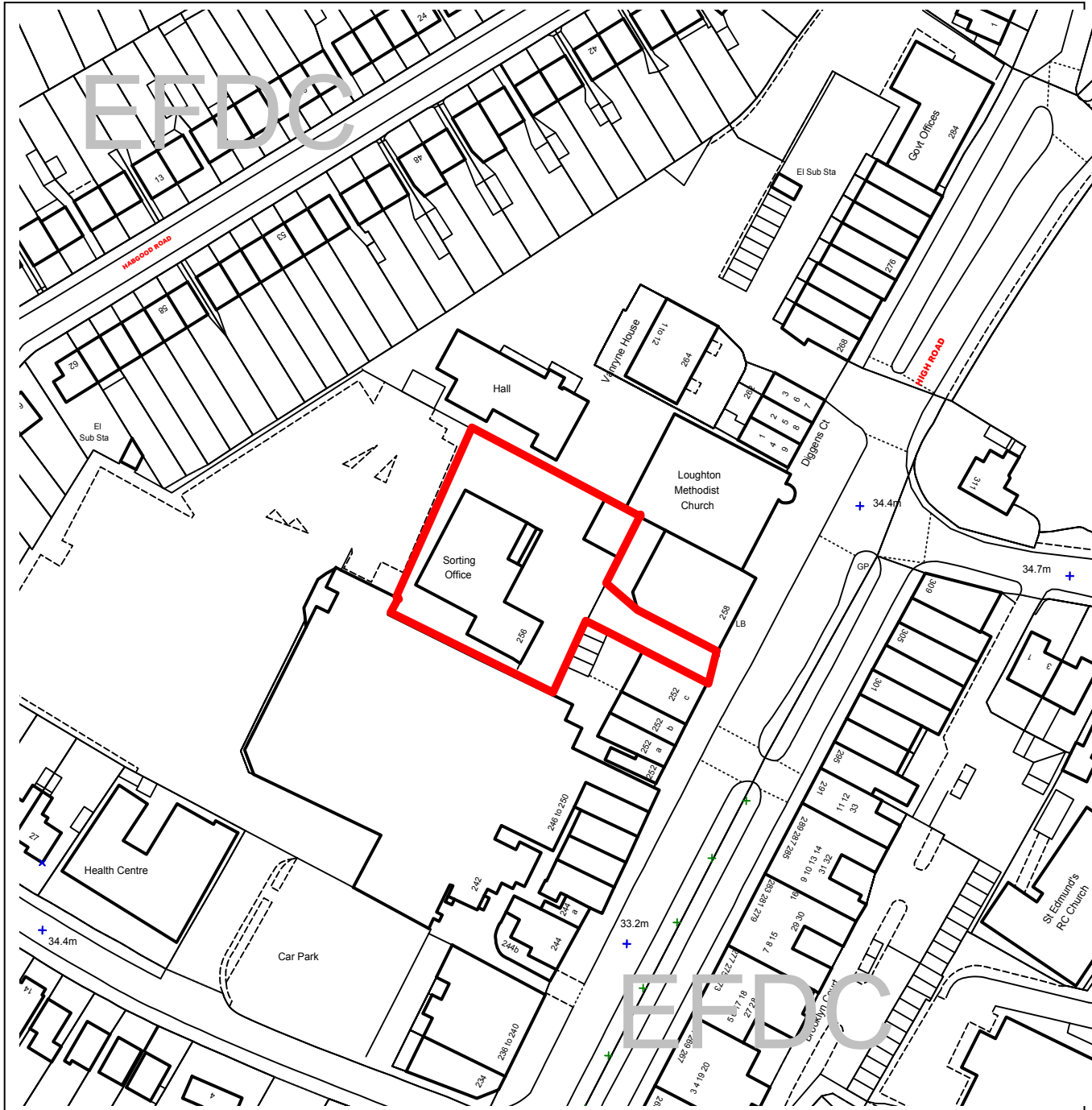


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Epping Forest District Council

Agenda Item Number 1



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| | |
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| Application Number: | EPF/1545/16 |
| Site Name: | 256 High Road, Loughton, IG10 1RB |
| Scale of Plot: | 1/1250 |

Report Item No:1

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/1545/16 |
| SITE ADDRESS: | 256 High Road Loughton Essex IG10 1RB |
| PARISH: | Loughton |
| WARD: | Loughton St Marys |
| APPLICANT: | C/O Agent |
| DESCRIPTION OF PROPOSAL: | Demolition of the existing structures. Comprehensive residential development including the provision of amenity areas, secure cycle parking, car parking, refuse and recycling areas, landscaping, access and other associated development |
| RECOMMENDED DECISION: | Grant Permission (Subject to Legal Agreement) |

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=585153

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: Ref A(PL)100, Ref A(PL)101 Rev B, Ref A(PL)102 Rev B, Ref A(PL)103, Ref A(PL)104, Ref A(PL)105, Ref A(PL)106, Ref A(PL)107, Ref A(PL)108, Ref A(PL)150, Ref A(PL)200, Ref A(PL)250, Ref A(PL)400, Ref A(PL)401, Ref A(PL)450, Ref A(PL)500
- 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 A flood risk assessment and management and maintenance plan shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using WinDes or other similar best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.

- 5 No development shall take place 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.
- 6 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.
- 7 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, to include six one day travel vouchers for use with the relevant local public transport operator.
- 8 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]
- 9 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]

- 10 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.
- 11 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.
- 12 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.
- 13 Tree Protection - Tree protection shall be undertaken in accordance with Skilled Ecology Consultancy Ltd Arboricultural Impact Assessment dated 25th May 2016 (Project ref 185) unless the Local Planning Authority gives its written consent to any variation.
- 14 Hard and soft landscaping - Soft landscaping shall be undertaken in accordance with Davies Landscape Architects planting proposals drawing numbers '1725-DLA-xx-3-PP- 04-1' and 1725-DLA-xx-GL-P-L-03-1' dated 18th April 2016 unless the Local Planning Authority gives its written consent to any variation.
- 15 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.

And subject to the completion of a S106 legal agreement within 6 months to secure six of the units on the site to be used as affordable rented housing.

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))

This application is before this Committee since it is for a type of development that cannot be determined by Officers if more than four 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).)

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

Description of site

The former Loughton delivery office is located within the High Road in the built up area of Loughton. The existing building is set back approximately 40m from the High Road and is only visible from views directly in front of the existing access. The delivery office is now vacant as Royal Mail operations have been moved into Woodford and nearby Langston Road. A large Morrisons supermarket is located to the south of the site and its associated car parking area is located to the west. To the north there is a hall which is used ancillary to the Loughton Methodist Church located on the High Road. Towards the east, there are a number of two and three storey properties which have business units on the ground floor and residential units above. There are vacant office units above the Olive Tree restaurant but prior approval was recently granted for their change of use to residential, although this scheme has not yet been implemented. To the south of the Olive Tree, above Hetheringtons are various first floor dwellings, the entrances of which are on a first floor shared terrace area on the rear elevation. The application site is not located within the boundaries of the Metropolitan Green Belt and it is not in a conservation area.

Description of proposal

The proposed development is to demolish the existing building on the site and to construct 30 new residential units which would be contained within two 'wings'. The southern wing will be 18.2m high and will contain six storeys. The northern wing will be 12.2m high and will contain four storeys. The two wings will be connected by a third and fourth floor 'bridge' which will also contain residential units.

Relevant History

EPF/1450/98 - Extension to existing delivery office to provide enlarged sorting office and public callers reception area and replacement of fencing to western boundary. – Approved

Formal pre application advice has been given regarding this proposed development.

Policies Applied

CP1 – Achieving Sustainable Development Objectives
CP2 – Protecting the Quality of the Rural and Built Environment
CP3 – New Development
CP4 – Energy Conservation
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
DBE6 – Car Parking in New Development
DBE8 – Private Amenity Space
DBE9 – Loss of Amenity to Neighbouring Properties
ST1 – Location of Development
ST2 – Accessibility of Development
ST4 – Road Safety
ST6 – Vehicle Parking
H2A – Previously Developed Land
H3A – Housing Density
H4A – Dwelling Mix
H6A – Thresholds for affordable housing
H7A – Levels of affordable housing
LL11 – Landscaping Schemes

The National Planning Policy Framework (NPPF) has been adopted as national policy since March 2012. Paragraph 214 states that due weight should be given to the relevant policies in existing plans according to the 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

117 Neighbours consulted – The following neighbours have OBJECTED to the application:

49 Habgood Road
51 Habgood Road
52 Habgood Road
59 Habgood Road
67 Habgood Road
68 Habgood Road
Loughton Methodist Church
Loughton Residents Association
26 The Drive
Unknown address

These objectors are concerned that the proposal is an overdevelopment of the site, will cause significant overlooking, appears in stark contrast to the character and appearance of the surrounding area, the scale of the development is excessive, the access is too small for such a scale of development, the additional congestion will cause harm to the High Road, the parking offer is inadequate and will cause significant on street parking and that the proposal will be visible from public views and is out of character with the area.

Loughton Town Council – OBJECTION – The committee objected to this application on the following grounds:

The 30 unit residential development is considered to be an overdevelopment of the site
The five storey high apartment complex would set an unwelcome precedent in this section of the High Road

The height of the buildings would result in the loss of amenity to neighbouring properties from overlooking and loss of light. The loss of light would particularly impact on the Loughton Methodist Church centre and reduce light to the solar panels installed on the lifeworks building roof.

Concern was expressed for the narrow site access road and that vehicles exiting might cause those vehicles entering to reverse onto the High Road, by a busy bus stop and close to the zebra crossing outside Morrisons

The provision of only 24 car parking spaces is considered to be insufficient for this size of scheme despite its central location.

However if the District Council was minded to grant this application, the committee commented that future occupants of these flats should not be eligible for residents parking schemes in town.

Issues and considerations

The main issues to consider when assessing this application are the principle of the development, potential harm to the living conditions of neighbours, the design of the proposal in relation to the character of the area, private amenity space issues, parking and access, refuse, landscaping, affordable housing, contaminated land and land drainage.

Principle of development

The site is located on Loughton High Road which has access to many local shops and services as well as being in close proximity to local bus routes and Loughton Underground station. As such the site is a sustainable location which is appropriate for residential development in principle.

The Council is currently in the process of preparing a new Local Plan where sites will be identified for residential development however the latest figures reveal that the Council can currently only demonstrate a 1.35 year supply of land for housing purposes. It is accepted that the lack of a demonstrable five year supply of housing weighs in favour of granting planning permission. It is also recognised that recent appeal decisions have made it clear that policies for the supply of housing should not be considered 'up-to-date' if the LPA cannot demonstrate a five-year supply of deliverable housing sites.

It is therefore contended that the lack of a demonstrable five year supply of housing weighs in favour of granting planning permission.

Affordable Housing

Under Policy H6A of the Council's Local Plan, in settlements with a population of more than 3000, the Council will seek affordable housing on developments comprising 15 or more dwellings, or at least 0.5 hectares. On such sites, under Policy H7A of the Local Plan, 40% of the total number of dwellings will be sought as affordable housing.

Since this proposal proposes 30 dwellings in Loughton, is a settlement with a population of more than 3000, the applicant would normally need to provide at least 12 of the overall number of

homes as affordable housing, unless it can be demonstrated that such provision would make the development unviable.

However, from the Planning Statement it is clear that only 6 units are proposed to be affordable, half of what H7A requires. The applicant has submitted a financial viability appraisal which has concluded that anything over 6 of the units to be used for affordable rent would make the scheme unviable or undesirable for the applicant to implement.

The Council, in cooperation with the applicant instructed Kift Consulting, an independent firm specialising in financial viability to validate the findings of the viability appraisal submitted by the applicant. Kift concluded that the offer of six units for affordable rent would result in a deficit of £28k after the developer has received the current industry standard of 17.5% developer profit. However Kift also contend that this deficit is due to an assumption of high build and other costs and after review there are likely to be savings which could remove this deficit. On the basis of this analysis, the Councils Housing Department has accepted that the offer of six affordable rented units is acceptable in this scheme.

Potential harm to neighbours

The rear elevation of the neighbouring dwellings located above the Hetheringtons block, fronting onto the High Road is approximately 14m from the proposed new building. The south wing will be six storeys high and directly behind these properties. Concern has been raised that the proximity of this development combined with its proposed height could potentially cause a significant loss of light to these neighbouring properties. As part of the pre application process, officers suggested alterations to the layout of the proposal in order to overcome these concerns. The applicant adhered to these suggestions and also undertook a daylight/sunlight assessment to be used as evidence within this submission.

The submitted daylight/sunlight assessment utilises a methodology in compliance with Site layout planning for daylight and sunlight: a guide to good practice (BRE, 2011). The assessment acknowledges that there would be a certain amount of light lost to the rear windows of these neighbours, however the harm falls within the accepted levels within the BRE guidance. Furthermore, this analysis is consistent with officers own analysis in that whilst it is acknowledged that the sixth floor of the development will be intercepted by a 25 degree line taken from the centre of their rear window, it will not intercept it by a significant amount and therefore whilst there will be some harm, it is not anticipated that it will be substantial.

The north wing will be four storeys high and will be located directly behind the Olive Tree restaurant. The use of the first floor above the Olive Tree is currently used as office space, however prior approval consent has been granted (EPF/0991/14) for the change of use of these offices into five residential units. A 25 degree line taken from the centre of the closest of these windows will very marginally be intercepted and as such there will not be significant light lost to these neighbours.

The building to the north is a hall which is used ancillary to the Loughton Methodist Church; the north wing will be set close to the boundary with the hall. It is acknowledged that there are windows on its side elevation, however given its use and the fact that windows are located on the other elevation, which has a large open area adjacent to it there will be no significant loss of light to persons using the hall.

The windows on the east elevation of the southern block which face towards the neighbours on the High Road are dummy windows, the windows over the bridge, although they serve habitable rooms do not directly front onto any neighbours and as such there will be no substantial overlooking into these neighbouring properties. The fourth floor of the north wing proposes a balcony which gives greater opportunity to overlook the residential neighbours above the Olive

Tree restaurant, however the balcony is recessed as therefore will not allow overt overlooking into the rear elevations of these dwellings.

There are other balconies proposed within the application and roof top amenity space on the north wing, none of these areas will cause overlooking into neighbouring dwellings.

Habgood Road runs approximately 80m to the north west of the application site and mainly consists of two storey terrace and semi-detached properties which house a single residential unit. The distance from these neighbours to the proposed new building is such that there will be no harm to their living conditions.

Standard of accommodation provided

The north and south wings of the proposed development have been separated as far as possible within the constraints of the site, the distance between the two blocks is such that the sixth storey of the south block will appear somewhat overbearing to ground floor units of the north block. Indeed the submitted daylight/sunlight assessment acknowledges that 14% of habitable rooms (mostly on the ground floor) will not receive the suggested light levels as per BRE recommendations. However this is due to the constraints of the site and officers consider that within such a sustainable location within Loughton town centre, the standard of accommodation is acceptable.

Owing to the pre application discussions with Council Officers, the applicant has designed the proposed 'bridge' so that the minimum amount of residential living space is beneath it on the ground and first floors. It is acknowledged that some windows which serve habitable rooms are underneath this bridge and this is not ideal, however it will not significantly detract from the standard of accommodation provided.

On the second floor there will be two single aspect bedrooms directly adjacent to the bridge on both wings. It is likely that these bedrooms will not receive the recommended amount of daylight, however BRE guidance suggests that bedrooms and kitchens can reasonably receive less natural light than more primary living areas such as a living room. Therefore whilst the situation is less than ideal, given the significant constraints of the site the relationship between these rooms and the bridge is acceptable.

Design

The building will be significantly set back from the High Road and has a number of three storey buildings in front of it. As such it will only be visible from views directly in front of the existing access; consequently it will not appear overly prominent when viewed from public areas of the High Road. The full extent of the building will be visible from the Morrisons Public car park and from dwellings on Habgood Road. However from this perspective the majority of the building will be set against the backdrop of the existing three storey buildings fronting the High Road and therefore will not appear overly prominent within the context of its surroundings. As such the overall bulk, scale and mass of the development will not cause harm to the character or appearance of the street scene.

There are many two, three and four storey flat roof properties which front the High Road and which contribute to its overall character and appearance. The proposed development contains elements of the existing street scene, such as the proposed flat roof, however is marked by its use of modern materials and innovative design, which amount to a high quality finish. Therefore in terms of its detailed design the proposal preserves the character and appearance of the area.

Private amenity space

The applicant has proposed roof gardens for the use of all residents above the second floor of the north wing and there is some amenity space to the rear of the development. The offered amenity space will receive a high level of light and is of a high quality, acceptable for the scale of the development within this sustainable location.

Parking and vehicle use

The applicant proposes to offer 24 individual spaces which includes two blue badge spaces. This equates to 0.8 spaces per property and so there are not enough spaces for one space per dwelling. However the site is located on the High Road in Loughton, which has excellent facilities and services on the High Road as well as a large number of bus routes and Loughton Underground station which offers frequent services into central London. Within this context the car parking proposed is acceptable.

Vehicle access to the site will be via an existing access road which was previously used by the Royal Mail sorting office. Although relatively narrow, the proposal will not generate significant vehicle movements especially when compared to the original use of the road for uses connected to the sorting office. As such the access is appropriate and will not cause any harm to the safety or efficiency of the public highway.

The proposed cycle store offers sufficient provision for a safe and secure place for residents to secure bicycles.

The Essex County Council highway engineer has commented that:

The Highway Authority has considered the above planning application, visited the site and thoroughly assessed the submitted transport information and has concluded that the proposal is not contrary to National/Local policy and current safety criteria.

The applicant has submitted a Transport Statement (TS) that demonstrates, to the satisfaction of the Highway Authority, in terms of safety and capacity that the impact of the proposed development will be minimal on the highway in the vicinity of the site and on the wider highway network. The existing access has appropriate visibility for the speed and is of sufficient width to allow two cars to pass each other. The proposal will have the added benefit of removing any larger vehicles associated with the lawful use of the site.

Given the very accessible location the parking provision is considered to be acceptable and will not cause any highway safety issues as the town centre has appropriate parking restrictions within the vicinity of the site.

Consequently the Highway Authority has concluded that the proposal will not be detrimental to highway safety, capacity or efficiency.

Loughton Town Councils recommendation that a condition be used to prohibit future residents applying for or being given permits in a possible controlled parking scheme is noted. While the objectives of the Town Council are recognised, such a condition is not capable of being enforced since it would depend on the District Council potentially prosecuting either itself or Loughton Town Council, who administer local parking restrictions for failing to comply with an enforcement notice. The first is not legally possible and the second unrealistic therefore the requested condition would not meet the tests for conditions. However, Officers prefer that the Town Councils concerns be addressed in any decision to grant consent and therefore propose the following informative:

“You are advised that Loughton Town Council, who administer local parking restrictions, have advised that parking permits will not be made available to future occupiers of the development.”

Contaminated Land

The applicant submitted a Phase one contamination report which is considered satisfactory to the contaminated land officer. As there is potential for contaminants on the site, it is considered reasonable and necessary to impose a series of conditions to ensure that there is minimal risk to human health.

Trees and landscaping

The Tree and Landscape Team have reviewed the application and have no objection to the proposal subject to conditions regarding suitable landscaping and tree protection in accordance with the details

Land drainage

The Land Drainage Team have commented that they have no objection in principle to the development; however given its size a Flood Risk Assessment is required as well as details of surface water drainage. These requirements can be met through the use of planning conditions.

Other Matters

A development of this size is below the ECC threshold for education and health contributions, and therefore, ECC will not be requesting a s106 education or health contribution.

The potential loss of light to the solar panels of the neighbouring church is unlikely to be great, but even if it were, the Council could not use its planning powers to safeguard the private interests of the church. If there is a significant impact, it is open to the church to use private law to safeguard its interest in generating electricity for its own purposes. Consideration has been given to the sustainability point in relation to the impact on the neighbour's solar panels, and it is concluded that while that is a material consideration, since the impact is primarily on a private interest, it is not a matter of significant weight in the planning balance.

Conclusion

The proposal will substantially add to the Councils housing supply within a sustainable area including affordable housing, whilst not significantly harming the living conditions of any neighbours, the character or appearance of the area or any other material considerations. It is therefore recommended that planning permission is granted subject to a Section 106 legal agreement and conditions.

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

***Planning Application Case Officer: James Rogers
Direct Line Telephone Number: 01992 564371***

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

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Epping Forest District Council

Agenda Item Number 2



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| Application Number: | EPF/1919/16 |
| Site Name: | 185 High Road, Chigwell |
| Scale of Plot: | 1/1250 |

Report Item No: 2

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1919/16 |
| SITE ADDRESS: | 185 High Road Chigwell Essex IG7 6NU |
| PARISH: | Chigwell |
| WARD: | Chigwell Village |
| APPLICANT: | Mr Amir Adar |
| DESCRIPTION OF PROPOSAL: | Demolition of existing buildings to create new residential development providing 14 new flats and ground floor commercial/retail space. |
| RECOMMENDED DECISION: | Grant Permission (Subject to Legal Agreement) |

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=585949

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:
FMN_001
FMN_002
FMN_100 revision C
FMN_101 revision D
FMN_105 revision C
FMN_106 revision C
Noise and Vibration Assessment report by Temple dated 12 September 2014
Arboricultural Report by Andrew Day dated 29 September 2014 with Tree Protection Plan
Design and Access Statement
- 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 A flood risk assessment and management and maintenance plan shall be submitted to and approved by the Local Planning Authority prior to commencement of development. The assessment shall include calculations of increased run-off and

associated volume of storm detention using WinDes or other similar best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.

- 5 The refuse storage facility shown on the approved plan FMN_100 revision C shall be completed prior to the first occupation of the development and shall thereafter be retained free of obstruction and used for the storage of refuse and recycling only and for no other purpose, unless otherwise agreed in writing by the Local Planning Authority.
- 6 No development shall take place, including 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.
- 7 The ground floor commercial unit shall be used solely for purposes within use class A1 (shops) of the Town and Country Planning (Use Classes) Order 1987 (as amended) and for no other purpose unless otherwise agreed in writing by the Local Planning Authority.
- 8 The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:
 - provide details on all structures
 - accommodate the location of the existing London Underground structures
 - demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
 - demonstrate that there will at no time be any potential security risk to our railway, property or structures
 - accommodate ground movement arising from the construction thereof
 - mitigate the effects of noise and vibration arising from the adjoining operations within the structuresThe development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

- 9 Prior to first occupation of the development the vehicle parking and turning areas indicated on the approved plans shall be provided and retained in this form at all times and shall not be used for any other purpose unless otherwise agreed with the Local Planning Authority.
- 10 Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
- 11 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.
- 12 The privacy screen, as shown on the roof plan to drawing FMN_101 and rear elevation to drawing FMN_105, shall be constructed of a opaque and solid material prior to first occupation of either third floor flat and maintained as such thereafter.
- 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.

