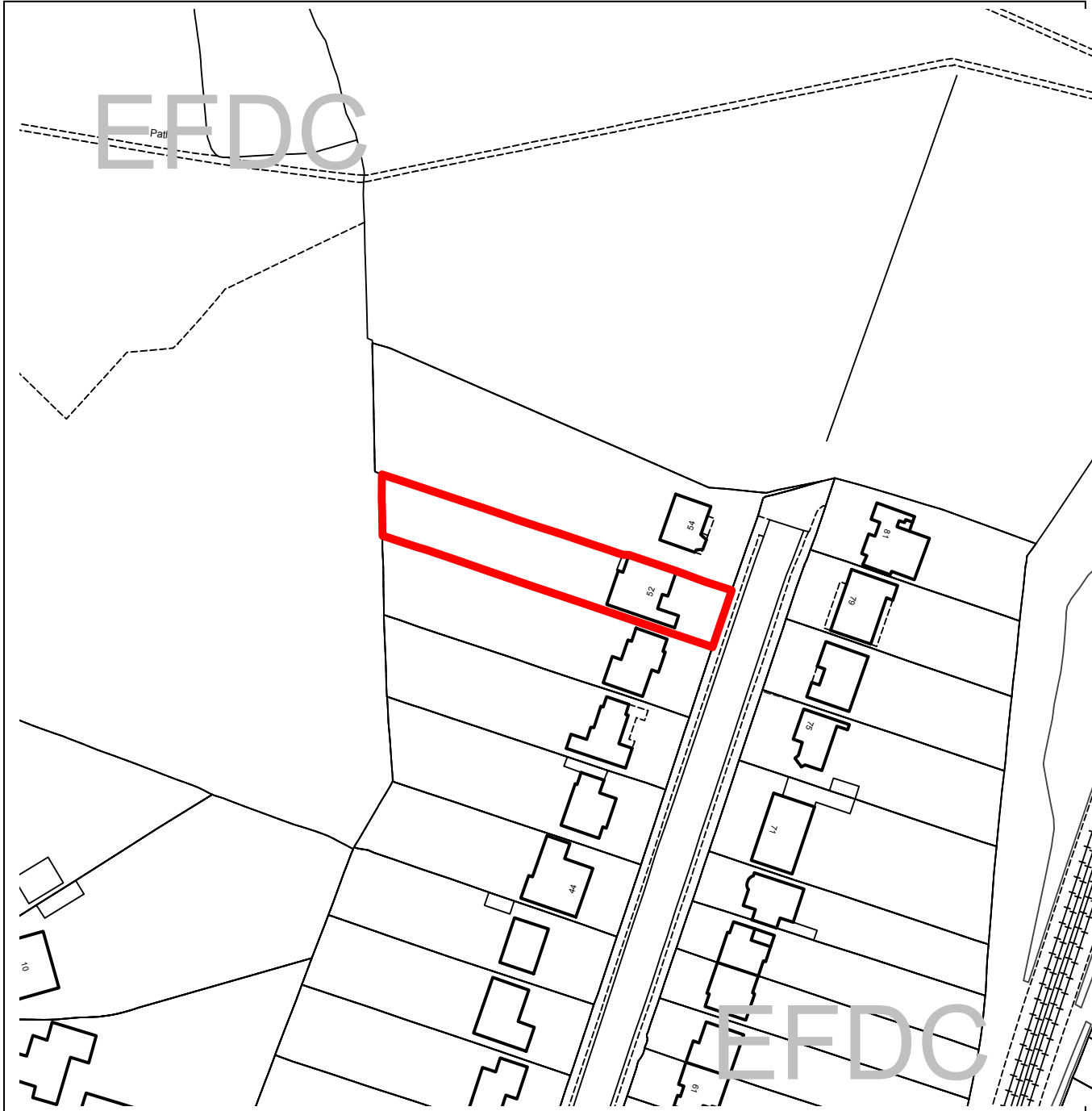
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# Epping Forest District Council

## Agenda Item Number 9



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Application Number:	EFP/0588/16
Site Name:	52 Stradbroke Grove Buckhurst Hill Essex IG9 5PF
Scale of Plot:	1/1250



**Report Item No: 9**

<b>APPLICATION No:</b>	EPF/0588/16
<b>SITE ADDRESS:</b>	52 Stradbroke Grove Buckhurst Hill Essex IG9 5PF
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill West
<b>APPLICANT:</b>	Mr J Gulston
<b>DESCRIPTION OF PROPOSAL:</b>	Replacement dwelling - demolition of existing bungalow and construction of new 5 bed family dwelling (revised application to previously withdrawn EPF/3198/15)
<b>RECOMMENDED DECISION:</b>	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=583074](http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583074)

**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: JG/P/01, 02 and 03 rev B
- 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 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.
- 5 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works to the frontage area (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.