Subject to the completion, within 6 months, of an agreement under S106 of the Town and Country Planning Act 1990 in respect of a contribution of £11,000 towards the provision of a local bus service in Chigwell.

This application is before this Committee since it is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The Constitution, Part Three: Scheme of Delegation, Appendix 3) and 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 currently vacant with a hoarding along its frontage situated opposite Chigwell Underground Station, on the north side of the railway. It previously accommodated shops, Debra's clothing store and AJS Blinds, with residential use above. When viewing the front of the site from the road a bridge over a railway cutting is to the left hand side and a Volvo garage/car sales premise is to the right hand side.

The site has a frontage of some 20m and a depth of some 40m and is of an irregular shape splaying out to the rear. To the immediate rear of the site is car parking associated with the adjacent garage and beyond this parking area are rear gardens of properties in Dickens Rise.

The site is near the mini roundabout junction of High Road with Station Road. A zebra crossing is immediately in front of the site. On the opposite side of High Road is Chigwell Underground Station. The tracks of the railway run to the south of the site. To the north is Chigwell High Road Shopping Parade with its associated services and facilities.

Ground levels fall to the rear of the site, towards Dickens Rise.

The site is within the consultation area for TFL due to proximity to the train line but no other area of designation.

Description of Proposal:

Demolition of existing buildings to create new residential development providing 14 new flats and ground floor commercial/retail space. The application also proposes to complete unilateral undertaking to contribute £11,000 to a local bus service. The undertaking itself was not submitted at the time of completing this report.

This application for 14 flats is similar to a proposal, granted planning permission, for 13 flats.

The main alterations are as follows:

- Increase number of apartments from 13 to 14
- Two three-bedroom apartments at penthouse, third floor level, rather than one
- Deletion of green roof planting at first floor level such that parking spaces 3 to 11 are to be open air in the proposed design whereas parking spaces 3 to 9 were enclosed in basement for the approved scheme. The previous deck type arrangement has been replaced by two balconies.
- Re-arrangement of basement floor plan and car parking
- Omission of planted areas next to parking space 1 and parking space 10
- Numerous changes of a detailed nature to floor layouts
- An increase in car parking provision from 14 to 16 car parking spaces
- Omission of balconies at third floor level with the current design giving access to a margin of flat roof enclosed by a frameless glass balustrade
- Enlargement of built form at third floor, top floor, level and widening of extent of glass balustrade

The table below summarises accommodation provision as approved and as now proposed

| | Approved mix | Total approved | Proposed mix | Total proposed |
|-----------------------------|-------------------------|----------------|-------------------------------|----------------|
| Ground floor | 3x2 bed | 3 | 1x2 bed 1x3 bed | 2 |
| First floor | 2x1 bed 3x2 bed | 5 | 1x1 bed 3x2 bed 1x3 bed | 5 |
| Second floor | 3x2 bed 1x3 bed | 4 | 1x1 bed 3x2 bed 1x3 bed | 5 |
| Third floor/penthouse level | 1x3 bed | 1 | 2x3 bed | 2 |
| | 3 x 1b, 9 x 2b & 1 x 3b | 13 | 2 x 1b, 7 x 2b & 5 x 3b | 14 |

Relevant History:

EPF/2748/14 - Demolition of existing buildings to create new 4 storey plus basement residential development for 13 new flats and ground floor retail space. Re-submission following withdrawal of EPF/2428/14. – Granted 14/05/2015 subject to a unilateral undertaking to contribute £10,000 to a local bus service.

Pre-application enquiry EF\2016\ENQ\00616 - Demolition of existing buildings to create new 4 storey plus basement residential development for 14 new flats and ground floor retail space. Re-submission following withdrawal of EPF/2428/14.

Policies Applied:

Local Policies:

CP1 to CP7 – Sustainable development objectives/ urban form and quality

DBE1 – Design of New Buildings

DBE2 – Effect of New Buildings on surroundings

DBE3 - Design in urban areas

DBE5 – Design and layout

DBE6 – Car parking

DBE8 – Provision of Private Amenity Space

DBE9 – Amenity Considerations

H1A - Housing provision

H2A – Residential Development on Previously Developed Land

ST1 to ST6 – Sustainable transport/ vehicle parking

LL10 – Protecting Landscape Features

LL11 – Adequate Landscaping

I1A – Planning Obligations

Essex County Council: Revised Vehicle Parking Standards (2009) SPG

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:

Number of neighbours consulted: 24

Site notice posted: 23/08/2016

Responses received:

36 and 38 DICKENS RISE – object – architectural carbuncle incompatible with surroundings, loss of privacy, previous design to the rear of the proposed building at least appeared to be less obtrusive, fumes from parking area would have an adverse affect, this additional hardsurfacing would increase risk of flooding and this should be examined, risk of subsidence or other ground movement to local property, excessive scale of building would create a visual imbalance and bulky form, visually intrusive and overbearing, reduction of natural light.

Chigwell Parish Council: The Council OBJECTS to this application because the proposal is an overdevelopment of the site, and the excessive height would result in overlooking onto Dicken's Rise.

Main Issues:

Principle of development

The principle of the current proposal has been established as being acceptable by the previous approval.

Design and appearance in the street scene

A significant change in the appearance of the building as currently proposed from that previously approved would be the stepping forward of the top floor accommodation toward High Road. The previous design had the penthouse suite on the roof recessed from the roadside by approximately 9m. The set back now proposed is approximately 2m.

The application site is located in close proximity to Brook Parade a three storey flat roof block. In this context the proposals would appear visually in keeping in respect of scale and form, but with a more modern and better articulated façade that provides interest to the building and is further enhanced by a modern materials palette that reflects the local area while being designed to age well as oppose to looking quickly tired. Given the site location near the station is visually prominent, this type of design approach provides a building that achieves visual prominence without being overbearing or jarring with the surrounding built form.

The top floor of accommodation has increased in area from 121 sq m to 278 sq m. The width of the elevation that would be seen from properties on Dickens Rise has increased from 9m to 15.6m. A privacy screen is now proposed to run across the roof of the second floor to form a visual barrier between the top floor elevation facing Dickens Rise and properties on Dickens Rise. The privacy screen would be 20m long and give some apparent bulk to the top floor of the building as now proposed. However, the privacy screen would be set 2m from the western edge of the top of the second floor. The western elevation of the top floor would be set 5m from the western edge of the top of the second floor. Given that the increased bulk of the top floor would be largely hidden by the top lip of the second floor, or otherwise only be visible from a considerable distance away, the current design is considered to not be so obtrusive or excessively visually intrusive or overbearing.

Impact to neighbouring properties

The site fronts onto the High Road, with one side bounded by the train line, the other wide and the rear is bounded by the adjacent garage premises. As a result the nearest residential properties are Station House on the opposite side of the High Road, and 34 and 36 Dickens Rise to the rear, albeit these are separated by the parking area associated with the adjacent garage. The garage plot is 13m deep.

The rear elevation, the elevation presented in the direction of residential properties on Dickens Rise, would be somewhat larger in terms of silhouette against the sky than that to the previously approved design. The top floor would appear wider to the right hand side. However, the proportion of enlargement in relation to the built form of the rear elevation as a whole would be limited. The height of the rear elevation, at some 16m, is unchanged from the previously approved design. The rear elevation would be some 20m from the rear boundaries of properties on Dickens Rise, some 30m from the windows on the rear elevations of these residential properties. Given these distances and the orientation of the proposed building, to the east by southeast, of the rear gardens of the nearest residential properties on Dickens Rise, it is considered that there would be no significant overshadowing.

Considering potential loss of privacy, the separation between the proposed building and neighbouring plots is akin to other existing relationships between properties on opposing sides of the High Road further along, or the distance between Brook Parade at the rear and Dickens Rise. Local Plan policies protect from significant adverse impacts to neighbouring amenities, and whilst the proposed building would be visible, it is not considered it would have any significant impacts.

Amenities for Future Occupiers

The arrangement of accommodation, particularly with regard to bedrooms above or below living spaces, is considered acceptable. No communal garden area would be provided but each flat on the first and second floors would have a balcony. The two flats on the ground floor would each have a balcony over sailing the parking area since the parking area would be terraced into a lower level at the rear of the site. The two top floor flats would have a terrace in the form of a balustrade apron around the edge of the building.

There is a communal green area opposite Brook Parade a short distance away that would serve as a good provision of open space for recreation.

Access and Car Parking Provision

Highways have been consulted on the application and have raised no objection subject to conditions.

The proposals provide 16 car parking spaces. 11 spaces would be provided along the western, the rear, boundary of the site. 2 spaces would be set to the side of and running parallel with the vehicular access from the highway to the rear of the site. 4 spaces would be provided by the front of the site, to the side of and effectively at right angles to the vehicular access way within the site.

The previously approved design involved 14 car parking spaces for the 13 flats. The design the subject of this application has 16 car parking spaces for the 14 flats. Given the proximity of services at the Brook Parade local commercial centre and especially given the railway station across the road, it is considered that the proposed parking provision is acceptable.

Bicycle parking would be provided at basement level, as with the previously approved design.

The agent is agreeable to a bus service contribution, referred to below under planning obligations.

The position of the access onto the highway is unchanged from that in the previously approved design.

Neighbours have raised a concern regarding fumes from the parking area. However, the separation of the site from neighbouring residential properties is sufficient to mitigate this. A 13m deep strip owned by the adjacent garage business separates the site from the rear boundaries of residential properties on Dickens Rise.

Trees and Landscaping

The Council's Tree Officer is satisfied with the proposals, given the limited presence of trees on this site, and limited planting opportunities it was considered there were no tree or landscape issues in connection with this application.

Waste and Refuse

Refuse are concerned regarding the size of the bin storage area and the collection so close to the bridge and roundabout. Size of bin storage areas can be achieved by condition, and there is clearly an existing refuse collection to this site and future arrangement would therefore be possible in a similar fashion. Officers therefore would consider it unreasonable to refuse the scheme on the basis of refuse storage as collection along the High Road is clearly possible and adequate storage details can be secured by condition.

Drainage

The site does not lie within any Environment Agency (EA) Flood zones; therefore consultation with the EA is not required. However, the development size is such that it is necessary to ensure there is no increase in surface water runoff. A Flood Risk Assessment (FRA) would be required by

condition to assess this. A further informative is also required relating to subterranean development.

Land Contamination

The site is not considered to require any contamination conditions.

London Underground

Due to proximity to the underground line, TFL are a statutory consultee. They have requested that to ensure no interruption to service or construction issues that a condition be applied for a detailed design and construction statement be supplied for the benefit of engineers at TFL to ensure no interruption to service.

Planning Obligations

ECC will not be requesting a Section 106 education contribution on this occasion as the proposed development is below its new threshold.

Since the development is below the relevant thresholds for affordable housing; the Council would not seek the provision of any affordable housing within this development.

The agent for the application has confirmed in writing that a total of £11,000 would be acceptable and would be achieved by way of a unilateral undertaking. That is an appropriate proportionate increase above the contribution offered in connection with the previously approved development.

Conclusion:

The essence of the proposal is the same as that previously approved; flats at a location opposite a station and with amenities nearby. The overall character of the proposal is the same as that with the previous design. The enlargement of the top floor will have a visual impact but it is considered that this would not be to a degree that could reasonably justify refusal.

Subject to completion of a Legal Agreement regarding a bus service contribution, it is recommended that approval 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 464103***

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

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Epping Forest District Council

Agenda Item Number 3



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| | |
|---------------------|---|
| Application Number: | EPF/0513/16 |
| Site Name: | Land r/o Hillyfields, Loughton, IG10 2PT |
| Scale of Plot: | 1/1250 |

Report Item No: 3

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/0513/16 |
| SITE ADDRESS: | Land r/o 33-37 Hillyfields Loughton Essex IG10 2PT |
| PARISH: | Loughton |
| WARD: | Loughton Fairmead Loughton St Johns |
| APPLICANT: | Verisma Management Ltd |
| DESCRIPTION OF PROPOSAL: | Proposed demolition of existing garages and erection of 8 no. dwellings (6 x three beds and 2 x two beds), with associated access and parking |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=582895

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: 12105-P001-D, P002-C, P003-B and P004-C
- 3 No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the Local Planning Authority before commencement of the Phase 1 investigation. The completed Phase 1 report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess potential risks to present and proposed humans, property including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments and the investigation must be conducted in accordance with DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination, CLR 11", or any subsequent version or additional regulatory guidance.
[Note: This condition must be formally discharged by the Local Planning Authority before the submission of details pursuant to the Phase 2 site investigation condition that follows]

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

- 8 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 tool. 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 No construction works above ground level shall take place until documentary and photographic details (including samples where required) 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.
- 11 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 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.
- 12 Prior to the commencement of the development, details of external lighting to the access road and car parking areas shall be submitted to and approved by the Local Planning Authority. The works as agreed shall be fully implemented prior to first occupation of the buildings.
- 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 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.
- 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 Refuse and recycling facilities shown on the plans hereby approved shall be fully installed prior to the first occupation of any of the dwellings hereby permitted and shall thereafter be permanently retained.
- 18 Notwithstanding any details approved under condition 8 above, there shall be no discharge of surface water onto the Highway.
- 19 Notwithstanding any details approved pursuant to condition 11 above, no unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 20 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no development generally permitted by virtue of Class B and C of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 21 No additional windows other than those shown on the approved plans shall be installed in the side elevation of Unit1 and the east side elevation of Unit 8 (as so identified on drawing number 12105-P002-C) without prior consent from the Local Planning Authority.

This application is before this Committee since:

- *since it is for a type of development that cannot be determined by Officers if more than four objections material to the planning merits of the proposal to be approved are received*
- *since the recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal*
- *it is an application for residential development consisting of 5 dwellings or more*

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

Description of Site:

The application relates to a site of around 0.21 hectares comprising 56 lock-up garages accessed by a single vehicle entrance from the north side of Hillyfields which widens consistently from the road junction up to the garage area. The garages are used for a mix of vehicle parking and storage and the access roads within the site are a mix of hard surfaces. The buildings and site are poorly maintained with a number of garages clearly beyond use and extensive rubbish left in the open areas.

The site is surrounded by residential properties other than a separate block of garages to the north accessed from England's Lane. These garages are at a higher level and there is no link between the two areas. Otherwise surrounding properties are predominantly two storey houses with three storey flats to the east of the entrance and opposite on Hillyfields. The land rises from south to north such that a change of existing built levels is clearly visible.

Description of Proposal:

Permission is sought for the demolition of all existing buildings and redevelopment of the site to provide 8 dwellings, a terrace of seven and a detached unit on the eastern site boundary which is required to be separated from the other buildings by the clearance zone of a water main that crosses the site.

The two end terrace houses are each two bedrooms with hipped pitched roofs. The five mid-terrace properties comprise three bedrooms with rooms in roof with alternating dormers and roof lights in each of the front and rear elevations in order to reduce mass of both sides. The detached dwelling is a two storey, three bedroom building with a hipped pitched roof at right angles to the terrace. All dwellings have private gardens to the rear and side.

The scheme includes a parking court for 16 vehicles in a landscaped forecourt that also includes a communal bin store for general recycling and residual waste with individual bins for food and garden waste being provided for each dwelling. The application drawings indicate vehicle tracking to enable a refuse vehicle to enter and turn within the site clear of parking bays.

Relevant History:

None

Policies Applied:

| | |
|------|--|
| CP1 | Achieving sustainable development objectives |
| CP2 | Quality of rural and built environment |
| CP7 | Urban form and quality |
| RP4 | Contaminated land |
| RP5A | Adverse environmental impacts |
| H2A | Previously developed land |
| H3A | Housing density |
| DBE1 | Design of new buildings |
| DBE2 | Effect on neighbouring properties |
| DBE3 | Design in urban areas |
| DBE5 | Design and layout of new development |
| DBE8 | Private amenity space |
| DBE9 | Loss of amenity |
| LL11 | Landscaping schemes |
| ST4 | Road safety |

ST5 Travel plans
ST6 Vehicle parking

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

Consultation Carried Out and Summary of Representations Received

Date of site visit: 30 March 2016

Number of neighbours consulted: 75

Site notice posted: No, not required

Responses received: Comments have been received from 11 surrounding properties – 33, 37, 41 and 55 Hillyfields, 3 and 4 Coteford Close, 129, 131B and 135A England's Lane and nos. 5 and 9 Hillcroft. A number of comments and objections have been made on the following issues:

- Access and traffic issues – residents comment that the vehicle access is unsuitable for larger and emergency vehicles and does not provide a footway. Concerns are also raised at difficulties accessing the site due to vehicle parking in the area including opposite and around the site entrance.
- Amenity concerns – issues around overlooking, overshadowing, loss of outlook and general loss of amenity to existing residents.
- Displaced parking – concerns that vehicles using the site at present will be displaced into surrounding roads.
- Security issues – residents are concerned at the loss of existing secure boundary walls where garages are demolished.
- The residents at 3 Coteford Close raises specific issues in relation to the impact of the scheme on a mature willow tree in their garden, specifically around the stability and future health of the tree.
- Other matters raised that are not material planning considerations include comments on Building Regulation requirements, provision for asbestos removal, drainage issues, disturbance during construction and loss of property values.

In addition Loughton Residents Association Plans Group have objected, considering that the application would be an overdevelopment of the site and would result in overlooking and loss of privacy, and raising concerns at the suitability of the access and potential traffic congestion. In the event the application is to be approved, suggest conditions on working hours and wheelwashing are appropriate.

Loughton Town Council: Objection

Loughton Town Council Planning & Licensing Committee objected to the application. The proposed development was considered an overdevelopment of the site. Concern was expressed for overlooking and loss of privacy to neighbouring properties and gardens in Coteford Close, caused by the layout and design of the detached dwelling, and in England's Lane from the three-storey terrace block.

The access road was considered unsuitable owing to its narrowness and unsustainable for the volume of traffic to the new houses and for pedestrians. Members were extremely concerned by the existing congestion in Hillyfields where on and off-street parking effectively reduced much of the road to a single lane. This would increase the difficulty of access to the site for future residents,

and could prevent emergency vehicles and refuse trucks manoeuvring in/out of the site, thus impacting on highway safety.

Members supported a neighbour's concern on the potential damage to the root system of the willow tree in the garden of no. 3 Coteford Close, as there was little separation between the tree and the proposed detached dwelling. The Committee asked the District Council for a survey of the site's underground watercourses as the willow flourished and the building scheme would make the area darker and damper through loss of light.

If the District Council was minded to grant this application the Committee requested conditions on working hours, wheel washing and for the safe removal of the asbestos roofed garages.

Main Issues and Considerations:

Officers consider the main issues to be considered in this case to be the level of development proposed, issues around vehicles – the site access, displaced parking and local traffic considerations, amenity issues, design considerations, and tree and landscaping matters.

National and local policy encourages residential development on previously developed land. The application site would fully meet this requirement, and evidently does not lend itself to any other change of use given the character of the surroundings. A number of consultees have raised concerns about the level of development proposed but the proposals are fully consistent with policy H3A proposing a scheme with a density of 40 dwellings per hectare. Subject to other considerations therefore, the scheme could not be regarded as proposing an excessive level of development on the site.

In terms of vehicle access, it is noted that the existing access is constrained by some old gate posts and the generally poor standard of maintenance along the slip road. At the road entrance, the access is indicated as being 3.6m wide but immediately widens such that a gate is indicated 8 metres back from the frontage of 3.7m wide. It is noted that the Highway Authority have not raised any objection to the width of the access. Comments in representations in respect of compliance with Building Regulations in this regard are matters for a future application under those Regulations.

Details of existing occupation of the garages have been supplied which show that only one current garage user on the site lives within 300metres of the site. In such circumstances, any displacement of parking into the immediate surroundings will be negligible.

The proposals indicate provision of 16 parking spaces designed to meet updated Essex County Council standards for parking space dimensions and meeting the adopted standard of 2 spaces per dwelling. Officers note comments about the general highway and parking issues that affect this section of Hillyfields particularly arising from vehicles parked opposite the site entrance. These are largely matters for the highway authority to manage and not relevant to the proposed scheme; although officers consider that the proposals will not generate such levels of vehicle activity to suggest that the impact on the general highway network could be seen as being substantially affected.

Buildings have been designed with a view to limiting direct impact on surrounding occupiers. The buildings lie in excess of 40 metres from the buildings to the south and north, the latter being built on higher ground and arguments of overlooking and overshadowing could not be justified in such circumstances. Properties to the east lie over 20 metres from the detached dwelling (which has only secondary windows in the flank elevation) and to the west 10 metres away, such separation being considered adequate to limit the overall impact from the buildings. In terms of potential noise and general activity, a residential development that accords with policies on the appropriate level of development for the site could not reasonably be considered as more intrusive than a use that

saw the garages used to their full capacity. Accordingly officers are of the view that the amenity of surrounding occupiers is not compromised.

The buildings are of an appropriate scale being similar in height and form to the surrounding area. The mid-terrace properties have dormer windows alternating front and rear in order to break up the overall mass that may result were all dormers on one side or the other and this is considered to retain the integrity of the main floor form. The eastern side elevation of the detached dwelling has been broken up to include two small gables, secondary windows and dummy window panels in order to reduce the potential visual impact from the overall length. Both in scale and appearance therefore, the scheme proposes a good standard of design and finish.

There are no trees within the site but there is a willow tree in an adjoining garden close to the boundary which is not considered worthy of protection but is of amenity value. Officers are satisfied that the development can proceed without affecting the future health and stability of this tree. The application includes substantial scope for landscape enhancement within the site with extensive planting areas being available around the parking areas and along the access road.

Refuse storage provision has been developed in consultation with the Waste Management Service and the proposals meet requirements for refuse and recycling storage capacity, and for the turning of the collection vehicles within the site. Conditions are recommended in respect of remediation of possible contamination on the site arising from the materials used in the construction of the existing buildings.

Conclusion:

It is evident that the existing use of the site contributes little to the area. The buildings are in relatively poor condition, the site as a whole is poorly maintained with evidence of fly tipping, and few of the garages are used by those living in the immediate area. In such circumstances, national and local policy would suggest a residential development would be the most suitable alternative.

The application proposes a level of development that meets comfortably guidance on housing density. The siting and scale of the buildings is appropriate in this location and has minimal impact on the amenities of surrounding occupiers. Given the low level of existing use of the garages by residents in the local area, potential displacement of vehicles has no impact on the immediate highway network. Other highway matters raised in the application, particularly in relation to the existing parking in the immediate vicinity are unrelated to the proposals, for the highway authority to manage and are not for this application to resolve.

The proposals are considered therefore to meet all relevant standards and policies and are considered to be an acceptable approach to the future use of the site.

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

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

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

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Epping Forest District Council

Agenda Item Number 4



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| | |
|---------------------|--|
| Application Number: | EPF/1990/16 |
| Site Name: | 2 Connaught Avenue, Loughton, IG10 4DP |
| Scale of Plot: | 1/1250 |

Report Item No: 4

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1990/16 |
| SITE ADDRESS: | 2 Connaught Avenue Loughton Essex IG10 4DP |
| PARISH: | Loughton |
| WARD: | Loughton Forest |
| APPLICANT: | Mr Robert Walker |
| DESCRIPTION OF PROPOSAL: | Demolition of existing building and erection of a part 2 and part 3 storey building containing six 2 bedroom flats, with provision of 6 ground level car spaces. (The application is for approval of the building shape (bulk, mass, volume), and door and window openings - with materials to elevational treatment to be conditioned as part of any planning approval.) |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586116

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 13 plans numbered MA-2145 -200 to MA-2145-212; 5 plans numbered 2145-100, -250, -205, -250 (location plan) and -204; together with proposed elevation 01 treatment 03 on drawing number MA4 -2145 -304.
- 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, 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.

- 5 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The hard landscaping details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other minor artefacts and structures, including signs and lighting and functional services above and below ground. The details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers /densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 6 No development 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.
- 7 Prior to the first occupation of the development the access arrangements, vehicle parking and turning areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access, parking and turning areas shall be retained in perpetuity for their intended purpose.
- 8 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.
- 9 There shall be no discharge of surface water onto the Highway.
- 10 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.

- 11 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 for approval is contrary to a) an objection from a local council and b) to more than two objections received, which are material to the planning merits of the proposal, (pursuant to the 'constitution, part three:scheme of delegation, appendix 3.).

Description of Site:

A vacant Victorian two storey house located on a prominent and triangular corner site where Connaught Avenue meets Ollards Grove. The property is not listed nor does it lie in a Conservation area.

Description of Proposal:

Demolition of existing building and erection of a part 2 and part 3 storey building containing 6 two bedroom flats, with provision of 6 ground level car spaces.

Relevant History:

EPF/1483/13 – approval for two 2 storey side and rear extensions to the existing house on the site, single storey side garage extension, alteration to roof and elevations, including removal of garage and outbuilding at the rear. This consent was not implemented.

EPF/1503/14 – refusal for the demolition of the existing detached house and construction of nine 2 bedroom flats in a three storey building with an underground car park for 11 spaces – refused on grounds of the prominence and size of the building and its proximity to site boundaries, and also its bulky and poorly designed roof form.

EPF/2603/16 – refusal of a similar development to EPF/1503/14 but which only proposed 8 flats as opposed to 9. This was refused because the proposed block, by reason of its bulk and proximity to the side boundaries, would have been out of character with its surroundings and unduly prominent in the street scene.

An appeal was lodged against this refusal and the inspector dismissed the appeal on grounds including 1) the dormer windows on all elevations created a 3 storey building in contrast to the two storey dwellings in the locality, and 2) that the limited space around the building and proximity to side boundaries would make the development out of keeping in a locality characterised by spacious front gardens.

Policies Applied:

- CP2 Protecting the quality of the rural and built environment.
- CP7 Urban Form and Quality
- DBE1 Design of new buildings.
- DBE2 Impact on Neighbouring Properties

DBE6 Form of Parking Provision
DBE8 Private Amenity Space
DBE9 Loss of Amenity.
LL10 Adequacy of provision for landscape retention
LL11 Landscaping Schemes
ST4 Road safety
ST6 Vehicle car 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.

Summary of Representations:

LOUGHTON TOWN COUNCIL – The Committee objected to this application. It was considered to be an overdevelopment of the site that lacked adequate parking facilities with only 6 spaces being provided. Members commented that they like the design of the proposed apartment building. They added that if the District Council was minded to grant permission then the future occupants of these flats should not be eligible for residents parking schemes in the town.

LRA PLANS GROUP object on the following grounds, a) the block, by reason of its size and more forward position on the site, would form a massive development out of character with its surroundings, and reference should be made to the planning inspectors comments on these points in his appeal decision on the previous application EPF2603/14, b) too little amenity space is provided at the front of the site, and c) only 6 car spaces are provided whereas the County standards indicate there should be 14 spaces – 2 per flat and 2 visitor spaces, and this parking is inadequate given the existing pressure on local roads. In conclusion they state that the proposal is a significant and inappropriate overdevelopment of the site.

NEIGHBOURS – 53 properties notified and 17 objection letters have been received from the following addresses:-

CONNAUGHT AVENUE nos.14, 24, 7, 3a, 6, 15, 12, 3, 5
OLLARDS GROVE nos. 52, 24, 15, 12, 22, 10
OTHER - 12 FOREST VIEW, 6 BARNCROFT GREEN, and No Address Given.

These letters object to the development on the following grounds:

1. A block of flats is inappropriate to an area of large family dwellings, if approved the proposal could set a precedent for other dwellings to be replaced by blocks of flats.
2. Six flats is too many for this site.
3. The proposal involves the loss of an attractive house.
4. The proposal gives a poor first visual impression when viewed from the High Road in Loughton.
5. The design of the block is cheap and plain and compares unfavourably with the surrounding Victorian and Edwardian houses.
6. While the revised scheme is better it is still too dominating in the street scene, the side elevations are very long and uninspiring, the gable end at one end of the block contrasts with a hipped end at the other.
7. The block is closer to the footpaths than other properties in the area and hence it will be more prominent and out of character.
8. The long sides of the block contain windows which will cause overlooking of our houses.
9. The provision of just one space per flat is inadequate, and the development will aggravate already existing acute parking problems on adjoining roads.

ESSEX CC HIGHWAYS AUTHORITY – From a highway and transportation perspective the impact of the proposal is acceptable to the Highways Authority subject to conditions being imposed.

EFDC TREES SECTION – The applicant has provided a tree report which includes details of protection of the TPO tree in the neighbouring no. 6 Connaught Avenue. We have no objections subject to conditions being imposed requiring details of tree protection, and hard and soft landscaping, to be submitted and approved before any works commence on site.

Issues and Considerations:

Background

The 2013 planning permission for extensions to the existing house on the site was obtained by the then residents of the property. However in late 2013 or 2014 the property was acquired by the current applicants for redevelopment. The existing house is an attractive Victorian house set in a prominent position and officers have at various stages tried to encourage the new owners to retain, extend and possibly convert the existing dwelling to flats. However, the applicants have pursued the redevelopment option as evidenced by previous refusals of a proposed block of 9 flats, and then a proposed block of 8 flats. The existing house is not a listed building or a locally listed building, and these previous applications have been refused on grounds of the bulk, appearance and relatively restricted space around the proposed block resulting in an over prominent development. Those decisions did not raise any objection to the proposals on the basis of the loss of the existing building.

Current proposal – size and appearance

Fairly significant revisions have been made to the current proposal compared to the previous scheme for a block of 8 flats proposed under EPF/2603/14. In dismissing the appeal for this block of 8 flats the inspector noted that the block contained many second floor dormer windows and its scale was essentially 3 stories in contrast to the mainly two storey houses in the locality. He also noted that the footprint of the building would be larger than the existing, and that the resulting limited space around the building would also compare unfavourably with the spacious front gardens of nearby dwellings. These two factors helped to create a development that was unduly dominant in the street scene.

The current scheme has lowered the number of flats from 8 to 6, and the second floor 'roof' accommodation has been reduced behind just 2 dormer windows compared to the previous 9 dormer windows. The footprint of the block is also smaller with it being recessed at the front by some 2.8m, and the sides of the block have also been positioned further from the side boundaries. The proposed building can now be correctly called a two storey development with limited accommodation in the roof similar to other dwellings in the area. The narrow triangular shape of the site still means that the development will be a conspicuous one but the changes made to its bulk and footprint are now considered to be acceptable.

The front of the building facing down Ollards Grove towards the High Road will have a gable roof over containing a second floor window, whereas the other projecting sections of the block will have hipped roofs over. Details of alternative external materials have been submitted but the applicants and officers favour a multi stock red brick finish, with quoins and string header courses, as opposed to use of weatherboard, or rendered areas and hanging tiles. In any event these details will be covered by a condition attached to any consent.

Some objections received say the proposal will give rise to overlooking. It is true that the development introduces windows along each side wall of the proposed block. However, the

windows in the Ollards Grove elevation will, at their nearest, be some 21m away from the fronts of houses on the opposite side of the road, and these houses opposite are located on higher ground. In respect of Connaught Avenue dwellings the nearest proposed windows opposite these properties would be 28m away. In the light of these characteristics the proposed new block will not give rise to a significant loss of privacy from one side of the road to the other.

Parking and landscaping.

6 ground level car spaces are now proposed compared with the previously proposed car park to be provided in a basement floor. While the Essex Parking Standards generally require the provision of 2 spaces per for each 2 bedroom unit across the County as a whole it states that *'for main urban areas a reduction to the parking standard may be considered, particularly for residential development. Main urban areas are defined as having frequent and extensive public transport and cycling and walking links, accessing education, healthcare, food shopping and employment.* This application site does lie in a main urban area close to Loughton town centre, bus routes, and the underground station. In this context one space for unit is an acceptable provision and the Highways Authority Essex County Council raise no objections to the proposed development. It is acknowledged that many objections have been received stating that 6 off street car spaces are inadequate – but a lot of the parking problems locally are caused by commuters or those who work in the town centre. It is acknowledged that these 'non resident' parkers cause considerable local concern – but this issue should not be used to 'force' a new development to provide an unnecessary overprovision of car parking facilities in a sustainable location such as this.

In terms of landscaping the site has long boundaries, and it is proposed to build a 1.6m wall on the rear two thirds of the Ollards Grove boundary (a similar wall previously existed on this boundary). The inside face of half this length of wall close to the proposed flats will be a 'living' or 'green' one, with plants on its surface, so as to improve outlook for residents on this side of the new development. The remainder of the boundary around the site will, in the main, be a low 0.6m wall with railings on top interspersed by brick piers. This will provide an open enclosure showing the landscaping to be provided in the front garden. One photo image submitted with the application shows how attractive this could look, and if implemented this certainly would provide an improvement to the current hoarding round the site, and also improve on the former situation where this open and easily viewed front area was somewhat neglected and run down.

Conclusions:

The revised proposal has adequately addressed the concerns set out by the planning inspector on the previous dismissed proposal for a block of 8 flats. It is also very difficult to 'force' the applicants to propose an alternative scheme which retains the existing house on the site. The site has been boarded up now for some 2 years and the proposed development would bring a vacant site back into constructive use. For these reasons, and those set out in the report above, it is recommended that conditional 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: David Baker
Direct Line Telephone Number: 01992 564514***

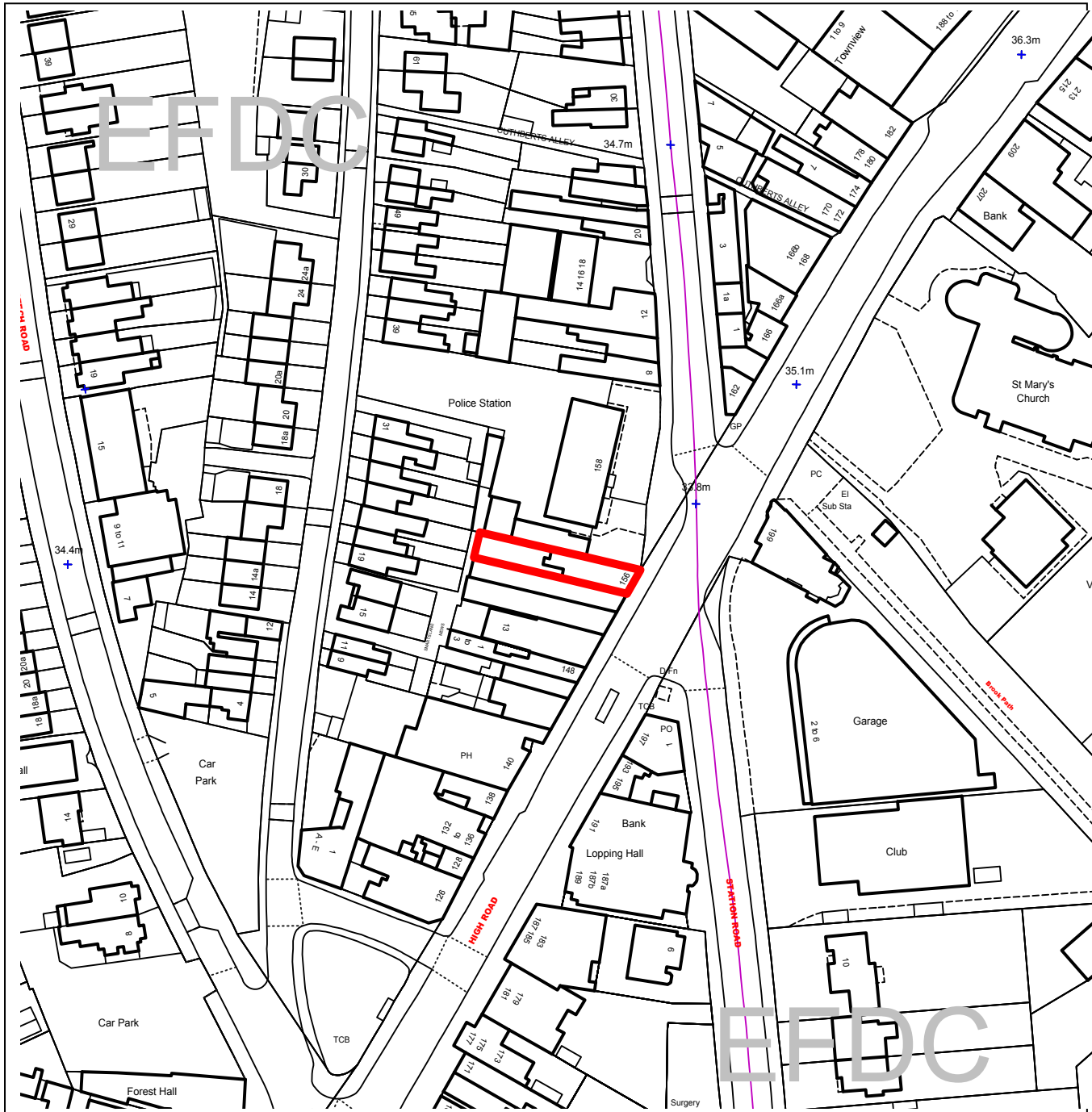
or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 5



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| | |
|---------------------|-----------------------------------|
| Application Number: | EPF/0403/16 |
| Site Name: | 156 High Road, Loughton, IG10 4BE |
| Scale of Plot: | 1/1250 |

Report Item No: 5

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/0403/16 |
| SITE ADDRESS: | 156 High Road Loughton Essex IG10 4BE |
| PARISH: | Loughton |
| WARD: | Loughton Forest |
| APPLICANT: | Mr Keith Le Voir |
| DESCRIPTION OF PROPOSAL: | Two storey rear extension, conversion of rear ground floor and first floor to two self contained flats with access from the rear via Smarts Lane, together with retention of ground floor shop with amended store and WC facility. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=582604

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: 156-HR-1, 3G, 4, 5B and 6
- 3 Prior to the commencement of the development, details of:
 - i. external lighting to the site entrance,
 - ii. design of the refuse store,
 - iii. design of the bicycle storeshall be submitted to and approved by the Local Planning Authority. Works as agreed shall be fully implemented prior to first occupation of the residential units hereby approved.
- 4 All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

Description of Site:

The application site comprises a part single, part two storey building located on the west side of the road. The ground floor is in retail use with ancillary storage space on the upper floor which is recessed from the frontage by around 6 metres. A small ground floor lean to addition exists at the rear. Rear access to the site is available from Smarts Mews but it is evident that the current use is not serviced from here, the rear yard being overgrown and the rear of the building incorporating security measures.

The site lies at the northern end of a terrace of three similar properties, the immediate neighbour having a ground floor extension with full site coverage. The site adjoins Loughton Police Station and a two storey height boundary wall separates the properties. To the rear lie residential properties in Smarts Lane. Further residential properties are located in Smarts Lane Mews which also serves flats above at least one other shop in this part terrace.

Description of Proposal:

Permission is sought for the construction of a two storey rear extension and the formation of two x 1 bedroom self-contained flats occupying the rear third of the ground floor and the whole of the first floor.

The extension infills the side of the building and extends to the rear to within 2.5 metres of the rear site boundary, a rear bay window is included at first floor. The two residential units are both accessed from the rear, one unit occupies the ground floor accommodation and the rear part of the extension while the second is wholly at first floor level and includes the upper level of the original building; a central light well is included to serve the bedroom of the upper floor unit.

Provision is indicated within the retained rear yard area for a bicycle store and a refuse store, details of which if required would be expected to be reserved by condition if the application is approved.

Relevant History:

None relevant

Policies Applied:

| | |
|------|--|
| CP2 | Quality of Rural and Built Environment |
| TC3 | Town Centre Function |
| DBE2 | Effect on neighbouring properties |
| DBE9 | Loss of Amenity |

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: 11

Site notice posted: No, not required

Responses received:

The occupiers of 15 Smarts Lane have commented. They raise no objection to the works to the building but are concerned about adequate provision being made for refuse bins as they comment that bins from other properties in Smarts Lane Mews are often left on their frontage (the property abuts the mews entrance). The objectors request conditions preventing bins being put on their forecourt, materials being stored against their flank wall and a restriction on working hours.

Loughton Town Council: Loughton Town Council have objected to the application on the following grounds:

1. No private amenity space was being provided
2. No parking provision was factored into the scheme which would put pressure on the existing congestion in Smarts Lane.

Members commented that future occupants of the flats should not be eligible for residents parking schemes in the town.

However, if the District Council was minded to grant this application, the Committee suggested a bike store would enhance the scheme.

Main Issues and Considerations:

The application raises a number of issues around the standards of accommodation provided in such town centre conversions, access and refuse storage, parking and the impact on surrounding properties.

Provision of residential accommodation above shop units is supported in local and national policy and contributes to securing a mixed supply of housing accommodation. Such units perform a different function to other forms of housing and this should be recognised in applying standards flexibly. In this context, provision of private amenity space would be difficult to achieve and it is questionable whether in this location reducing the size of the building would produce a meaningful usable area, particularly set against the two-storey building on the police station site which abuts the whole boundary and a full site ground floor extension to the south. Internally, the accommodation meets appropriate floorspace standards and provides a good standard of internal amenity for future occupiers.

In processing the application officers have sought to secure access to the residential accommodation from the High Road but the lease of the ground floor shop precludes this. As a result access is from the rear via Smarts Lane Mews. It is evident that the application site has not been accessed from this route for some time, however other residential units are using the access and there are no apparent reasons to suggest it is not suitable for occupiers of the proposed units. A condition on external lighting would however be appropriate given the mews is not otherwise lit. Provision is made for refuse storage within the site and bins would be moved to Smarts Lane for collection as with other properties. The comments from the adjoining resident in this regard are noted but this is a civil matter.

Issues of car parking also need to be considered in the context of the location and the character of residential accommodation in the town centre. The site is close to a wide range of public transport facilities and provision is made for bicycles within the site. In such locations, officers would argue that the provision of new dwellings outweighs concerns at unavailability of parking in a highly accessible location.

In broad amenity terms, there are residential properties to the rear in Smarts Lane who would potentially be impacted from excessive activity and the building works. The extension lies around 2 metres from the rear site boundary and around 3 metres from the garden boundary with the property at the rear which is considered sufficient distance to limit potential overshadowing, other flatted developments in the vicinity are built out to the boundary.

Conclusion:

Officers consider that a development that proposes provision of residential accommodation above a shop in a town centre raises different issues to new build or house conversion schemes. In particular, weight should be given to the highly accessible location and the availability of a range of services and amenities. The use of such buildings for small housing units also makes a positive contribution to a varied housing stock. Thus, unless development causes particular harm to surrounding occupiers it should be generally welcome.

Both neighbouring properties in this case have extensive buildings extending beyond the proposed extension which itself is set off the boundary to lessen the impact on the property at the rear. While pedestrian access to the units is not the preferred route direct from the High Road, there are other residential units served off the same access.