- 6 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.

- 7 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.

- 8 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.

- 9 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 extensions and no enlargements of the roof generally permitted by virtue of Classes A and B 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 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 comprises a detached bungalow located on the west side of the road, close to the northern end of this cul-de-sac. The existing building sits some distance back into the site with a forward projecting garage to the left side of the frontage but otherwise appears externally to have been unaltered. The property is understood to have been recently vacated by a short-term tenant.

The site lies within a wholly residential area comprising primarily detached houses. It should be noted that other than a chalet style property almost directly opposite, other properties in the vicinity are of two storey height.

Land rises from south to north such that buildings are stepped.

### **Description of Proposal:**

Permission is sought for the demolition of the existing building and its replacement with a double fronted house part single story, part two storey with rooms in the roof. The two storey element aligns with the frontage of the adjoining properties and includes two front gables either side of the entrance, and an integral garage. The rear part of the property is single storey and on the south side would align with the rear wall of the existing bungalow. The property includes five bedrooms, two in the roof space with central dormer windows at front and rear and additional rear roof lights.

### **Relevant History:**

EPF/3198/15 This application for a similar scheme to the current proposal was withdrawn before consideration

### **Policies Applied:**

CP2	Quality of Rural and Built Environment
CP7	Urban form and quality
DBE1	Design of new buildings
DBE2	Effect on neighbouring properties
DBE3	Design in urban areas
DBE8	Private amenity space
DBE9	Loss of Amenity
DBE10	Residential Extensions
LL11	Landscaping schemes
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.

### **Consultation Carried Out and Summary of Representations Received**

Number of neighbours consulted: Nine

Site notice posted: No, not required

Responses received: Occupiers of neighbouring properties 50 and 54 Stradbroke Grove have both objected, the former raising concerns at overlooking of neighbouring gardens.

The resident at 54 has a number of specific issues:

- Impact of elevated windows in the side elevation
- Concerns at the rear elevation which at the time included a feature extending up into the roof extension which was considered dominant and intrusive. It should be noted that this has now been removed and replaced by a conventional rear dormer
- Excessive depth of the rear projection particularly in the context of how this may impact on the building of an extension at the side of no 54 for which permission was granted last year (Members should be aware that the approved scheme at 54 is not affected by these proposals).

Buckhurst Hill Parish Council: Objection

This is an overdevelopment of the site and is overbearing to neighbours on either side of the property.

### **Main Issues and Considerations:**

The site lies in an area of predominantly two storey buildings. In this context, the existing bungalow appears somewhat incongruous and the essential local character suggests that a two storey building is appropriate. Similarly, roof extensions are evident (in particular, no. 48 has a front gable with a window at upper level that gives the building the appearance of a full three storeys) and the additional accommodation at this level will not be out of character.

Properties are built in a wide variety of architectural styles and finishes and there is no overriding design characteristics which new development would be expected to follow. The proposal follows the front building line of the adjoining and is of similar overall height to the neighbour and thus is considered to be an appropriate scale for the location. The overall design style is appropriate for a building of this scale. The small front dormer sits centrally between the gables and is proportionate to the whole building. Concerns raised by the neighbour in respect of the rear elevation have been addressed by the alteration that now provides a simple rear dormer with roof lights.

While noting the Parish Council view in relation to overdevelopment, officers do not share this view. As stated above, the siting, scale and proportion of the building is consistent with the adjoining properties in particular and the wider area in general, and the building occupies only around 18% of the site area which is not excessive.

In terms of the impact on neighbours, no 50 has a series of single storey additions at the rear and side built along the boundary with the application site which extend to a similar depth as the existing building on the application site. As the new building does not project beyond this point, no additional impact results. Impact from the two storey element is minimal; there is a secondary side window around 1 metre from the boundary but main habitable rooms are unaffected. The resident did comment on overlooking of the rear garden, but this is inevitable in an urban setting and the roof level windows serve only a bathroom and bedroom.