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

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

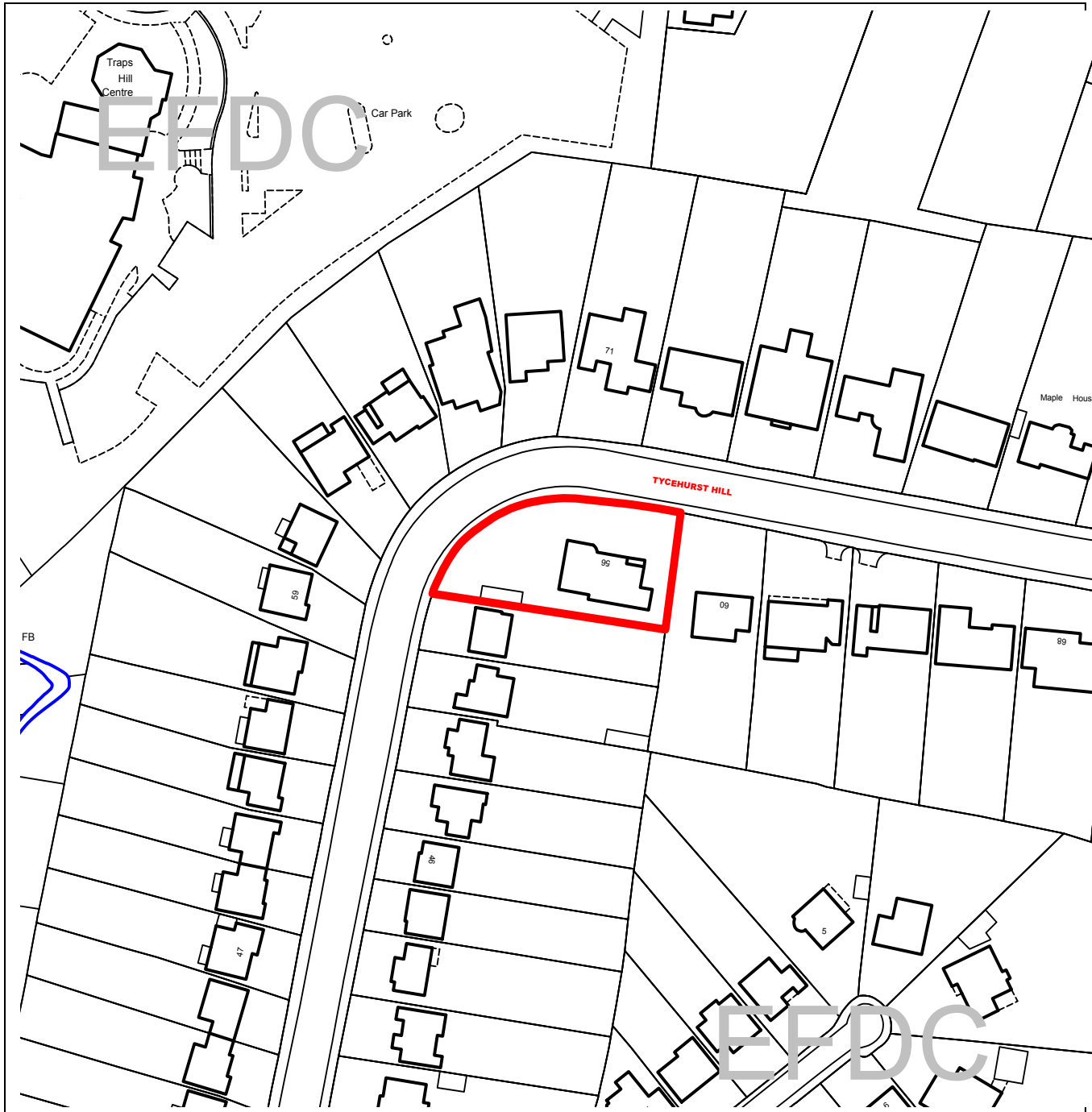
or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 6



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| | |
|---------------------|---------------------------------------|
| Application Number: | EPF/1008/16 |
| Site Name: | 56 Tycehurst Hill, Loughton, IG10 1DA |
| Scale of Plot: | 1/1250 |

Report Item No: 6

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/1008/16 |
| SITE ADDRESS: | 56 Tycehurst Hill Loughton Essex IG10 1DA |
| PARISH: | Loughton |
| WARD: | Loughton St Marys |
| APPLICANT: | Mr Peter Poppat |
| DESCRIPTION OF PROPOSAL: | Demolition of existing dwelling and replacement with two and a half storey house with basements. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=583976

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:
FHE 2050 revision B
FHE 70
FHE 80
FHE 4000
FHE 4050 revision C
FHE 4100
FHE 3000
FHE 3050
FHE 3100
FHE 3150
FHE 3200
FHE 4150
FHE 2100
- 3 Prior to first occupation of the house hereby approved, the proposed window openings in the first floor southern elevation, to the laundry room, bathroom and dressing room 2 of bedroom 1, shall be entirely fitted with obscured glass and have fixed frames to a height of 1.7 metres above the floor of the room in which the window is installed and shall be permanently retained in that condition.

- 4 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 until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed in accordance with details which shall be submitted to and agreed in writing by the Local Planning Authority. The approved installed cleaning facilities shall be used to clean vehicles immediately before leaving the site.
- 6 Notwithstanding the provisions of the Town & Country Planning (General Permitted Development) (England) Order 2015 (or of any equivalent provision in any Statutory Instrument revoking or re-enacting that Order), the basement parking hereby approved shall be retained so that it is capable of allowing the parking of cars together with any ancillary storage in connection with the residential use of the site, and shall at no time be converted into a room or used for any other purpose.
- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no development generally permitted by virtue of Classes A, B, C or E of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 8 No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) 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.
- 9 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.

- 10 Gates shall not be erected on the vehicular access to the site without the prior written approval of the Local Planning Authority.
- 11 The parking area shown on the approved plan shall be provided prior to the first occupation of the house and shall be retained free of obstruction for the parking of occupiers' and visitors' vehicles.
- 12 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.
- 13 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.
- 14 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.
- 15 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.

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)

| | |
|------|--|
| CP7 | Urban Form and Quality |
| H2A | Previously Developed Land |
| DBE1 | Design of New Buildings |
| DBE2 | Effect on Neighbouring Properties |
| DBE6 | Car Parking in New Developments |
| DBE8 | Private Amenity Space |
| DBE9 | Loss of Amenity |
| LL10 | Adequacy for Provision for Landscaping 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: 17

Site notice posted: 22/4/16

Responses received: 62 TYCEHURST HILL – comment - the design is an intelligent use of the available space, in keeping with the surrounding houses, only concern is amount of rear garden space , improvement on the existing property.

54 TYCEHURST HILL – object - house to be bulky, overbearing and out of scale with neighbouring properties to the south; loss of privacy ; overdevelopment of the site; could damage our property due to large amount of soil to be removed for the basement(s);access near dangerous bend; misleading plans and lack of information; no information regarding landscaping.

52 TYCEHURST HILL – object - access on a dangerous bend ; over bearing and out of scale to our house and existing properties; loss of privacy ; amount of soil to be excavated for the large basement could cause damage to adjacent properties; no information regarding landscaping ; plans are insufficient and incomplete.

50 TYCEHURST HILL – comment – plans misleading and inconsistent, concern that no tree should be removed, trees along boundary with road should be protected to ensure corner plot remains in keeping with the rest of the road, two large deep excavations in close proximity may affect natural drainage.

LOUGHTON RESIDENTS ASSOCIATION – object - overdevelopment of plot, basement close to the property boundary, concern that vehicular access so close to corner, concern that may adversely affect a road characterised by its attractive treescapes.

Loughton Town Council: The Committee expressed concern for the amenities of the neighbouring property downhill. Members supported the District Arboricultural Officer's request for revised tree reports, omitted from the application documentation, to address the existing trees on the plot and the impact of the building works on those trees.

Main Issues and Considerations:

The main issues that arise with the application are the potential impact to the street scene; potential adverse impact to neighbouring properties; and, landscaping.

Street scene

The property would have two elevations facing the street due to the site being set in an internal corner where the road changes direction through a right angle. The elevation with the entrance door would face north. This elevation would be of a considerable width, of nearly 32m, but would appear as relatively low built form in relation to ground levels along the roadside boundary of the site. The eastern end of the built form would be terraced into a slope that rises to the east. The

easternmost part of the site, the left hand side when viewed from the street, would appear as one storey and hipped roof form. The northern elevation would be visually broken up by two low gabled bays and by the use of different materials. The low but broad silhouette of the northern elevation would be visually counterbalanced by the vertical emphasis to the house to the east, 60 Tycehurst Hill. It is considered that the northern elevation would have an acceptable appearance in the streetscene.

The western elevation would be the one with the vehicular access to the basement though a ramp would lead down to this such that it would be barely visible in the western elevation. The vehicular access into the basement would have the appearance of a garage door set over to the right hand side of the western elevation. The western elevation of the proposed house would be wider than its immediate neighbour to the south, to the right hand side, 54 Tycehurst Hill. However this elevation would have a roof height that would line through with those of neighbouring houses to the south. Given that the site is a corner plot it is considered that a somewhat more substantial property in terms of width would not appear out of keeping at this position in the streetscene. It is considered that the western elevation would have an acceptable appearance in the streetscene.

Impact to neighbouring properties

The first floor of the proposed house would extend far deeper into its plot than the rear elevation of the neighbour to the south, 54 Tycehurst Hill. However, care has been taken with the detailed design to avoid overlooking. The first floor windows that would look to the south would be to a laundry room, bathroom and a dressing room. It would be necessary and reasonable to require that these windows be obscure glazed. Subject to such a condition and a condition restricting windows being created at a later date above ground floor level on the southern elevation, including south facing roof slopes, it is considered that the proposed house would not overlook neighbouring properties to the south.

Other neighbouring properties are orientated to the east, with the nearest neighbour in this direction being no. 60, However, the two east facing windows at first floor level would be to a landing corridor set 23m from the boundary with no. 60 and a bedroom window set 27m from this boundary, looking toward the flank of no. 60 which is set on ground at a higher level.

With regard to potential overlooking, the proposal is considered acceptable.

With regard to any loss of light or outlook, the site is north of the rear garden to no. 54 and accordingly the proposed built form would not create any material loss of direct sunlight.

An element of the proposed house would have a rear corner 3m deeper into the site than the rear elevation of no. 54. However, this nearest element would set 1.4m off the boundary. The next section across the rear elevation would be 4m in depth though 5m off the boundary with no. 54. The largest depth of the proposed house would extend for 21m to the rear relative to no. 54 but be set nearly 12m from the boundary with no. 54. It is considered that the proposed built form would not have an impact to the occupiers of no. 54 with regard to any loss of outlook or overbearing affect to a degree that could reasonably justify refusal.

The easternmost elevation of the proposed house would come level with the front garden of no. 60 and be set 2m off the boundary with no. 60. It is considered that no material loss of outlook would occur to the occupiers of no. 60.

Landscaping

Some established trees are on the site, mainly at the northern part. To implement the development three conifer trees and a eucalyptus tree would need to be removed. Following receipt of an

arboricultural report the Trees and Landscaping team has no objection subject to the imposition of conditions.

Other matters

The drawings submitted are considered to provide an accurate representation of the proposed development though changing ground levels on the site and the way the design takes advantage of this to terrace the house into a slope and reduce the apparent height have run counter to ease of reading of the plans.

The Engineering, Drainage and Water Team has no objection to the proposal in principle subject to conditions requiring submission of a Flood Risk Assessment and details of surface water drainage and to an informative regarding subterranean development being attached to any approval.

The highway authority has been consulted on the application and a comment received that are no highway issues associated with the application.

Conclusion:

Having regard to the above analysis it is concluded the proposal 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:

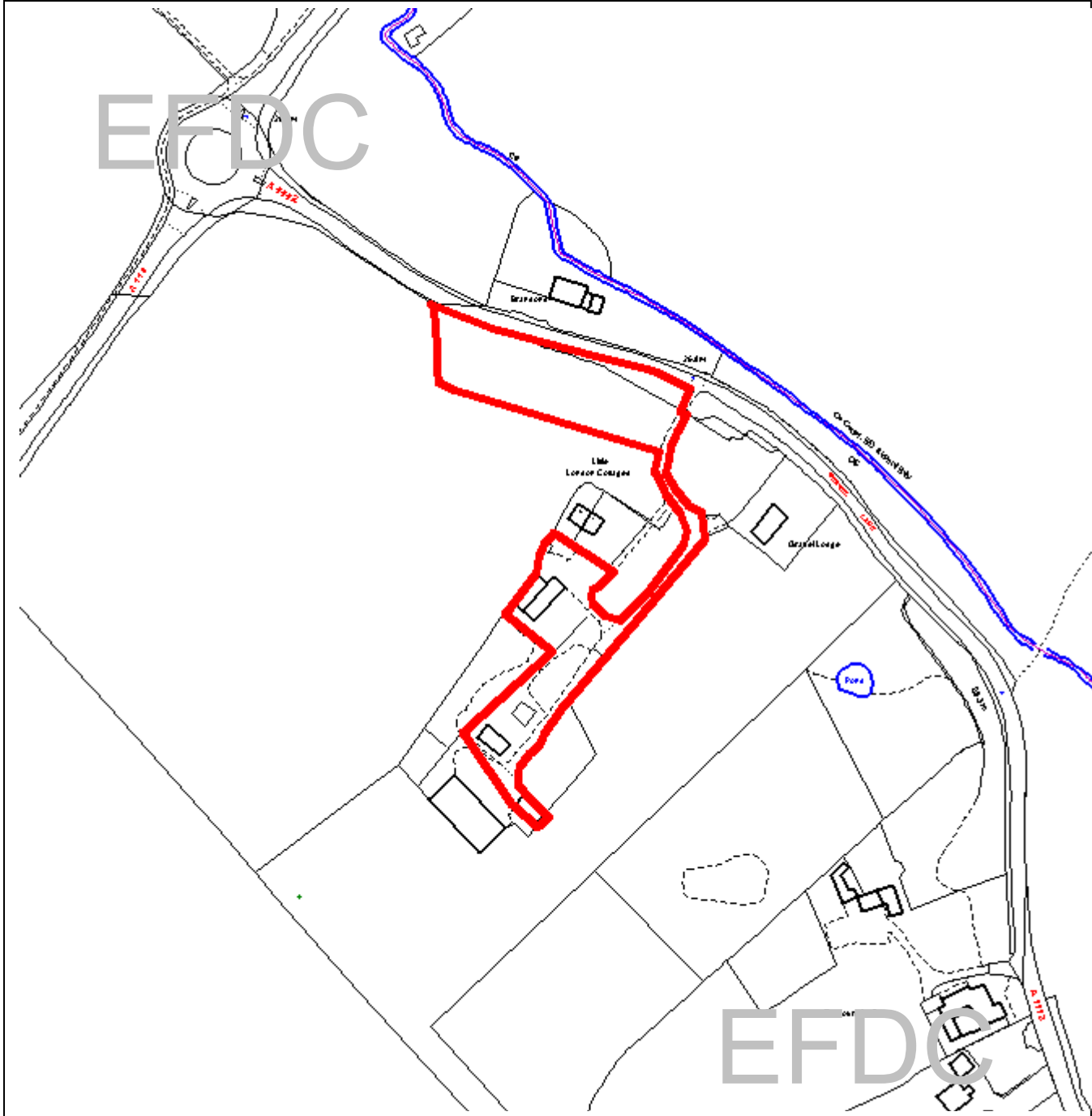
***Planning Application Case Officer: Jonathan Doe
Direct Line Telephone Number: 01992 564103***

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



Epping Forest District Council

Agenda Item Number 7



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| | |
|---------------------|--|
| Application Number: | EPF/2173/16 |
| Site Name: | Little London Farm, Gravel Lane, Chigwell, IG7 6DQ |
| Scale of Plot: | 1/2500 |

Report Item No: 7

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2173/16 |
| SITE ADDRESS: | Little London Farm Gravel Lane Chigwell Essex IG7 6DQ |
| PARISH: | Chigwell |
| WARD: | Chigwell Village |
| APPLICANT: | J Parrish, L Goodson and J Daffin |
| DESCRIPTION OF PROPOSAL: | Demolition of existing buildings and erection of 2 detached houses with detached double garages including formation of new vehicular access. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586556

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:
Site location plan 3373/2A received 13 October 2016
3373/1A
1761.10
1761/11
1761/12
1761/13
1761/14
SK05
Ownership plan 3373/3
Planning Statement
- 3 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.

- 4 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.

- 5 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.

- 6 No development shall take place until details of foul and 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.

- 7 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]

- 8 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]

- 9 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]

- 10 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.

- 11 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.

- 12 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Planning Authority.
- 13 No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes of the houses and garages have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.
- 14 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 1995 (or of any equivalent provision in any Statutory Instrument revoking or re-enacting that Order), the garage(s) hereby approved shall be retained so that it is capable of allowing the parking of cars together with any ancillary storage in connection with the residential use of the site, and shall at no time be converted into a room or used for any other purpose.
- 15 The development hereby approved shall not be commenced until details of the limits to the curtilage of the houses hereby approved have been submitted to and approved in writing by the Local Planning Authority. Notwithstanding the extent of the application site, the curtilage of the houses shall be confined to the approved limits.
- 16 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no development generally permitted by virtue of Classes A or E of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
- 17 No development shall commence until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall be implemented in full prior to the occupation of the development hereby approved.
- 18 The carriageway of the proposed estate road shall be constructed prior to the commencement of the erection of any dwelling proposed to have access from such a road. The footways commensurate with the frontage of each dwelling shall be completed prior to occupation of the dwellings they are to serve.
- 19 Prior to the first occupation of the development the access at its centre line shall be provided with visibility splays as shown on EAS drawing no.SK05. The visibility splays shall be retained as such and free of obstruction above 600mm in height in perpetuity.

- 20 Prior to the first occupation of the development the access arrangements as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access shall be retained as such in perpetuity.
- 21 No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.
- 22 There shall be no discharge of surface water onto the Highway.
- 23 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the back edge of the carriageway.
- 24 Demolition of any building on the site and vegetation clearance in connection with the development hereby approved shall only take place between September and January. Prior to commencement of the development the local planning authority shall provide written acknowledgement that an appropriately accredited ecologist has submitted written confirmation that no active nest would be affected by commencement of development.
- 25 Prior to removal of the dead Ash tree to the west of building 2 as shown on the approved plans, a detailed method statement shall be submitted to and approved in writing by the local planning authority. Subsequent removal of the tree shall be undertaken under ecological supervision.
- 26 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.
 7. Traffic management
 8. Lighting during construction
- 27 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 site is occupied by vacant buildings and some hardstanding set amongst a mixture of open ground and overgrown vegetation. The main body of the site is generally surrounded by agricultural fields.

The site is on the southwestern side of Gravel Lane, to the southeast of a roundabout forming the junction of Gravel Lane with Abridge Road. The main body of the site is set back from Gravel Lane; a central point to the site is set some 110m from the carriageway of Gravel Lane. To the northwest is an agricultural field extending to a section of Abridge Road. To the southwest is open agricultural land extending for some considerable distance. To the southeast are two relatively small fields then residential development, of Turnours Hall, Roseland Cottage and The Farm House. Adjoining part of the site, to the northeast of the main body of the site, are a pair of semi-detached houses, 1 and 2 Little London Cottages (also known as Boundary Cottages). Further to the northeast is a chalet style detached house, Gravel Lodge.

The site is within the Metropolitan Green Belt.

Description of Proposal:

Demolition of existing buildings and erection of 2 detached houses with detached double garages including formation of new vehicular access.

A total of seven buildings of various sizes would be demolished. The agent as stated in writing that the volume of buildings to be demolished is 1,567 cubic metres. In addition, not forming part of the volume calculations, two storage containers would be removed. The four largest buildings are thought to originate from a military site and to have later been used as part of a youth centre.

Two detached four-bedroomed houses, each with a detached double garage, would be erected. These would have a one-and-a-half storey appearance with the front elevations having a window set in a dormer or a front gable. The roofs would be of half hip form and have a maximum height of 7.2m, 3.2m to the eaves. The double garages would have a pyramidal roof with a maximum height of 5m, 2.3m to the eaves.

The houses would be set at a position generally to the rear of the existing semi-detached houses. The existing houses face northeast and the proposed houses would face southeast.

A significant element of the proposal is the creation of a new vehicular access onto Gravel Lane. The existing houses, vehicles accessing an agricultural barn at the rearmost part of the site and any vehicles that were to use the buildings to be demolished currently use an access immediately to the west of the curtilage of Gravel Lodge. This access is of a limited size, onto a fairly fast stretch of road yet with far less than ideal visibility. The proposal involves creating a stretch of access road, some 120m long, and running parallel with though set back from Gravel Lane. A new vehicular access to modern standards would be created to the west of the existing access with extensive visibility splays due to being set on the inside of a shallow bend to the road. The existing access would be stopped up. Structural planting would be created between the access road and Gravel Lane and around the other side of the access road.

Relevant History:

CHI/0102/53 - Use of Turnours Hall Camp as a youth centre (whole site) – Granted 25/06/1953

CHI/0102/53 (1) - Continued use of Turnours Hall Camp as a youth centre (whole site) – Granted 15/10/1958

CHI/0102/53 (2) - Continued use for youth club and religious conference purposes (whole site) – Granted 18/09/1963

EF\2015\ENQ\01074 – pre-application enquiry for demolition of existing buildings and erection of two detached houses including formation of new vehicular access from Gravel Lane.

Policies Applied:

CP1 Achieving Sustainable Development Objectives
CP2 Protecting the Quality of the Rural and Built Environment
CP3 New Development
CP4 Energy Conservation
CP5 Sustainable Building
CP9 Sustainable Transport
GB2A Development in the Green Belt
GB7A Conspicuous Development
RP4 Contaminated Land
H2A Previously Developed Land
U3B Sustainable Drainage Systems
DBE1 Design of New Buildings
DBE2 Affect on Neighbouring Properties
DBE4 Design in the Green Belt
DBE6 Car parking in new development
DBE8 Private Amenity Space
DBE9 Loss of Amenity
LL1 Rural Landscape
LL2 Inappropriate Rural Development
LL7 Planting, Protection and Care of Trees
LL10 Adequacy of Provision for Landscape Retention
LL11 Landscaping Schemes
LL13 Highway/motorway Schemes
ST1 Location of Development
ST2 Accessibility of development
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: 8
Site notice posted: 5/09/2016

Responses received:

GRAVEL LODGE, GRAVEL LANE – support - will turn an area of derelict buildings and wasteland into nice new houses and laid out gardens; approve of the proposed exit onto Gravel lane as the existing one is very dangerous; I know one of the applicants would ensure scheme to be good.

Chigwell Parish Council: The Council OBJECTS to this application because the proposed development would be thoroughly inappropriate for the Green Belt, and there are no special circumstances.

Main Issues and Considerations:

The main issues are considered to be the principle of this Green Belt development, impact to neighbours, impact to the general landscape, highway implications and ecology. The proposed dwellings would have a high level of residential amenity.

Principle of development

The application site is within the Green Belt. The NPPF refers, at paragraph 89, to exceptions to the construction of new buildings in the Green Belt as being inappropriate. One such exception is redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use. However, this should not have a greater impact on the openness of the Green Belt, and the purpose of including land within it, than the existing development. Impact on the openness of the Metropolitan Green Belt is the main issue.