Consideration of the impact on no. 54 must take into account the extension granted permission in 2015. This comprises a part single, part two storey side extension built up to the boundary with the application site, the two storey element of which projects to align with the rear of the existing bungalow. In this context, the proposed single storey element of the application projects 3.5m beyond the rear wall of that extension. Given that the change in ground levels means that no 54 is elevated, and since the new building lies 1 metre from the boundary, no significant harm results.

Notwithstanding the approved scheme, in the event this is not implemented, there is a garage at the side of no.54 which screens secondary side windows in the new building and also provides separation from the principle habitable rooms such that there is no direct impact. Evidently the new building has a greater mass and this will have a general visual impact, but this would not be a reasonable ground to object to the application.

**Conclusion:**

The proposal involves a building of appropriate scale in the general local context and proportionate to the buildings it adjoins. Objections from the neighbour on design grounds have been addressed by alterations to the rear elevation where a conventional roof dormer element is included.

The siting of the building in relation to the adjoining properties particularly when considered in the context of additions thereto both existing and permitted, results in little direct impact.

The proposals are therefore considered to be consistent with national and local policy requirements.

***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:***

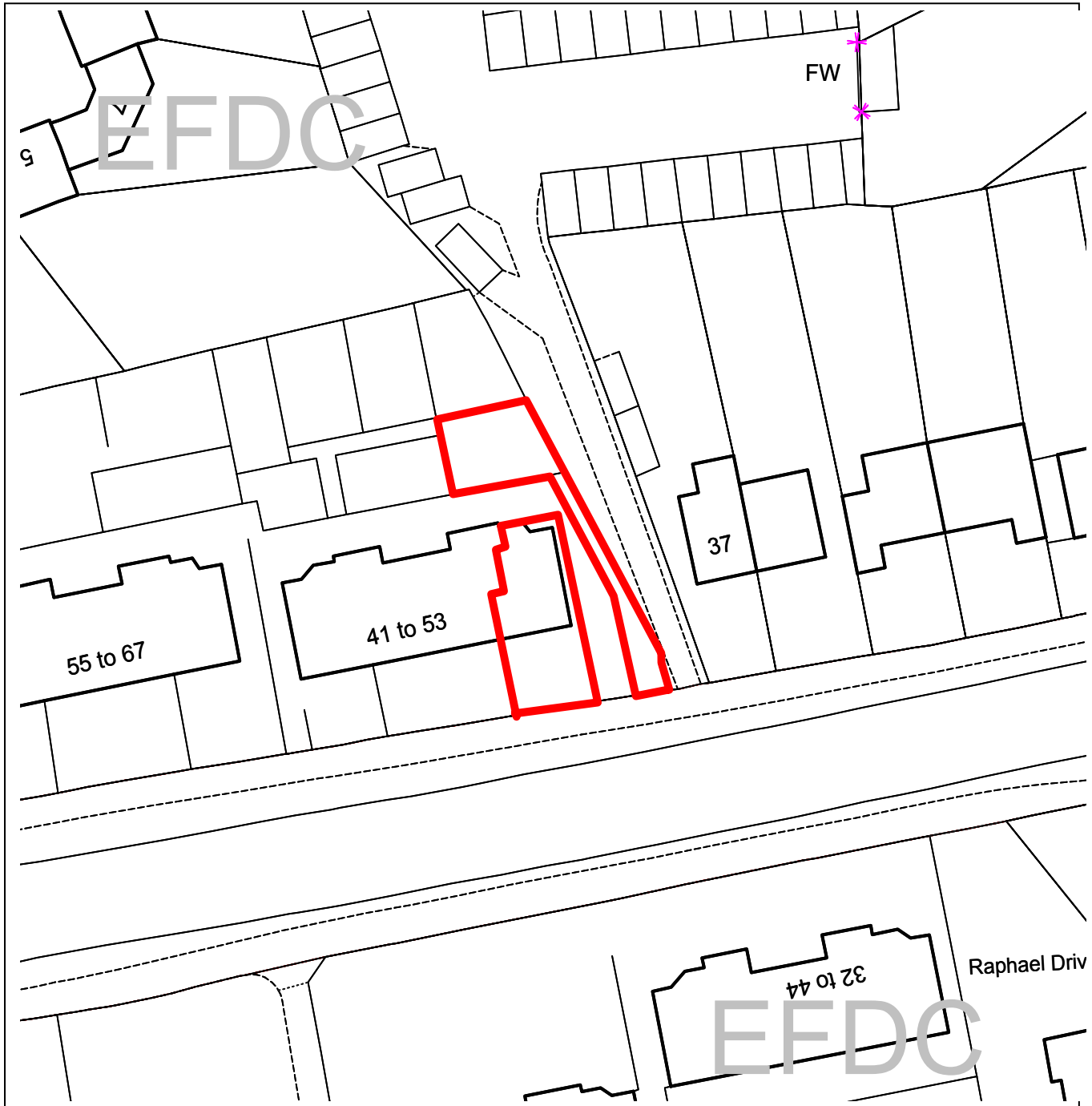
***Planning Application Case Officer: Ian Ansell  
Direct Line Telephone Number: 01992 564481***

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# Epping Forest District Council

## Agenda Item Number 10



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Application Number:	EPF/0879/16
Site Name:	41 Hillyfields Loughton Essex IG10 2PT
Scale of Plot:	1/1250

**Report Item No: 10**

<b>APPLICATION No:</b>	EPF/0879/16
<b>SITE ADDRESS:</b>	41 Hillyfields Loughton Essex IG10 2PT
<b>PARISH:</b>	Loughton
<b>WARD:</b>	Loughton Fairmead
<b>APPLICANT:</b>	Miss Debra Clarke
<b>DESCRIPTION OF PROPOSAL:</b>	Construction of concrete hardstanding for the purpose of parking a vehicle.
<b>RECOMMENDED DECISION:</b>	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=583673](http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583673)

**CONDITIONS**

- 1 Within three months of the date of this planning permission, details of means to ensure that the parking space surface be made permeable or details of provision to direct run-off water to a permeable or porous ground on land within the same ownership as that of the parking space shall be submitted to and approved in writing by the local planning authority. The details as approved shall be implemented within one month of written approval by the local planning authority and retained as such.

*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 part of land associated with a flat within a building facing Hillyfields. This three-storey building accommodating flats has open ground around it which is legally divided amongst owners of the flats. The flat at 41 Hillyfields owns land to the rear and to the eastern side of the building. A car parking space has been created at the front of the land associated with no. 41 Hillyfields and the parking space is the subject of this application.

### **Description of Proposal:**

The application is to retain a concrete surfaced parking space.

Immediately to the east of the parking space is a track currently leading to a garage court. There is a wire link fence between the parking space and the track. The garage court is the site of a planning application (EPF/0513/16) for eight dwellings.

### **Relevant History:**

ENF/0041/16 - Hardstanding laid for car parking

### **Policies Applied:**

CP1	Achieving Sustainable Development Objectives
CP2	Quality of Rural and Built Environment
DBE6	Car Parking in New Development
DBE9	Loss of Amenity
U3B	Sustainable Drainage Systems
ST4	Road Safety

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.

### **Consultation Carried Out and Summary of Representations Received**

Number of neighbours consulted: 28 - no responses received

Site notice posted: No, not required.

LOUGHTON TOWN COUNCIL – The Committee OBJECTED to this application as the grass verge would need to be crossed to facilitate direct access and no provision for a dropped kerb had been sought. Members were also concerned the non-porous concrete base installed lacked adequate drainage, which would increase surface runoff.

### **Main Issues and Considerations:**

The issues to be considered are the appearance of the development, consequence for highway safety and any adverse impact to neighbours.

The comment of the Town Council regarding loss of a portion of grass verge is noted. It is accepted that an element of grass verge would become permanently hard surfaced if the parking space were to remain. However, the appearance of the parking space is considered acceptable in the context of its setting. It would seem to be the case that an extent of dropped kerb to the garage court is used for vehicular access to the parking space. This dropped kerb for the garage court continues in extent to serve as a vehicular access to the house at 37 Hillyfields.

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 and ST6 of the Local Plan.

No adverse impact to the residential amenity of any neighbour results from the use of the parking space or the hard surface of itself.



The design of the hard surfaced area for parking that has been created has not taken sustainable drainage into account. The concern expressed by the Town Council regarding this matter is supported. Government guidance for such a matter is implicit in that when such development is Permitted Development - when undertaken at a dwellinghouse, not at a flat. Class F of Part A, Schedule 2 to the General Permitted Development Order requires that a hard surface in the front garden of a dwellinghouse is made of porous materials or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse. A condition to address drainage of surface water arising from this development is therefore considered to be necessary and reasonable.