The volume of the existing buildings to be demolished is 1,567 cubic metres. The volume of the buildings to be erected, the two houses and two garages, would be 1,428 cubic metres. The reduction of footprint would be some 34%. The existing buildings are spread relatively widely and extend some distance back from Gravel Lane whereas the proposed buildings would be grouped near the existing houses at a part of the site nearest Gravel Lane.

The comment of the Parish Council is noted but in the light of detailed text to the NPPF it is considered that since no greater impact to the openness of the Green Belt would occur than at present the proposal is acceptable in principle. It is however, necessary to limit the curtilage of the proposed houses by condition since the application site extends beyond that to capture the vehicular access, buildings to be demolished and areas for planting.

Impact to neighbours

The nearest neighbours would be 1 and 2 Little London Cottages. These have rear gardens some 9m deep with a mature hedge along the rear boundary. Behind the rear boundary the occupiers appear to use an area for parking but an alternative area is available to the side of the existing houses.

No 1 Little London Cottages has the greatest potential to be affected by the proposal since the nearest proposed house would be sited to the south adjacent to its rear garden boundary. However, it would not be in direct alignment with the rear elevation of no 1 and overall height is minimised by containing the first floor of the proposed houses in the roof space. Furthermore, the available garden area to no. 1 is considerable. In the circumstances it is concluded that the proposal would not appear so overbearing as to cause substantial harm to outlook. No harmful loss of light to the garden or house would arise.

The proposal has been successfully designed to avoid causing any excessive loss of privacy to either neighbour.

Other properties in the vicinity are a sufficient distance from the position of the proposed houses to not be materially affected by the proposal.

Highways

Following pre-application discussions, traffic consultants have consulted the highway authority, Essex County Council. The proposal is acceptable to the Highway Authority subject to a number of measures. An informative to the response from the highway authority states the dimensions of the proposed visibility splays have been demonstrated as acceptable to the Highway Authority, as the applicant has undertaken a speed survey to determine the exact dimensions necessary for a new access. Consequently, especially given the small scale of the development and the visibility splays implemented, the new access would not be detrimental to highway safety, efficiency or capacity at this location.

Landscape

The Tree and Landscaping team has commented that subject to revisions to include the area to be planted within the application site (which has been submitted) and subject to conditions, no objection would be raised.

Ecology

Countrycare has considered the proposal and concluded that, subject to conditions, the proposal is acceptable.

Conclusion:

The proposal is considered to be acceptable in the Green Belt since it would be on brownfield land and not decrease the openness of the setting. Indeed, in subjective terms the form of development is considered to be of benefit to openness. There are no material adverse impacts and it could be argued that planning gain would result in terms of highway safety and landscaping planting.

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

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

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



Epping Forest District Council

Agenda Item Number 8



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| | |
|---------------------|--|
| Application Number: | EPF/2125/16 |
| Site Name: | 21 The Broadway, Debden, Loughton. IG10 3SX |
| Scale of Plot: | 1/1250 |

Report Item No:8

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/2125/16 |
| SITE ADDRESS: | 21 The Broadway Debden Loughton Essex IG10 3SX |
| PARISH: | Loughton |
| WARD: | Loughton Broadway |
| APPLICANT: | Mr Shafiq Jivraj |
| DESCRIPTION OF PROPOSAL: | Change of use from use for purposes within Use Class A1 (shops) to use for purposes within Use Class A5 (hot food take-away). |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586475

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:
Location plan
E01
PL01
- 3 The details of the extraction system submitted with this application shall be implemented in full before the use hereby approved is first commenced. Thereafter the system shall be permanently retained and serviced at appropriate intervals.
- 4 Prior to the premises being brought into use for the purpose hereby permitted, a scheme providing for the adequate storage of refuse from this use shall be submitted to and approved by the Local Planning Authority. The scheme shall be carried out and thereafter retained at all times.
- 5 The hot food takeaway hereby permitted shall not be open to customers outside the hours of 12:00 to 23:00.

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:

Shop unit, currently vacant, last in use as a hairdresser, within a retail parade with residential maisonette with own access above. To the rear is the De Vere car park.

The site is within the commercial centre of The Broadway.

The site forms part of Primary Shopping Frontage and is within the Loughton Broadway Town Centre as defined by the Proposals Map of the Local Plan.

Description of Proposal:

Change of use from A1 to A5 and advertisements

The change is from a hairdresser to a Pizza Hut hot food takeaway. There would be a small waiting area for customers to collect pizzas but no facilities for dining on site. The plans refer to telesales and use of a rear door for delivery drivers.

Hours of use are to be midday to midnight seven days a week including Bank Holidays.

The proposal involves a new shop front in the form of a full height glazed door to the left hand side and a single plate glass type window.

Relevant History:

EPF/2129/16 - Advertisement consent for proposed 1x fascia sign and 1x projecting sign in connection with proposed change of use from A1 to A5. – Undetermined

Policies Applied:

| | |
|------|-----------------------|
| TC1 | Town Centre Hierarchy |
| TC3 | Town Centre Function |
| TC4 | Non-Retail Frontage |
| TC5 | Window Displays |
| DBE9 | Loss of Amenity |

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: 23/09/2016

Responses received:

Neighbours: No response received.

LOUGHTON RESIDENTS ASSOCIATION (Plans Group) – object – object to loss of retail space, appears to include a delivery service, if granted then limitation of opening until 11pm would reduce disturbance to residents.

Loughton Town Council: Objection.

The Committee OBJECTED to this application on the grounds of the late night hours which would pose a noise nuisance to the residents in the flats above. Furthermore, members expressed concern for highway safety as the premises was situated by a bus stop.

Main Issues and Considerations:

The main issues are considered to be the acceptability of the loss of a retail use and impact to residential amenity.

Loss of retail

The unit is set between a card shop and newsagents. Elsewhere along the parade there is a bank (an A2 use); a bakers with the character of a café (considered to be an A3 use); a nail studio; and, a restaurant (an A3 use). These non-A1 uses have been calculated to take up some 36% of the parade already and accordingly Policy TC4 could be interpreted to be contrary to the proposal. However, the policy makes clear that the Council will grant planning permission where new non-retail uses would not result in non-retail frontage exceeding 30%; refusal where this figure is exceeded is not explicit. Moreover, the more recent NPPF has a thrust to encourage the vitality and viability of town centres. To that extent policy TC3 is in accordance with the NPPF. This policy states that the Council will permit other town centre uses that make centres attractive and useful throughout the day and evening. This proposed use to replace a vacant hairdresser is considered to be such a use.

The Estates Team is supportive of the application from both a tenant mix and commercial perspective.

On balance it is considered that the change of use is acceptable with regard to policies regarding the vitality and viability of commercial centres.

Neighbouring amenity

There are maisonettes above the shop unit the subject of this application. These are accessed from a balcony type walk way to the rear of the building accommodating the parade of shops with residences above. The maisonettes have their front doors onto a walkway on the rear of the building. The rear elevations of the maisonettes are recessed back from the shop fronts below such that activity in the street, on The Broadway, is isolated somewhat by the extent of the roof of the shop unit. To the rear of the building is a small yard but, due to its small size and being terraced into a slope, this does not provide vehicular access to De Verre car park. Parking of delivery vehicles to the rear of the premises would have to take place in the adjoining public car park. The open walkway to the maisonettes and the depth of the yard and the steps down to it are such that there would be an isolation distance of some 10m between the front doors of the maisonettes and the car park where delivery vehicles would park. On this basis the proposal is considered acceptable with regard to general noise and disturbance.

The plans refer to an electrostatic air cleaner and an extract fan of silencer arrangement within the building, vented to the rear of the premises. It is considered that the need to prevent excessive cooking fumes could be dealt with by means of a condition. This was the case at a unit nearby (though not within the same part of the parade), at 57 The Broadway (EPF/2620/14 refers).

Nevertheless, the proposed opening hours to midnight are considered excessive. The restaurant at 57 the Broadway has a condition requiring a closing time of 11pm. The same limitation on closing times for the unit the subject of this current application is considered reasonable in this smaller commercial centre and necessary to ensure protection of residential amenity.

Other matters

A window display/general appearance to the front of the unit, with serving counter visible through a full height glazed shopfront, would maintain the retail/shopping character of the setting.

Conclusion:

The use is one appropriate in a commercial centre and on balance it is considered that this non-shop use is acceptable in this particular part of the commercial centre. There are maisonettes over but a closure of the premises at 11pm will not create undue disturbance at night in this shopping street.

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***

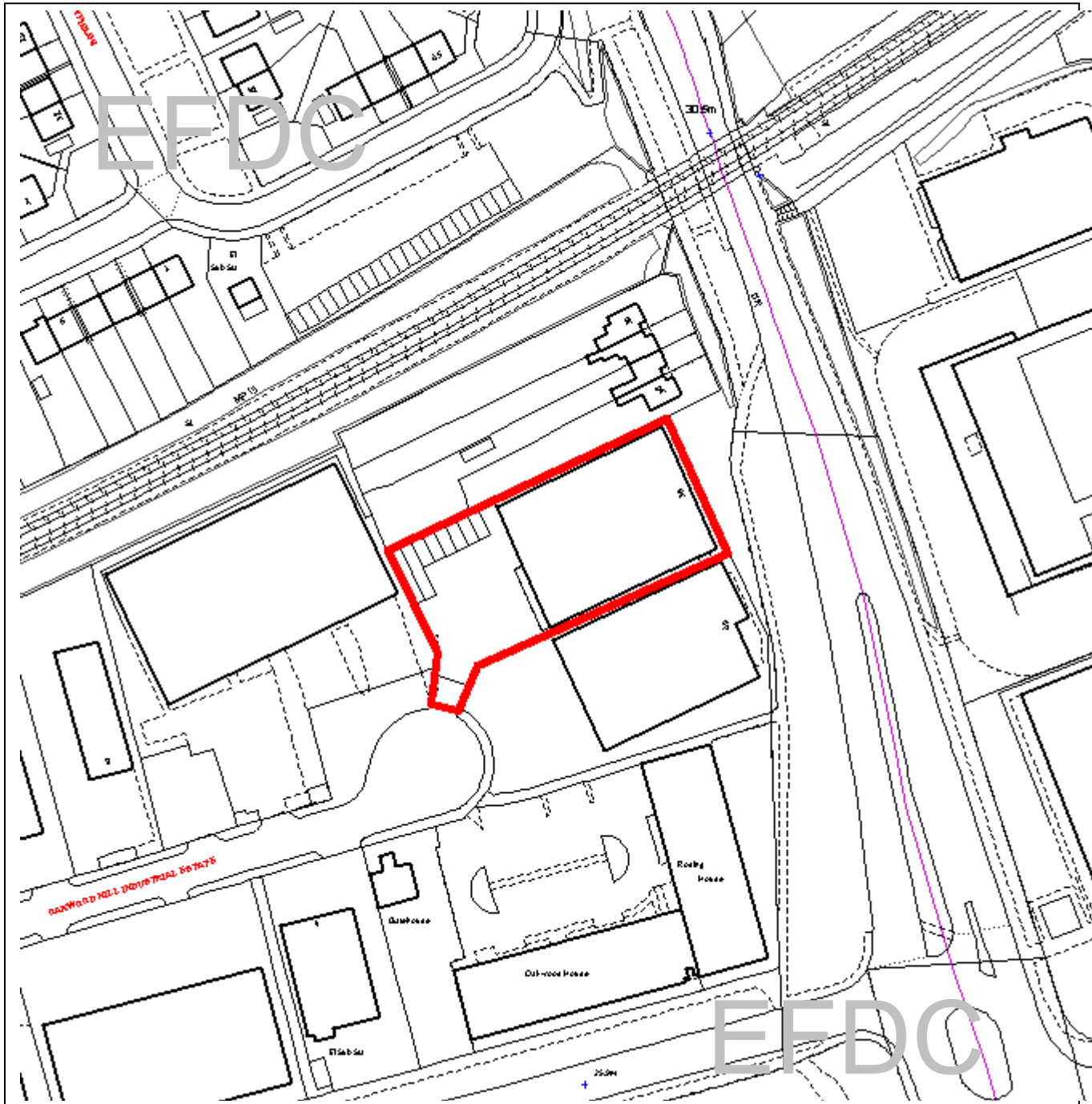
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Epping Forest District Council

Agenda Item Number 9



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| | |
|---------------------|---|
| Application Number: | EPF/2159/16 |
| Site Name: | 38 Chigwell Lane, Loughton, IG10 3NY |
| Scale of Plot: | 1/1250 |

Report Item No:9

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2159/16 |
| SITE ADDRESS: | 38 Chigwell Lane Loughton Essex IG10 3NY |
| PARISH: | Loughton |
| WARD: | Loughton Alderton |
| APPLICANT: | Mr Baljit Virk |
| DESCRIPTION OF PROPOSAL: | Change of use and conversion of part of existing ground floor office (Use Class B1) to a convenience store (Use Class A1) including new cladding to front elevation and new pedestrian access. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586541

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: FPU-099, FPU-101, FPU-102, FPU-201, FPU-202 and FPU-203
- 3 Materials to be used for the external finishes of the proposed development shall match those as outlined on the planning application form and shown on drawing no. FPU-202 of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 4 The A1 retail use hereby permitted shall not be open to customers outside the hours of 8am - 6pm on Monday to Sundays and Bank Holidays.

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 is part of a three storey industrial unit located within the Oakwood Hill Industrial site. The application site is part of the ground floor of an existing office/factory building. The application site itself fronts onto Chigwell Lane, with a gated pedestrian access. There is a wide grass verge and pavement to the front of the application site between the site and the road. The site is designated as an employment area (part of the Oakwood Hill/Langston Road site). The nearest residential properties are directly to the north of the site. The site is not within the Metropolitan Green Belt or a Conservation Area.

Description of Proposal:

This application seeks planning permission for the change of use and conversion of part of an existing office (use class B1) to create a new convenience store (use class A1). The proposal also includes new cladding to the front (Chigwell Lane) facing elevation and a new pedestrian entrance fronting Chigwell Lane. The shop unit will have a floor area of 34m². The existing building has a current footprint of over 1000m².

Relevant History:

EPF/2164/16 – New fascia signage – Concurrent application
EPF/0307/13 - Change of use and conversion of part of an existing office (Use Class B1/B2) to a new cafe (Use Class A3) with indoor seating for 22 and outside seating area for 10. Including new cladding to front elevation – App/Con
EPF/0308/13 – New fascia signage – App/Con (Café)

Policies Applied:

Epping Forest District Local Plan and Alterations
CP2 - Protecting the Quality of the Rural and Built Environment
CP7 – Urban Form and Quality
DBE1, 3 - Design
DBE 2, 9 – Amenity
ST4 – Highway Safety
ST6 – Vehicle Parking
E1 – Employment Areas
E2 – Redevelopment of existing employment premise
E4B – Alternative uses for Employment Areas

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:

LOUGHTON TOWN COUNCIL: The Committee OBJECTED to this application. Members commented there was no perceived need for a convenience store in this location owing to the large number of grocery stores located close by in The Broadway, which would have an adverse impact on these shops.

NEIGHBOURS

13 neighbours were consulted and a site notice erected:

LOUGHTON RESIDENT'S ASSOCIATION (PLANS GROUP) – Objection – statement is flawed, concern with regards to parking issues and competition with The Broadway shops. Opening times should match the café.

32 CHIGWELL LANE – Objection – increase in traffic and noise, not beneficial for local people.

Issues and Considerations:

The main issues that arise with this application are considered to be the following:

- Principle of the change of use within the Employment Area
- Character and Appearance
- Highways
- Amenity

Principle of the change of use

The proposed retail unit is a very small part of a larger building (albeit with the adjacent café) and the remainder of the building will remain as an employment use. The size of the proposal at 34m² is such that it could be viewed as an ancillary use (i.e. for onsite sales) however this will not be associated with the office use. The retail unit will be located in an under used office and will not involve any loss of employment to the existing business, but will employ 3 new staff (in part time and full time) positions. It is not considered that this modest change of use will have a detrimental impact on the employment area, particularly as it is a use that can be classed as ancillary to the surrounding employment uses (by offering a retail service within the immediate locality) and will generate additional employment.

A concern was raised when the adjacent café use was approved that it may result in a undesirable precedent being set with regards to the loss of employment uses. Although this is a further change from a B1 (office use), as with the previous application it is a very modest change in terms of floor area and due to the site fronting onto Chigwell Lane will not set a precedent for other units within the estate to replicate.

A sequential test has not been demonstrated as per paragraph 24 of the NPPF. A threshold for completing such a test is not given, however within the paragraph below a threshold of 2,500m² is provided for a 'retail impact assessment'. This far eclipses the proposed 34m² and it is considered disproportionate to the size of the development and therefore unreasonable to request such additional information.

Character and Appearance

The Oakwood Hill Industrial Estate has not altered as much as the opposite Langston Road area which has had several new, modern buildings fronting onto Chigwell Lane in recent times. It is considered that the previous works to the façade of the building have modernised this very public face of Oakwood Hill and this proposal is a welcome further improvement. The proposed cladding will continue to modernise this side of Chigwell Lane and will enhance both this building and this part of the Oakwood Hill Industrial Estate.

Highways

The proposal does not include any parking provision, and the existing parking (located within Oakwood Hill Industrial Estate) for the existing use of 38 Chigwell Lane will remain as is and not for customer parking. Given the location of the proposed shop unit within an Industrial Estate, opposite another industrial estate (Langston Road) and some 250m from Debden Tube station, the site is considered of a sustainable nature and one where additional car parking in this case is not considered a requirement.

Essex County Council Highways were consulted on the application and have raised no objection as the proposal is not contrary to Highway policy. It was noted by the Highways Officer that parking is not a significant issue given the small scale of the proposal.

Amenity

It is not considered that the proposal will give rise to any significant amenity concerns to the nearest neighbours to the north as no new built form is proposed. The doorway to the retail unit is set centrally within the application site so away from the shared boundary which will alleviate any possible disturbance.

No opening times have been suggested but as per the suggestion by the LRA (Plans Group) and confirmed with the Agent it is considered that the opening hours could be conditioned as 8am to 6pm. As with the café application, it is considered that these opening times are in keeping with the opening and active times at the Industrial Estate and therefore will not result in an isolated, late night/early morning use which may be detrimental to the amenity of the neighbours to the north of the site on Chigwell Lane and attract additional vehicle movements.

Other Matters

Impact on The Broadway

The proposal is for one small retail unit (34m²), located close to but separate from The Broadway. The Broadway provides a wide mix of shops, cafes and services and is anchored by the existing Sainsbury's store. It provides a valuable community service and it is not considered that one additional retail unit nearby will be so detrimental to this service to justify a refusal.

Conclusion:

In light of the above appraisal, particularly the limited impact on the employment area and the satisfactory external appearance the proposal is considered an acceptable form of development 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 564371***

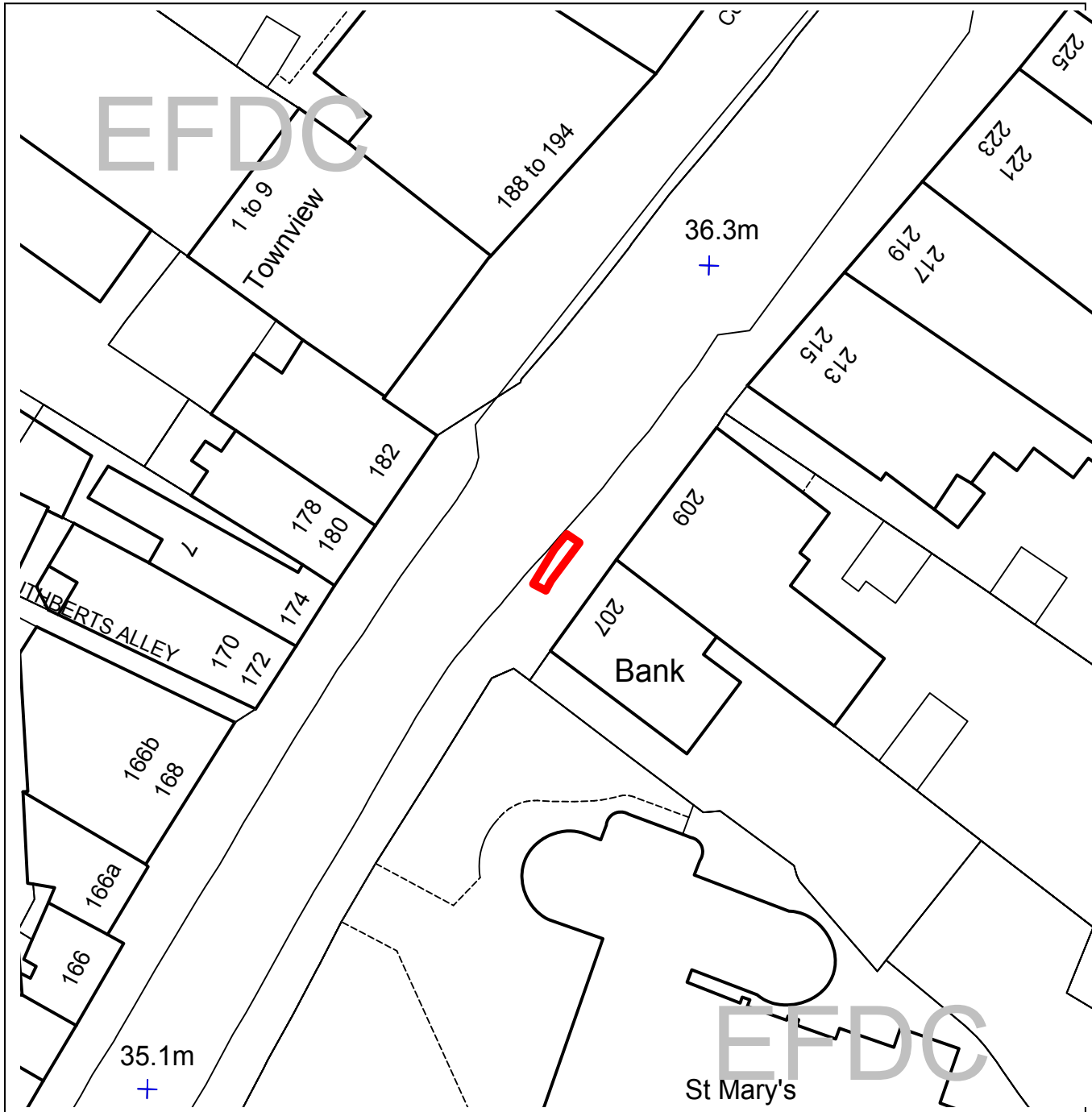
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Epping Forest District Council

Agenda Item Number 10



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| | |
|---------------------|---|
| Application Number: | EPF/1937/16 |
| Site Name: | Bus shelter on pavement outside Barclays Bank, near 207 High Road, Loughton, IG10 1AZ |
| Scale of Plot: | 1/500 |

Report Item No: 10

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1937/16 |
| SITE ADDRESS: | Bus Shelter on pavement outside Barclays Bank near 207 High Road Loughton Essex IG10 1AZ |
| PARISH: | Loughton |
| WARD: | Loughton St Marys |
| APPLICANT: | Mr Keith Stafford |
| DESCRIPTION OF PROPOSAL: | Advertisement consent for proposed internally illuminated digital panel forming integral part of bus shelter. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=585994

CONDITIONS

- 1 The advertising to be shown on the digital panels hereby approved shall be static and not sequential, changes of image shall occur at intervals of a minimum of 10 seconds, and image changes shall be carried out via a smooth fade and not abrupt change.