**Conclusion:**

The development is considered acceptable in terms of its appearance and impact to neighbours and no objection has been raised with regard to highway matters. Subject to a condition to ensure that the hard standing is modified to ensure it does not add to surface water run-off in the vicinity, 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:***

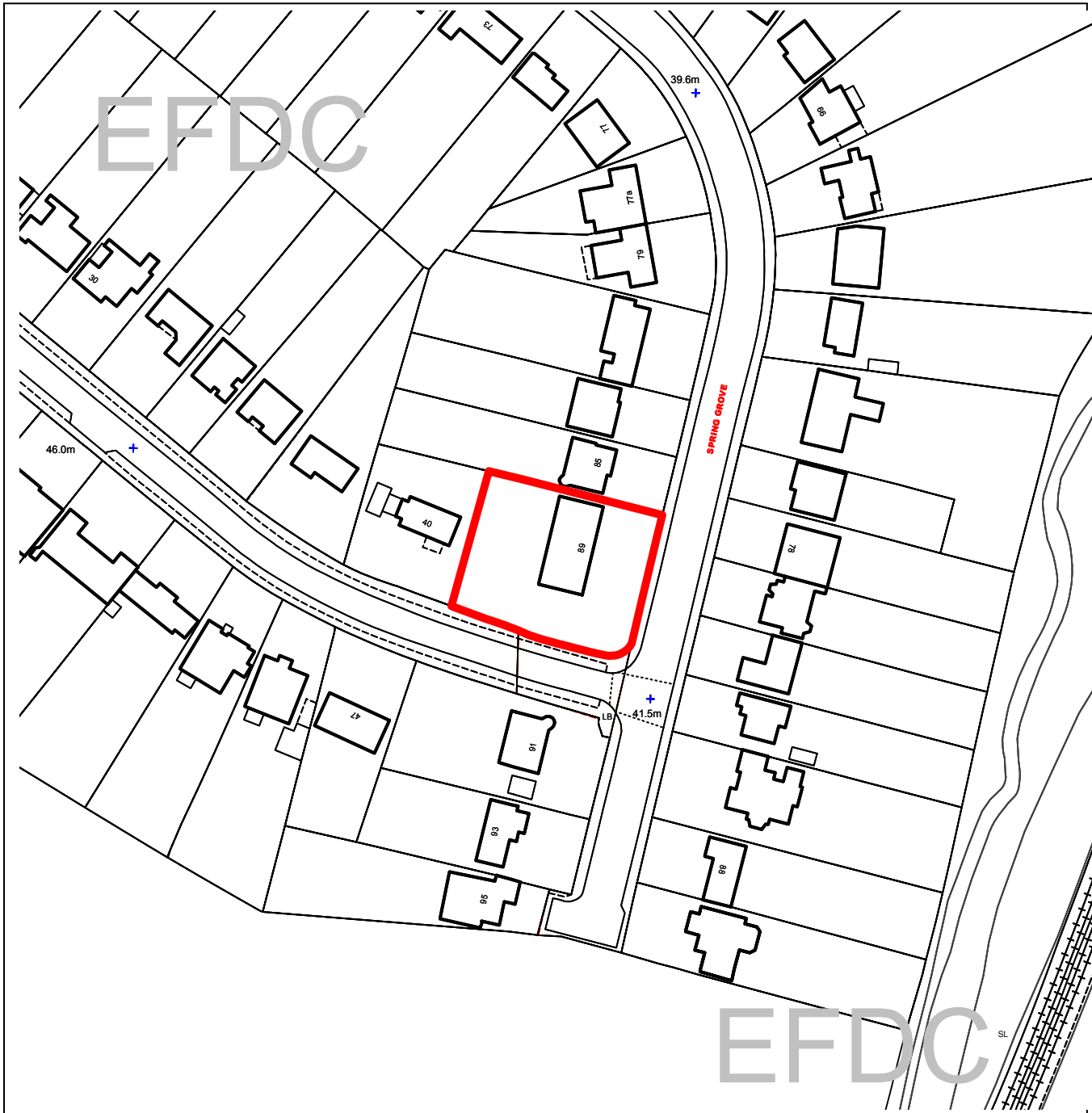
***Planning Application Case Officer: Jonathan Doe  
Direct Line Telephone Number: 01992 564103***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***