These applications are before this Committee since the recommendation for approval is contrary to an objection from a local council which is material to the planning merits of the proposals, (pursuant to the 'constitution, part three:scheme of delegation, appendix 3.).

Description of Site:

Two bus shelters located in the town centre on Loughton High Road - one lies on the pavement in front of Barclays Bank at 207, High Road, (application ref. EPF/1937/16) and the other lies on the pavement in front of a parade of shops just to the north of the entrance to the Morrisons supermarket (application ref. EPF/1938/16).

Description of Proposal:

Two advertisement consent applications EPF/1937/16 and EPF/1938/16 - to replace the existing illuminated panels in two bus stop enclosures with illuminated digital panels.

Relevant History:

None.

Policies Applied:

DBE13 – Advertisements.

National Planning Policy Framework

Summary of Representations:

LOUGHTON TOWN COUNCIL – the Committee objected to the proposals for digital panels on these bus shelters in the High Road, citing light pollution and concern for the road safety implications.

LRA PLANS GROUP – object - the other examples cited of where these digital panels are already in use are city centre locations with high levels of other lighting. These panels would be extremely intrusive in Loughton High Road, where the general level of lighting is far lower. They would affect pedestrians but would also potentially and dangerously distract passing drivers – we note that they face in the direction of the oncoming traffic and this effect would be accentuated by the movement as advertisements merge from one to the next.

If the District Council is minded to approve the application, we ask for conditions to be imposed such that

- the digitally generated display must not produce sequential images containing moving video or full motion displays.
- The advertising copy must not change more frequently than every 10 seconds and the transition to the next advertisement should be via a smooth fade.

NEIGHBOURS – 24 neighbours were notified on the application near Barclays Bank, and 36 on the application near Morrisons. No replies have been received.

Issues and Considerations:

The digital panels will replace existing illuminated panels in these bus shelters and in fact they will be smaller in size. Their illumination will not be stronger than the existing panels which is 280 candelas per sq m. Such a level is well below recognised lighting engineers guidelines of 600 candelas per sq m for a shopping centre such as Loughton High Road.

Digital control will enable the advertisement on the panel to be changed electronically. However the applicants point out that the advertising would be static, and the image would change at a minimum interval of 10 seconds, and this change would be a smooth fade rather than a flashing change from one image to another. The applicants are willing to accept conditions to ensure the proposed advertising complies with the above detailed specifications.

This form of digital advertising is already a common feature in many High Streets in London and has not created amenity or safety problems. The applicants state that *'the use of modern technology to deliver images to the panels allows not only commercial information to be displayed, but enables police and government agencies to deliver speedy emergency information and quick communication to the public. The advertising revenue raised helps support local authority services in the provision, cleaning and maintenance of bus shelters and other services'*

Conclusions:

For the reasons outlined above these digital panels will not be inappropriate features in Loughton town centre, and the specifications proposed for these panels, plus the imposition of an appropriate condition, will help address some of the concerns of the Town Council and LRA Plans Group. It is therefore recommended that conditional advert consent 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:

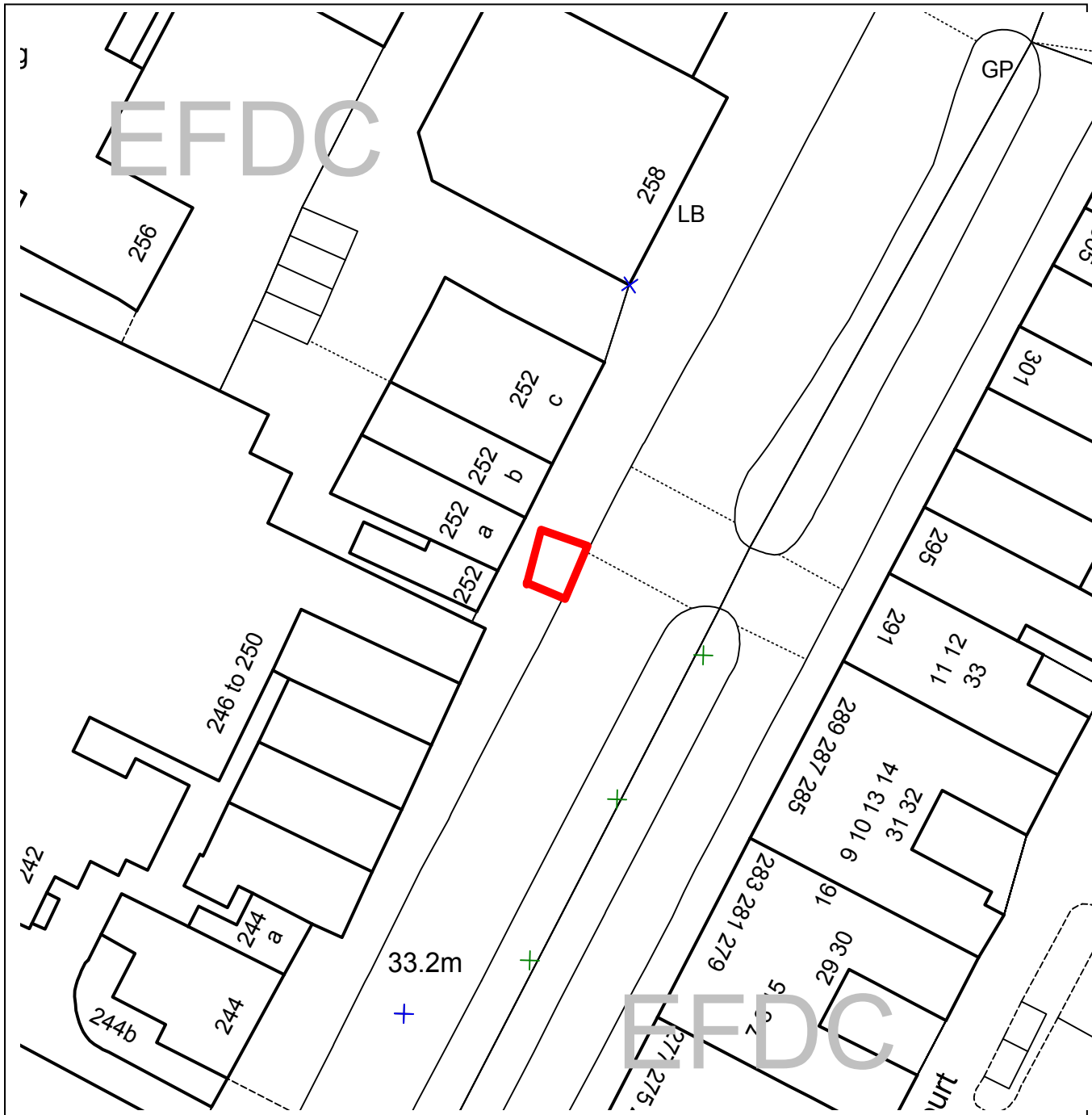
**Planning Application Case Officer: David Baker
Direct Line Telephone Number: 01992 564514**

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



Epping Forest District Council

Agenda Item Number 11



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| | |
|---------------------|--|
| Application Number: | EPF/1938/16 |
| Site Name: | Bus Shelter on pavement outside Pink Accessories Ltd, 252a High Road, Loughton, IG10 1RB |
| Scale of Plot: | 1/500 |

Report Item No: 11

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1938/16 |
| SITE ADDRESS: | Bus Shelter on pavement outside Pink Accessories Ltd 252A High Road Loughton Essex IG10 1RB |
| PARISH: | Loughton |
| WARD: | Loughton St Marys |
| APPLICANT: | Mr Keith Stafford |
| DESCRIPTION OF PROPOSAL: | Advertisement consent for proposed 1x digital panel forming integral part of bus shelter. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=585995

CONDITIONS

- 1 The advertising to be shown on the digital panels hereby approved shall be static and not sequential, changes of image shall occur at intervals of a minimum of 10 seconds, and image changes shall be carried out via a smooth fade and not abrupt change.

These applications are before this Committee since the recommendation for approval is contrary to an objection from a local council which is material to the planning merits of the proposals, (pursuant to the 'constitution, part three:scheme of delegation, appendix 3.).

Description of Site:

Two bus shelters located in the town centre on Loughton High Road - one lies on the pavement in front of Barclays Bank at 207, High Road, and the other lies on the pavement in front of a parade of shops just to the north of the entrance to the Morrisons supermarket.

Description of Proposal:

Two advertisement consent applications EPF/1937/16 and EPF/1938/16 - to replace the existing illuminated panels in two bus stop enclosures with illuminated digital panels.

Relevant History:

None.

Policies Applied:

DBE13 – Advertisements.

National Planning Policy Framework

Summary of Representations:

LOUGHTON TOWN COUNCIL – the Committee objected to the proposals for digital panels on these bus shelters in the High Road, citing light pollution and concern for the road safety implications.

LRA PLANS GROUP – object - the other examples cited of where these digital panels are already in use are city centre locations with high levels of other lighting. These panels would be extremely intrusive in Loughton High Road, where the general level of lighting is far lower. They would affect pedestrians but would also potentially and dangerously distract passing drivers – we note that they face in the direction of the oncoming traffic and this effect would be accentuated by the movement as advertisements merge from one to the next.

If the District Council is minded to approve the application, we ask for conditions to be imposed such that

- the digitally generated display must not produce sequential images containing moving video or full motion displays.
- The advertising copy must not change more frequently than every 10 seconds and the transition to the next advertisement should be via a smooth fade.

NEIGHBOURS – 24 neighbours were notified on the application near Barclays Bank, and 36 on the application near Morrisons. No replies have been received.

Issues and Considerations:

The digital panels will replace existing illuminated panels in these bus shelters and in fact they will be smaller in size. Their illumination will not be stronger than the existing panels which is 280 candelas per sq m. Such a level is well below recognised lighting engineers guidelines of 600 candelas per sq m for a shopping centre such as Loughton High Road.

Digital control will enable the advertisement on the panel to be changed electronically. However the applicants point out that the advertising would be static, and the image would change at a minimum interval of 10 seconds, and this change would be a smooth fade rather than a flashing change from one image to another. The applicants are willing to accept conditions to ensure the proposed advertising complies with the above detailed specifications.

This form of digital advertising is already a common feature in many High Streets in London and has not created amenity or safety problems. The applicants state that *'the use of modern technology to deliver images to the panels allows not only commercial information to be displayed, but enables police and government agencies to deliver speedy emergency information and quick communication to the public. The advertising revenue raised helps support local authority services in the provision, cleaning and maintenance of bus shelters and other services'*

Conclusions:

For the reasons outlined above these digital panels will not be inappropriate features in Loughton town centre, and the specifications proposed for these panels, plus the imposition of an

appropriate condition, will help address some of the concerns of the Town Council and LRA Plans Group. It is therefore recommended that conditional advert consent 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: David Baker

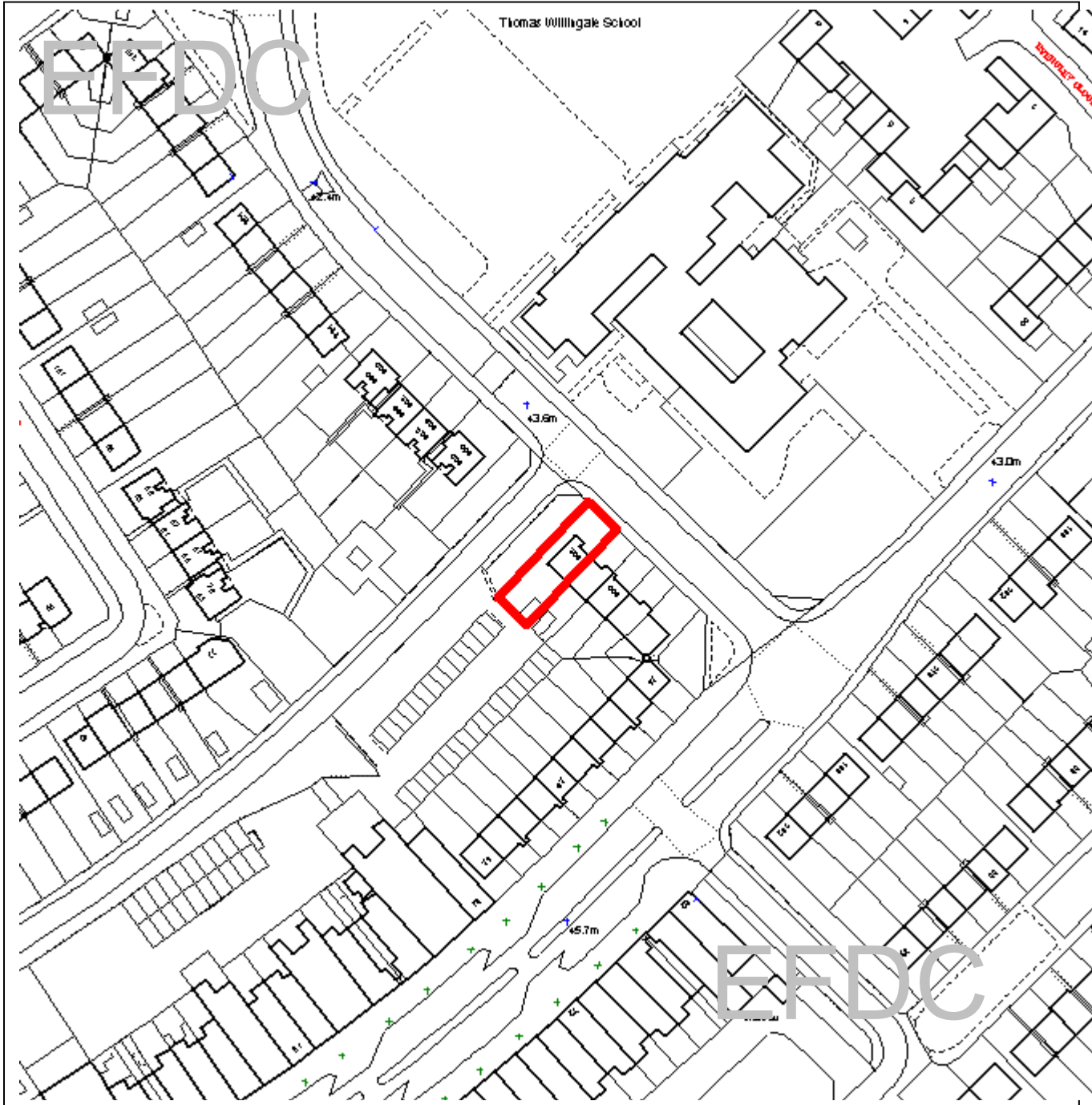
Direct Line Telephone Number: 01992 564514

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Epping Forest District Council

Agenda Item Number 12



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| | |
|---------------------|---|
| Application Number: | EPF/1969/16 |
| Site Name: | 352 Willingale Road, Loughton, IG10 2BW |
| Scale of Plot: | 1/1250 |

Report Item No:12

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1969/16 |
| SITE ADDRESS: | 352 Willingale Road Loughton Essex IG10 2BW |
| PARISH: | Loughton |
| WARD: | Loughton Broadway |
| APPLICANT: | Mr Kishor Chudasama |
| DESCRIPTION OF PROPOSAL: | Retention of single storey ground floor rear extension (as an amendment to EPF/3268/15 which gave approval to a ground floor rear extension and two storey side extension). |
| RECOMMENDED DECISION: | 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=586076

CONDITIONS

NONE.

This application is before this Committee since the recommendation for approval is contrary to an objection from a local council which is material to the planning merits of the proposal, (pursuant to the 'constitution, part three:scheme of delegation, appendix 3.).

Description of Site:

A two storey end of terrace house. The property is not listed nor does it lie within a conservation area.

Description of Proposal:

Retention of single storey ground floor rear extension (as an amendment to EPF/3268/15 which gave approval to a ground floor rear extension and two storey side extension).

Relevant History:

EPF/ 3268/15 gave approval to a ground floor rear extension and two storey side extension – works have been largely completed in the implementation of this consent.

Policies Applied:

DBE9 – Loss of amenity.
DBE10 – Residential extensions

National Planning Policy Framework

Summary of Representations:

LOUGHTON TOWN COUNCIL – Objection – the Committee deplored this retrospective application and objected to the single ground floor extension which had already been built.

NEIGHBOURS – 4 properties consulted and no replies received.

Issues and Considerations:

The previous application EPDF/3268/15 was approved under delegated powers. It proposed a two storey side extension which would also project 3m rearwards of the rear wall of the house. This two storey side extension would adjoin a 3m depth ground floor rear extension. However the ground floor element of the side extension has been erected 0.5m deeper at 3.5m. Officers have been informed that this greater depth was necessitated by the need to avoid a drain.

This 3.5m depth section of the ground floor rear extension lies a considerable 4.3m away from the side boundary with the adjoining no 354 - and at a modest 3.5m depth it will have a minimal impact on the amenity and outlook of this neighbouring house.

The 0.5m ground floor projection has a small leant to roof over, and in its design and materials used it has a satisfactory appearance.

Conclusions:

Building a development as a departure from the approved plans cannot be condoned. However, the modification to the outer section of the rear ground floor extension is very small, and has a minimal impact on amenity. It is therefore 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: David Baker
Direct Line Telephone Number: 01992 564514***

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

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Epping Forest District Council

Agenda Item Number 13



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| | |
|---------------------|--|
| Application Number: | EPF/1695/16 |
| Site Name: | 86 Tycehurst Hill, Loughton, IG10 1DA |
| Scale of Plot: | 1/1250 |

Report Item No: 13

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/1695/16 |
| SITE ADDRESS: | 86 Tycehurst Hill Loughton Essex IG10 1DA |
| PARISH: | Loughton |
| WARD: | Loughton St Marys |
| APPLICANT: | Mr & Mrs A Flowers |
| DESCRIPTION OF PROPOSAL: | Ground floor and first floor front, rear and side extensions. Remodelled roof and elevations. Solar panels, extended drive access and crossover. Raised rear patio. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=585457

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

Site description:

86 Tycehurst Hill is a substantial, detached, two storey residential dwelling house typical of early 1930s design and construction. The surrounding area is characterized by large detached dwellings which vary in architectural design. Many of the surrounding dwellings have been significantly extended to the side and rear. All dwellings are set back from the highway and benefit from drive ways of varying depth. Due to the topography of the site the streetscene graduates to the south/southeast and no.86 and those dwellings occupying the south side of Tycehurst Hill are set at a lower ground level than the highway and properties on the north side of Tycehurst Hill.

Description of proposal:

Planning permission is sought for the construction of a ground floor and first floor front, rear and side extensions, roof alterations, installation of solar panels, formation of extended drive access and crossover and construction of a raised rear patio.

The proposed extension to the front elevation will incorporate the existing ground floor projection closest to the east with an additional first floor and roof extension. This element will provide a first floor extension which retains the existing separation from the common boundary of 1.3m and the depth of the existing ground floor element but measure 3.9m wide. The roof structure will be hipped creating a front facing gabled wing which will be mirrored to the west. A sunken dormer window (2.3 x 2.1 x 2) is centrally located above a pitched roof porch and a small single storey extension.

The proposed two storey side extension will be off set from the common boundary by 2.7m. It would project 9.7m from the side elevation to the west, is approximately 6m in depth and is 7m from ground to ridge. At its centre point this element is stepped by 0.3m to the front and rear. The roof structure at this point is set down 0.7m from the extended ridge. Two small pitched dormer windows (2.3 x 2 x 1.4) are proposed within this roof structure, one to the front, the other to the rear. No side windows are proposed. The two storey side extension will include an integral garage.

To the rear, a full width single storey extension will effectively square off the original rear footprint at ground floor which measures 2.5m closest to the common boundary to the west and 1.6m to the east. A first floor infill extension is proposed to the west creating a hipped roof extension with front facing gabled wing which again will be mirrored to the east. The existing central pitch within the roof will be retained.

The proposed alterations will result in a complex roof structure which will include the introduction of x10 solar panels. Solar panels will also be placed on roof of the porch extension to the front of the dwelling.

The window configuration to both the front and rear will be greatly altered to accommodate the proposed extensions. Window placement will be rearranged to the front. To the rear, full length windows will be introduced at ground and first floor along with a small increase in height to the existing window openings.

A raised patio is also proposed closest to the common boundary to the west measuring 1.2m at its highest point which provides level access to the rear entrances to the dwelling.

Planning History:

EPF/1684/76 - Erection of 1 no. 4 bed roomed house and detached garage on land adjacent to 86 Tycehurst Hill.

Summary of representations:

9 Local residents have been consulted. No objections have been received.

Loughton town Council: Objection.

The Committee object to the proposal owing to concerns about the impact on the neighbour at no.88 Tycehurst Hill. The bulk and height, particularly of the proposed front first storey extension could reduce light to their downstairs lounge.

Policies applied:

CP2 – Protecting the Built Environment.

DBE9 – Loss of amenity

DBE10 – Residential extension.

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

Principle of development/main issues:

The main issues of consideration in this instance are the design and the impact of the proposed development upon residential amenity.

Design:

In terms of design the proposal creates an addition which is significant in terms of width but, due to the appearance of a subservient roof structure and limited depth of the extension to the side, remains subordinate to the host dwelling in terms of layout, bulk, scale and massing. Equally, this form of development is not uncommon within the streetscene and is evident at no.99 which is directly opposite the subject site.

Mature trees and shrubs define the boundary fronting the highway. These will be largely retained and will provide an element of screening to the central bulk of the dwelling house. This combined with the topography of the site which sees the host dwelling set slightly lower than the highway further reduces the impact of the proposed alterations upon the streetscene.

Overall the elevational redesign of the proposal is in context with the eclectic mix of substantial dwellings which form the streetscene. It creates a harmonious addition to the side of the property providing an interesting front elevation to the host dwelling which relates well to the character and appearance of surrounding area. As such, the proposal conforms to council policy DBE10.

Residential Amenity:

In general, it must be remembered that an extension can seriously disadvantage a neighbour by being overbearing in size and scale, loss of privacy and reducing the level of daylight. It is therefore, necessary to control the scale and form of extensions to ensure neighbours' amenities are protected. The amenity and privacy of neighbours must be considered before undertaking any extension.

In terms of loss of privacy it is noted that no overlooking windows, balconies and roof terraces are proposed and therefore the proposal would not create unacceptable privacy issues.

84 Tyrcehurst is located to the west. The proposed two storey side extension retains a 2.5m gap between the two dwellings. No windows are proposed within the side elevations. No.84 has one small window overlooking the common boundary but this appears to be an obscured window serving a non habitable room. A side window is proposed within the first floor infill extension, however due to the depth of no.84 and its orientation it is not considered that his window will overlook anything more than a flank wall at a distance of 11m. This distance is sufficient to safeguard the residential amenity of no.84.

No.88 is located to the east and occupies a shallow plot. However, due to the limited depth of the single storey rear extension, the orientation of no.88 and the mature shrubs which form the common boundary the impact of the alterations will be minimal. Furthermore, the distance of 6m from the common boundary combined with the existing shed within the curtilage of no.86 will mitigate any impact to the residential amenity of no.88.

The Town Council have raised concerns regarding the impact of the proposed first floor front extension upon the down stairs lounge window of no.88. The proposed first floor extension is located 1.3m from the common boundary with no.88 and 5m from the lounge of no.88. The common boundary treatment is 1.8m high and is formed of mature shrubs and trees. The proposed first floor addition builds upon the existing ground floor projection without increasing its depth of 2.4m. The increase in height is acknowledged however, given the distance of separation, the orientation of no.88 in conjunction with the setting sun it is considered that no.88 will not experience a loss of light or increased sense of enclosure to the detriment of their residential amenity. It should be noted that no.88 have not raised an objection to the scheme.

In addition, the introduction of a low level patio will not result in issues of overlooking or loss of privacy but to the established soft landscaping which defines the common boundaries.

Highways and parking.

A carriage drive way provides access to the proposed garage. In order to create an entrance and exit the central boundary fencing and shrubs will be retained. A portion of fencing and ivy adjacent to the common boundary to the west will be removed to provide vehicular access to the drive way and garage. It is considered that the garage combined with the carriage driveway provides sufficient space for vehicular parking and movement.

Trees and landscaping.

The TPO'd Walnut Tree and the mature apple tree will be retained. Tree Officers raise no objection to the scheme but recommend that whilst the applicant has provided a tree report and / or an Arb Method Statement, conditions do need to be included in full, and updated reports will need to be submitted for approval prior to commencement. This 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. Following permission being granted the information that will be required to be submitted will include;

- Tree protection plan to include the alignment of utility apparatus (including drainage and ground source heat pumps), and the site set up ie locations for site huts, temporary toilets, contractor parking, storage of materials, cement mixing etc. This information is not yet known.
- A detailed Arboricultural Method statement including a list of contact details for all relevant parties. This information is not yet known.
- Schedule of works to retained trees eg works required to facilitate demolition / construction activities. This information is not yet known.
- Arboricultural site monitoring schedule, A detailed schedule of visits is required.

Details of the hard and soft landscaping scheme are also required and requested via condition.

Recommendation:

The proposed scheme would not result in an excessively dominant development within the area and it would not be out of character. Impact on neighbour amenity is considered acceptable. It is therefore considered that the scheme is in compliance with national and local guidance with regards to house extensions. It is therefore recommended that the application is approved with conditions.

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

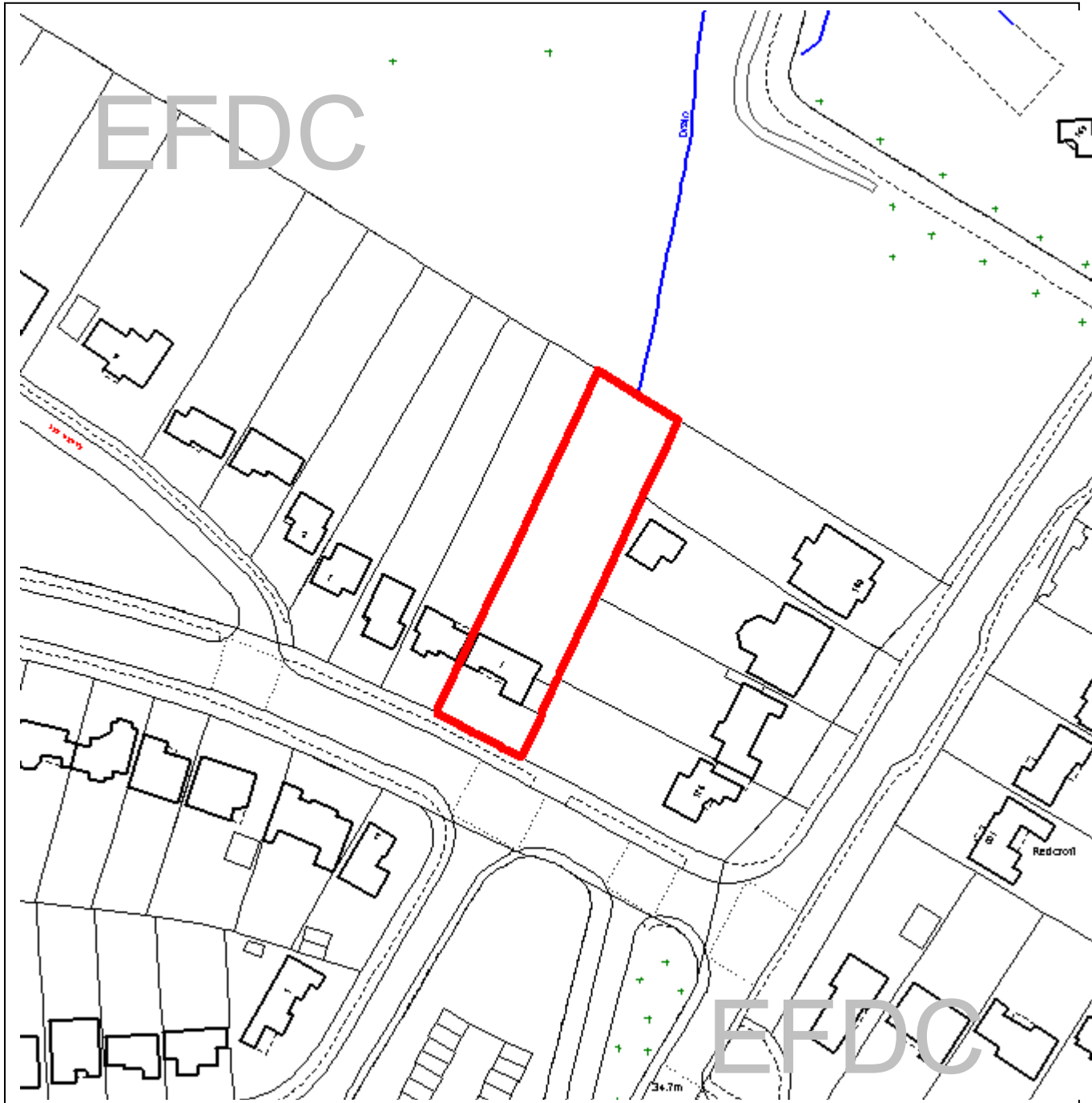
***Planning Application Case Officer: Nicola Dawney
Direct Line Telephone Number: 01992 564000***

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Epping Forest District Council

Agenda Item Number 14



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| | |
|---------------------|------------------------------------|
| Application Number: | EPF/1813/16 |
| Site Name: | 1 Chigwell Rise, Chigwell, IG7 6AB |
| Scale of Plot: | 1/1250 |

Report Item No: 14

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/1813/16 |
| SITE ADDRESS: | 1 Chigwell Rise Chigwell Essex IG7 6AB |
| PARISH: | Chigwell |
| WARD: | Chigwell Village |
| APPLICANT: | Mr J Singh |
| DESCRIPTION OF PROPOSAL: | Proposed part single, part two storey side, rear and front extensions, alterations and new roof accommodation including front and three rear dormer windows. |
| RECOMMENDED DECISION: | Refuse Permission (Householder) |

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=585713

REASONS FOR REFUSAL

- 1 The proposed development, by reason of its bulky appearance and poor design of the front elevation, dominated by disproportionately large gabled bays, would fail to complement the appearance of the existing house and would detract from the character and appearance of the locality. Accordingly, the proposal is contrary to Local Plan and Alteration policies CP2(iv) and DBE10, which are consistent with the National Planning Policy Framework.

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:

No.1 Chigwell Rise is a substantial detached dwelling located in a prominent location close to the junction of Chigwell rise, Brook Way and High Road, Chigwell. An eclectic mix of large detached dwellings characterise the surrounding area many of which has been extended to the side, rear and within the roof space. The subject site benefits from an adjoining single storey garage which abuts the common boundary of No.175 High Road, Chigwell. The main dwelling has a catslide roof closest to the common boundary of 3 Chigwell Rise with two small dormer windows within the front roof slope. A two storey wing protrudes 3.6m forward of the main front elevation closest to

No.175 and a single storey element protrudes 1.5m closest to No3. A first floor dormer window is located within the side elevation closest to No.3.

The dwelling is not listed, is not within a Conservation Area and does not form part of the Metropolitan Green Belt.

Description of Proposal:

Planning permission is sought for the erection of a part single, part two storey side, rear and front extensions, alterations and new roof accommodation including front and rear dormer windows.

The existing dwelling will be remodelled. The front elevation will be squared off inline with the 3.6m deep protruding wing with a small recessed area over a proposed porch which is centrally located. The catslide roof will be replaced with a two storey extension. A two storey side extension will also replace the existing garage and extended the existing protruding wing by 3.4m. A new hipped roof structure will incorporate the proposed additions. The alterations to the roof, front and side elevations will create a mirrored double fronted dwelling house.

Ground and first floor extensions are proposed to the rear. The ground floor element will project 8m from the rear elevation and is full width with a flat roof structure. The first floor element will project 4m from the rear elevation is full width. This element will be incorporated with the new roof structure for the main dwelling house. A set of French doors are located centrally at first floor and will protrude slightly and create a balconied area.

Three rear dormers area proposed within the rear roof slope of the new roof structure. One large dormer will be inline with the protruding front doors and balcony. The remaining two will sit either side and have smaller dimensions.

Planning History:

EPF/1646/00 - Replacement side double garage and sun lounge. Approved.

Consultation and Representations:

Surrounding neighbours have been consulted and no objections have been received.

Chigwell Parish Council: Support

“This Council supports this application.”

Policies Applied:

CP2 – Protecting the quality of the rural and built environment.

DBE9 – Loss of amenity

DBE10 – Residential extension.

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

Principle of development/main issues:

The main issues of consideration in this instance are the design and the impact of the proposed development upon residential amenity. The Parish Council states it supports the proposal, but

does not explain why it does therefore its expression of support cannot be addressed beyond setting out an assessment of the main issues.

Design

It is important that the proposal complies with the Council's policies for extensions to a dwelling including those relating to design and the amenities of neighbouring occupiers. Policy CP2 aims to safeguard and enhance the setting, character and townscape of the urban environment. Policy DBE10 states that residential extensions will be required to complement and, where appropriate, enhance the appearance of the streetscene and the existing building. This will be achieved by close attention to the scale, form and detail, elevations, materials, roof treatment and fenestration of the existing building.

It is noted that many of the surrounding detached dwellings are substantial in size and have been extended and the resultant eclectic design gives greater scope in design terms. However, these extensions have remained subordinate to the existing dwelling house in that, many extensions have been set back from the front elevations and the ridge of roof extensions have been lowered in order to create subservient additions and maintain the character of the host dwelling. This is not the case in this instance and the proposal will fail to complement the appearance of the existing house and therefore will not respect the character and appearance of the locality for the reasons set out below.

The most problematic component of the proposed design is the width of the pair of gabled bays in the front elevation in relation to the overall width of the house and the space separating them. The right hand bay is based on an existing forward projection of the house. The designer has sought to repeat that bay on the left hand side of the house by way of a two-storey front/side extension and roof enlargement. While that achieves a symmetrical appearance, the width of each bay approaches half the width of the house and consequently very little space separates them. The result is a pair of gabled bays that appear disproportionately large in relation to the width of the house.

Officers have given consideration to how the proposal could be modified to achieve a more harmonious appearance. Ideally a reduction in the width of both bays to no more than a third of the width of the house could be achieved. That is achievable more easily in the left hand bay, which would be an entirely new structure. Since the right hand bay is based on the existing forward projection, narrowing it would require partial demolition of that part of the house. While that is achievable, it is less straightforward and therefore more costly to achieve but there is no fundamental impediment to doing so. An alternative would be an asymmetrical design with a much narrower left hand bay. Informal discussions with the Applicant have taken place and the Applicant considers those solutions are likely to be less attractive than the current proposal and therefore none of the suggested alternatives has been explored by way of sketches. The Applicant did suggest deleting the porch from the proposal and while that would somewhat improve the separation of the gables, it would not fully address Officers objection to the width of the gabled bays.

Officers consider the proposed remodelling of this dwelling, and particularly the design of the front elevation, will create the impression of a substantially larger dwelling within this plot which retains very little of the original character of the house, appearing incongruous and over dominant within the streetscene. Overall the elevational design of the proposal will result in over-dominant additions to the main dwelling that fails to complement its design and the character and appearance of the locality. It is considered that, in terms of design, the proposal does not conform to Policy DBE10 of the Local Plan.

Impact to neighbours

In general, it must be remembered that an extension can seriously disadvantage a neighbour by being overbearing in size and scale, result in a loss of privacy and reducing the level of daylight. It is therefore, necessary to control the scale and form of extensions to ensure neighbours' amenities are protected. The amenity and privacy of neighbours must be considered before undertaking any extension.

Due to the orientation of the site, the boundary screening and the location of the immediately surrounding neighbours, the significant depth and height of the proposal will not have a harmful impact upon the amenities of No.3 Chigwell Rise or 175 High Road, Chigwell. The proposed balconies have the potential to result in excessive overlooking, however that is mitigated by substantial trees and bushes on the site boundaries with both immediate neighbours.

Recommendation:

The proposed development, by reason of its bulk and unsympathetic detailed design fails to complement the design of the existing dwelling house and would therefore not respect the character and appearance of the locality. While the proposal would not cause excessive harm to the living conditions of neighbours, Officers conclusion on the design merits of the proposal is that it does not conform to Policy DBE10 of the Local Plan. Accordingly, it is recommended that planning permission be refused.

A way forward for the Applicant is to explore an alternative design to the front elevation that either reduces the width of both bays such that neither are wider than one third of the width of the house, omits the left hand bay or substantially reduces its width to achieve a proportionate separation between it and the right hand bay.

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: Nicola Dawney
Direct Line Telephone Number: 01992 564000***

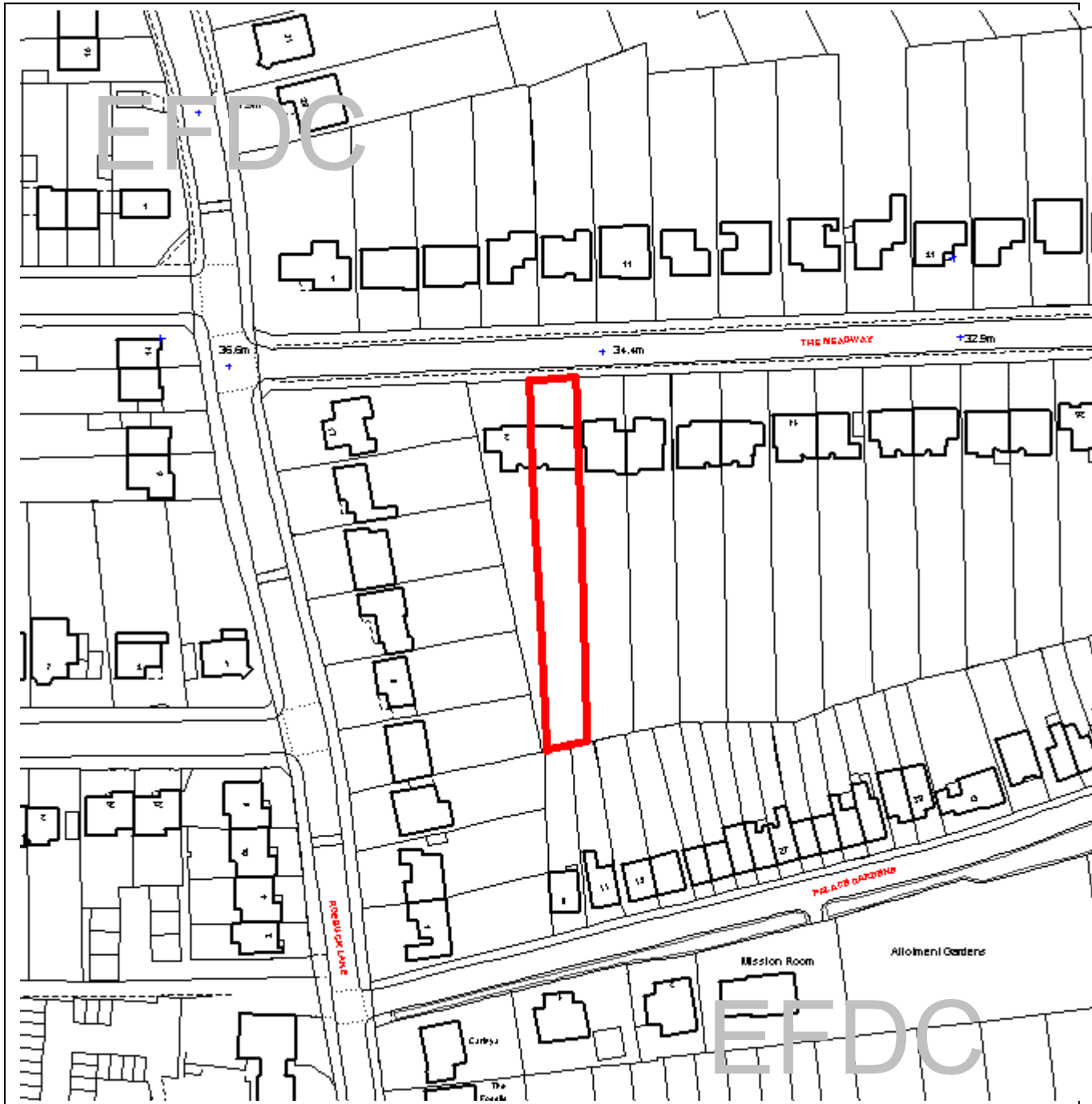
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Agenda Item Number 15



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| | |
|---------------------|---|
| Application Number: | EPF/2119/16 |
| Site Name: | 4 The Meadway, Buckhurst Hill, IG9 5PG |
| Scale of Plot: | 1/1250 |

Report Item No: 15

| | |
|---------------------------------|---|
| APPLICATION No: | EPF/2119/16 |
| SITE ADDRESS: | 4 The Meadway Buckhurst Hill Essex IG9 5PG |
| PARISH: | Buckhurst Hill |
| WARD: | Buckhurst Hill West |
| APPLICANT: | Mr Mark Chick |
| DESCRIPTION OF PROPOSAL: | Single storey rear extension |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM_websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586462

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 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 located on the south side of the road. The property has previously been extended previously, a two storey side extension that wraps around half the rear of the building to a depth of around 1.2 metres and a recently installed roof extension with rear dormer window.

The surrounding area is wholly residential and in this particular location, properties comprise predominantly two storey houses. Land falls away to the south and east and properties in this part of the road are elevated above rear gardens by around 1 metre.

Description of Proposal:

The application proposes a single storey rear extension. The extension projects 3 metres from the existing bay window on the boundary with no.2 and 2.6m from the rear main wall on the other side where it lies 1m from the boundary with no.6 to retain side access through the garage. The central part of the extension projects 1.56m beneath an octagonal roof; two further rooflights of similar but smaller design lie either side within an otherwise flat roof. Materials matching the existing white painted exterior are indicated.

Relevant History:

EPF/0012/88 First floor side extension approved.

EPF/0850/16 Lawful Development Certificate application for loft conversion and rear dormer – works found to be lawful.

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: Five

Site notice posted: No, not required

Responses received:

One response has been received from neighbours at 2 The Meadway concerned at loss of light from the rear extension and roof structures, and potential for light pollution from the rooflight.

Buckhurst Hill Parish Council: Object

The Parish Council consider the proposal has an adverse effect on the residential amenity of next door, neighbours through loss of light and view. They also raise concerns at the height of the centre dome in the roof.

Main Issues and Considerations:

Issues of impact on neighbouring occupiers relate to no.2 The Meadway only. Since the extension would be set around 1 metre from the boundary with no. 6, which has a garage adjacent to the boundary, it would not cause any harm to the living conditions of that house.

The extension projects 3 metres beyond the bay window at no.2 and has a parapet wall on the boundary of 3.1metres above existing patio level at both properties. Were the properties built at normal ground level, this would be permitted development. There are no particular circumstances in this case that suggest the proposal would have a significantly greater impact than would usually be the case from a 3 metre deep permitted development extension. The flank wall does oversail the roof of the bay, which may have given the impression of additional bulk to consutees, but this

is only visible externally. The removal of the parapet has been considered but the saving in height (around 250mm) needs to be balance against the resultant appearance as a fascia board would be required. The centre projecting element has no material impact on the neighbour, while the rooflights cannot be considered intrusive either in their physical form or in terms of light spillage.