# Epping Forest District Council

## Agenda Item Number 11



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Application Number:	EPF/0945/16
Site Name:	89 Spring Grove, Loughton, IG10 4QE
Scale of Plot:	1/1250

**Report Item No: 11**

<b>APPLICATION No:</b>	EPF/0945/16
<b>SITE ADDRESS:</b>	89 Spring Grove Loughton Essex IG10 4QE
<b>PARISH:</b>	Loughton
<b>WARD:</b>	Loughton Forest
<b>APPLICANT:</b>	Mr Paul Siani
<b>DESCRIPTION OF PROPOSAL:</b>	Two storey side extension and basement to create space for a gym. Widening the existing driveway.
<b>RECOMMENDED DECISION:</b>	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=583776](http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583776)

**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 The works to the frontage hereby approved shall incorporate measures to prevent the discharge of surface water onto the adjacent footways.

*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 relates to a wide frontage corner property on the west side of Spring Grove with a return frontage on the north side of Hillcrest Road. The existing building is two storeys and forms a single dwelling. A generally flat frontage is broken by a projecting bay at the southern end with a front gable and a ground floor front projection to an integral garage at the northern end. Vehicle access to the site is on Spring Grove where two crossovers are located.

The surrounding area is exclusively residential in character comprising primarily detached two storey buildings. The application site is noted as being significantly wider than most nearby properties both in terms of the building and the plot.

### **Description of Proposal:**

The application proposes a side extension at the southern end of the building comprising a basement and two floors above ground. The extension will be of a similar width to the existing bay element and will align with the adjacent front main wall thereof (set back behind the line of the bay window). The existing roof line continues over the extension finishing in a half hipped end. A new brick chimney stack is included on the outside wall, two existing roof level chimney stacks on the corners of the existing building being removed. The extension would lie a minimum of 6 metres from the side boundary with Hillcrest Road. A matching render finish is indicated. Access to the basement which lies under the new extension only would be external from a staircase at the side.

The plans also indicate an increase in hard surfacing on the frontage to extend the paved area across in front of the extension. These works are minor and would be permitted development if they include provision for surface water drainage to prevent discharge over the footway.

### **Relevant History:**

EPF/0392/01 First floor side extension approved – this extension was over the garage at the northern end of the property.

EPF/0840/15 Two storey front and side extension, ground floor front extension, removal of bay window and partial basement. Refused – on design, mass and prominence on the corner. It should be noted that the current scheme involves a significant reduction to the proposals in this application, such that the two schemes are not comparable..

### **Policies Applied:**

CP2	Quality of Rural and Built Environment
DBE9	Loss of Amenity
DBE10	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.

### **Consultation Carried Out and Summary of Representations Received**

Number of neighbours consulted: Seven

Site notice posted: No, not required

Responses received: No response received from neighbours.

Loughton Town Council: Objection

The Committee objected to the application which it considered would create a negative impact on the streetscene to both Spring Grove and Hillcrest Road.

### **Main Issues and Considerations:**

The application raises no issues in for adjoining occupiers in terms of direct impact from overlooking and overshadowing, the corner siting providing significant separation. Thus, consideration should focus on the appearance in the street.

The site benefits from its uncharacteristic width and the proposed extension will maintain a 6 metre wide gap between the building and the side boundary to Hillcrest Road. This should be considered in the context of the property on the other corner which is also two-storey and is around 3.5metres from the side boundary. While noting that the application site is slightly elevated whereas no. 91 sits slightly below road level, the open and spacious nature of the corner would be maintained under these proposals such that the extension could not be considered as overbearing in its relationship with the corner.

In design terms, officers consider that the extension helps to break up the elevation. The property is clearly of a different character to any other property in the area due to its overall width. At present, that width is emphasised by its uniformity in the form of the lack of articulation in the elevation particularly at first floor. The extension aligns with the projecting part of the front elevation, thereby providing a better balance between the projecting element and the recessed element.

**Conclusion:**

Officers consider the extensions proposed represent an acceptable level of development on this site taking account of the overall width of the site. The extension is 6 metres from the boundary maintaining the open character of the corner and better balances to front elevation. Residential amenity is not affected.

***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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