The provision of an octagonal roof over the central projecting section provides an innovative solution to the additional space, particularly compared to the mono-pitch roof on the extension at no.8, and provides a balanced appearance to the whole when considered with the rooflights. This roof does not exceed 4 metres in height from the existing patio level, is in proportion to the whole building and would be permitted development on a level site.

Conclusion:

In terms of its relationship with the adjoining property at no.2 The Meadway, the extension could ordinarily be built as permitted development and there are no grounds to suggest that in this instance the extension has a disproportionately greater impact than would be the case if the properties were not both elevated above the garden levels.

The central bay is well designed and of appropriate scale in the context of the site and surrounding buildings. It is therefore concluded, on all the planning issues, that no reasonable grounds exist to justify refusal.

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

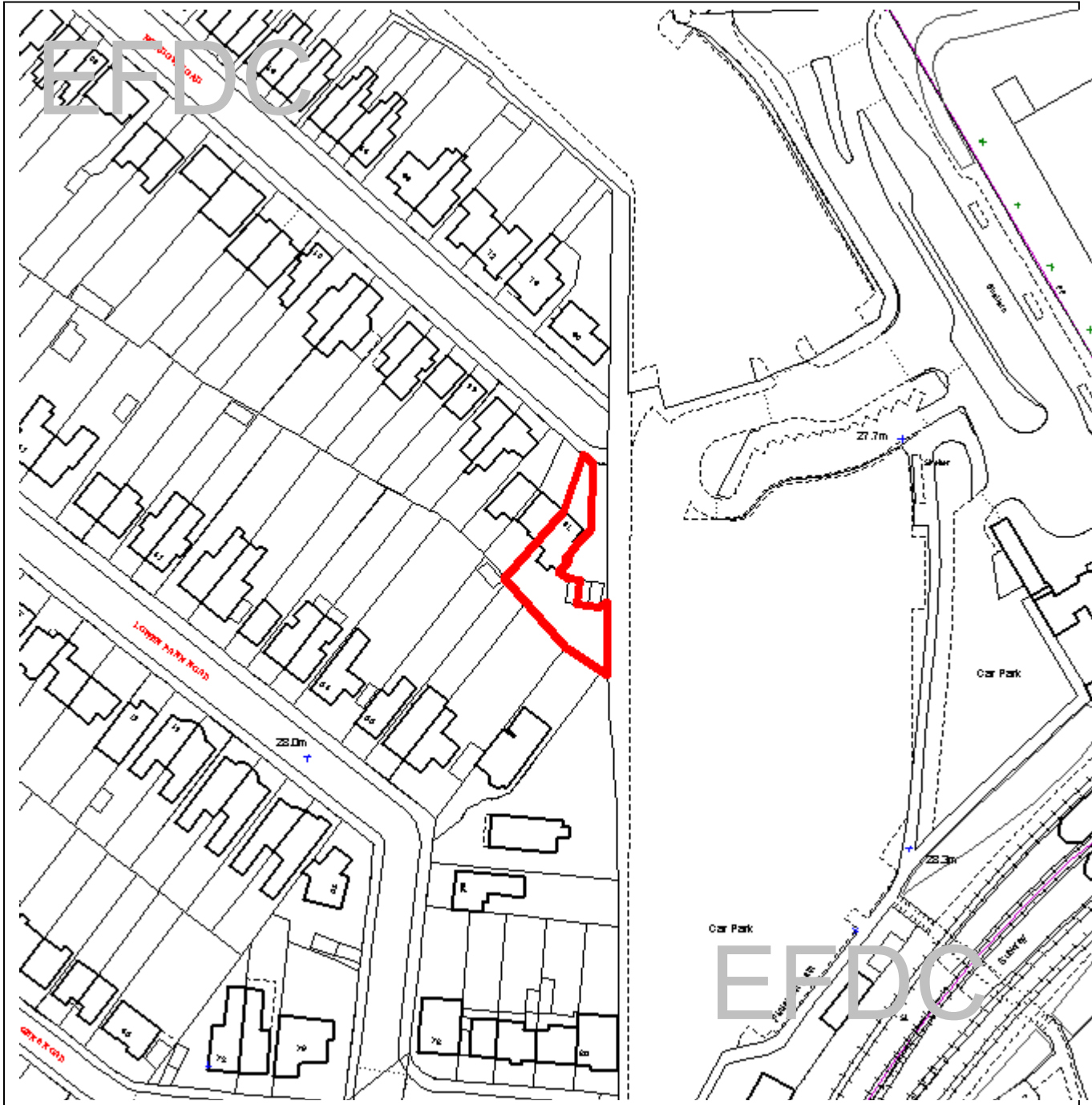
***Planning Application Case Officer: Ian Ansell
Direct Line Telephone Number: 01992 564481***

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Agenda Item Number 16



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|---------------------|------------------------------------|
| Application Number: | EPF/2236/16 |
| Site Name: | 73 Meadow Road, Loughton, IG10 4HY |
| Scale of Plot: | 1/1250 |

Report Item No: 16

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/2236/16 |
| SITE ADDRESS: | 73 Meadow Road Loughton Essex IG10 4HY |
| PARISH: | Loughton |
| WARD: | Loughton Forest |
| APPLICANT: | Mrs D Campbell |
| DESCRIPTION OF PROPOSAL: | Rear single storey extension (reduced length), conservatory set 1m from neighbours' boundary and side first floor extension over existing utility room |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=586721

CONDITIONS

- 1 The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.
- 2 Materials to be used for the external finishes of the proposed development shall match those of the existing building, unless otherwise agreed in writing by the Local Planning Authority.
- 3 All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.

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

Description of Site:

Meadow Road is formed of two storey semi-detached dwellings which form a cul-de-sac with a linear urban grain. No.73 is located at the end of the cul-de-sac and the end of a terrace of three dwellings which are somewhat set back from the established building line of the streetscene. The site has a triangular shape defined by a common boundary with no.71 Meadow Road to the west, Loughton tube station car park to the east and the rear gardens of residential dwellings forming Lower Park Road to the south.

The property has extensive hardsurfacing in front and to the side of the house. A building accommodating three garage spaces is set to the rear. The location plan shows that the garage nearest the house forms part of the application site. The other two appear to have been sold off.

A flat roofed two-storey rear extension has been added across part of the width of the rear elevation. A flat roofed single storey side extension has been added from the flank elevation. These appear to have been constructed as Permitted Development.

There is only one neighbouring property; the adjoining house at no. 71. This has a conservatory with its rearmost elevation in line with the rear most part of the existing two-storey rear extension of the application property.

Description of Proposal:

This application is a resubmission of planning permission for the construction of a single storey rear extension and first floor side extension over existing utility room which now has a reduced width.

A previous application reference EPF/1528/16 for a similar scheme was refused for the following reason:

“By reason of the combination of the distance the single storey part of the rear extension will project beyond the conservatory at no.71 Meadow Road, its height at the boundary with the neighbouring property, siting hard on the boundary with no.71 Meadow Road and orientation in relation to the adjacent conservatory, the proposed development is likely to appear excessively overbearing to the occupiers of no.71 Meadow Road and cause a significant reduction on the light received by the conservatory. As a consequence the proposed development would cause an excessive degree of harm to the living conditions of no.71 Meadow Road contrary to the adopted Local Plan and alterations policy DBE9 which is consistent with National Planning Policy Framework.”

The previous application proposed a single storey rear extension which would have infilled between the side boundary with no. 71 and the existing two-storey extension and then towards the rear become wider to wrap around a corner of the two-storey extension. The single storey rear extension would have had a maximum depth of 6.8m. The extension would have been 3m deeper than the rear elevation of the existing two-storey extension. The extension would have had a parapet wall, and sit hard on the common boundary with no.71, with a height of 3.0m.

The current resubmission has offset the single storey rear extension from the common boundary by 1m. The parapet has been removed and replaced with a traditional gutter in order to reduce the impression of height, however the overall height of the extension from ground to ridge remains 3m. The depth of 3m from the rear elevation of the existing two storey extension also remains the same.

The first floor side extension which would cover the footprint of the wider part of the existing single storey side extension and be deeper to the rear such that the rear of the first floor side extension would oversail and be supported by a pillar, has not been altered from the previous submission as this element was considered acceptable and did not form part of the reason for refusing the previous scheme.

Relevant History:

EPF/1528/16 - Single storey rear extension and first floor side extension over existing utility room was refused for the following reason. Refused as detailed above.

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:

Surrounding neighbours were consulted – No replies have been received.

Loughton Town Council: Objection: “*The Committee maintain its previous concern for the loss of light to the neighbouring property at no. 71 Meadow Road.*”

Main Issues and Considerations:

The key considerations in this application relate to any potential impact on the neighbouring amenity and design. Local Council comments are also a material considerations when assessing this application.

Design

In terms of design, the proposed extensions to the side and rear of the property would compliment the existing dwelling and create additions which although, generous in size, are sympathetic in design, are subordinate in terms of layout, bulk, scale and massing and relate well to the context of the site.

Properties forming Meadow Road have been extended to the side, rear and within the roof space over many years. It is evident that this established form of development benefiting neighbouring dwellings has maintained the integrity of the cul-de-sac and this small terrace of dwellings and the current proposal would not erode the character and appearance of the streetscene.

Overall, the design of the development is in-keeping with the dwelling house and surrounding area. The combined depth, width and height of the proposal would not create an extension which would result in an over bearing and dominant addition to the side and rear of the property and conforms to council policies DBE10.

Residential amenity

In general, it must be remembered that an extension can seriously disadvantage a neighbour by being overbearing in size and scale, result in a loss of privacy and reducing the level of daylight. It is therefore, necessary to control the scale and form of extensions to ensure neighbours' amenities are protected. The amenity and privacy of neighbours must be considered before undertaking any extension.

Due to the orientation of the site and the location of the first floor addition, as with the previous application, it is considered that this element of the proposal would have no adverse impact to any neighbour.

With regard to the single storey rear extension, in order to address the reason for refusal of the previous scheme and the concerns of the Town Council regarding loss of light the current submission has off set the rear extension by 1m and removed the parapet from the roof structure. By off-setting the proposal from the common boundary the rear element no longer sits hard on the common boundary and provides a sufficient degree of separation from the neighbour's conservatory which would soften the appearance of the proposed extension. The removal of the parapet roof structure will reduce the impression of height. The proposed pitched roof will measure 3m from ground to the central pitch of the roof structure which is of a sufficient height and distance from the neighbouring dwelling to significantly reduce any loss of daylight that might have resulted from the previously proposed scheme.

Combined, the reduced width which creates a 1m separation from the common boundary and the removal of the parapet roof structure will reduce the impact of the proposal upon the neighbouring dwelling in terms of loss of light and would mitigate the depth of the extension by reducing the overall bulk and appear less dominant and overbearing.

Conclusion:

It is considered that the current resubmission overcomes the previous reason for refusal and the impact to the occupiers of no. 71 in terms of loss of light has been reduced to a level that is acceptable. It is therefore considered that the scheme is in compliance with national and local guidance with regards to house extensions. It is therefore recommended that the application is approved.

Planning Application Case Officer: Nicola Dawney

Direct Line Telephone Number: 01992 564000

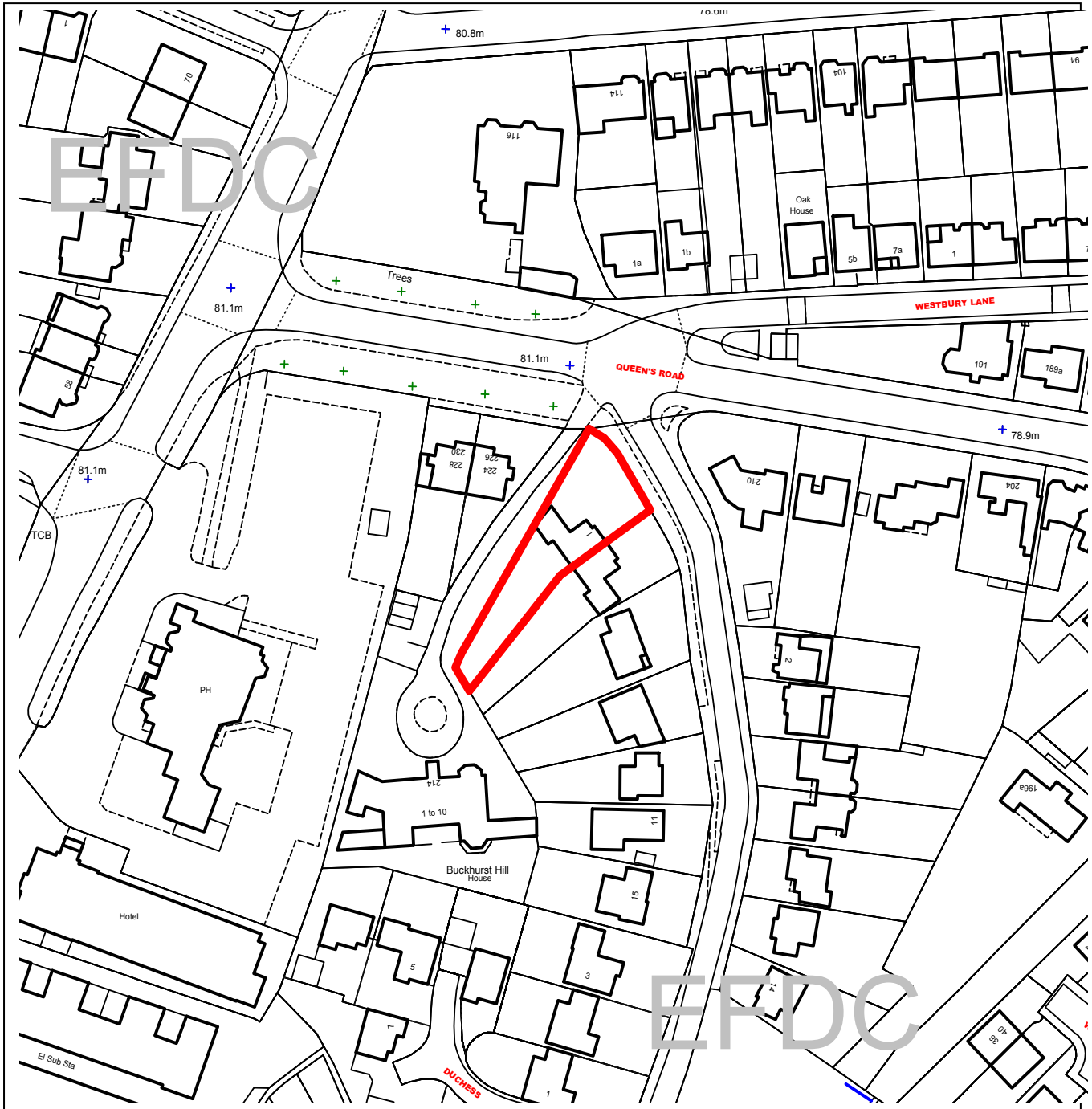
or if no direct contact can be made please email: contactplanning@eppingforestdc.gov.uk

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Epping Forest District Council

Agenda Item Number 17



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| | |
|---------------------|--|
| Application Number: | EPF/1103/16 |
| Site Name: | 1 Knighton Lane, Buckhurst Hill, IG9 5HH |
| Scale of Plot: | 1/1250 |

Report Item No: 17

| | |
|---------------------------------|--|
| APPLICATION No: | EPF/1103/16 |
| SITE ADDRESS: | 1 Knighton Lane Buckhurst Hill Essex IG9 5HH |
| PARISH: | Buckhurst Hill |
| WARD: | Buckhurst Hill West |
| APPLICANT: | Mr Benjamin Nwofor |
| DESCRIPTION OF PROPOSAL: | Two storey front/side extension. Single storey rear extension. New basement level at rear to provide additional accommodation. Rooms in the roof space with six roof lights. |
| RECOMMENDED DECISION: | Grant Permission (With Conditions) |

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

http://planpub.eppingforestdc.gov.uk/NIM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=584215

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.
- 4 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.
- 5 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))

Description of the Site:

Two storey semi-detached house on a corner plot of land at the junction of Knighton Lane, Westbury Lane, and Queens Road. The site is bound by a cul-de-sac that provides access to a Locally Listed Building, called “Buckhurst Hill House” in the west and south-west. The site is wider in the front but narrows the further it gets to the rear garden area. The site is well screened from the western side boundary, including at rear and partly at front boundary by existing trees/vegetation. There is a 2m high fence on the dividing boundary between the rear garden of the site and the attached property. There is an integral garage which is recessed from the main front wall of the existing house. Site levels are generally flat. The site is not in a conservation area nor listed.

Description of the Proposal

Two storey front/side extension. Single storey rear extension. New basement level at rear to provide additional accommodation. Rooms in the roof space with six front roof lights.

- Summary of the details of the proposal:

The proposal is to bring forward the recessed integral garage which would result in a two storey front/side extension being constructed there. This element would be 8.8m in height, 7.5m wide but narrows in width the further back it gets. It would be constructed with a roof that is hipped on the sides but with a gable end feature to the front. The roof of the extension will have two front roof lights and additional two roof lights would be installed on the front roof slope of the original house.

It is also proposed to construct a single storey rear extension that would measure 3m deep along the boundary with the attached property, and 1.8m deep along the other side boundary. This element would be 10.5m in width and 3.9m in height from ground floor to the ridge height of the proposed mono-pitched roof form.

The basement level is also proposed some light-wells. However, this would entirely be subterranean in nature, with no visibility above ground level. The basement would be excavated to the depth of between 2.3m and 2.6m to provide sufficient headroom, and it would be about 7.7m in width. This element would be used as a GYM, Games Room and Cinema; this is shown on drawing no.02-09-16_03A.

The integral garage would be converted into a habitable room and this would result in the front garage door being replaced with a window. In addition, rooms would also be provided on the roof space/loft area.

Site History:

EPF/0475/80: Two storey side extension –Approved/Con08/04/1980.

EPF/0643/79: Two-storey side extension –Approved/Con10/09/1979.

Policies Applied

| | |
|-------|---|
| CP2 | Protecting the quality of the built environment |
| DBE 9 | Loss of amenity |
| DBE10 | Residential Extensions |

| | |
|-----|-----------------------------|
| ST4 | Road Safety |
| ST6 | Vehicle Parking |
| RP3 | Water Quality |
| U3B | Sustainable Drainage System |

National Planning Policy Framework (NPPF 2012):

The NPPF was published on 27 March 2012. Paragraph 214 states that due weight should be given to the relevant policies in existing plans according to the 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: 19.

Site notice posted: No, not required.

Responses received: No response was received from neighbours.

Buckhurst Hill Parish Council: Objected to this application as originally submitted and also as revised on the following grounds:

1. Over development of the site.
2. Overbearing compared with existing development in the vicinity.
3. Adverse effect on the residential amenity of neighbours by reason of disturbance and overshadowing.
4. Visual impact of the development.
5. Concerns regarding basement –setting precedent.
6. Concerns of the impact of the proposed basement on the natural groundwater flows.
7. Proper hydrological survey recommended to be carried out.

Issues and Considerations:

The main issues in this case are:

- Design.
- Living Conditions.
- Impact on the Public Highway and Pedestrian Safety.
- Land Drainage.

Design:

The revised proposal has been designed to be sympathetically subservient to the host property, particularly in terms of layout, scale, size, height, style, roof profile and choice of materials. The proposed would not only be complementary to the application building, but it would also be in keeping with the character and appearance of the attached property, street scene, and the locality. This matter is considered further below in comments on the Parish Council's objections.

Living Conditions:

The proposed development as a whole is not expected to result in any harmful effect upon the living conditions of any neighbouring occupiers. This matter is considered further below in comments on the Parish Council's objections.

Impact on Highway and Pedestrian Safety:

Planning permission EPF/0475/80 included a condition requiring the existing integral garage to be retained solely for the garaging of a private motor vehicle incidental to the enjoyment of the dwelling house. However, it is now proposed to convert the said garage into a habitable room to provide additional living accommodation. The existing driveway to the front of the subject property is well setback from the main road. In addition, this front driveway is large and sufficient to provide off-street parking spaces for more than two private cars. In the circumstances, it is considered that the loss of the use of a garage as a car parking facility would not have a detrimental impact on the public highway and pedestrian safety since off-street parking in accordance with the adopted Vehicle Parking Standards would be provided. This element of the proposal is therefore considered acceptable.

Land Drainage:

The Council's drainage team was consulted on the application and has confirmed the site does not lie within either an Epping Forest District Council flood risk assessment zone or any Environment Agency (EA) Flood zones. Whilst the Drainage team has not objected to the development in principle, they have expressed some concerns regarding the geology of the area as being predominantly clay and consequently infiltration drainage may not be suitable for the site. As the applicant has not provided details of surface water disposal, it is considered on the interest of local environment and public health, that a condition requiring submission and approval of surface water drainage details by the Local Planning Authority prior to development commencing, is necessary on this site. This would be reflected on the decision notice. In addition, further details regarding subterranean developments will be included on the decision notices as informative as suggested by the Council's Drainage team.

Discussion of Matters Raised in Representations by the Parish Council:

Buckhurst Hill Parish Council has objected to the proposed development on grounds listed above and commented individually below:

1. Over development of the site:

In response to this concern, the footprint of the existing dwelling house is in the region of 86.30m², and the footprint of the proposed scheme without basement level, would be in the region of 48m², which is well below that of the original house. In addition, the proposed development would infill the existing gap between the front elevation wall of the main house and of the recessed integral garage. Furthermore, the single storey rear extension would also infill an existing gap albeit with a slight projection of 1.8m beyond this. In regards to the basement level, this would be entirely subterranean in nature and the scale of its excavation is considered appropriate in relation to the size of the application site. In light of these facts, the Local Planning Authority could therefore not refuse this application on grounds of over development of the site.

2. Overbearing compared with existing development in the vicinity:

In response to this concern, the two storey side/front element is carefully situated away from any neighbouring boundaries. It is also well set back from the main road, and from the front elevation wall of the main house. The site is well screened by existing mature trees along a large portion of front and side boundaries. The single storey rear element is about 3.9m in height; whilst this element would be constructed flush onto the dividing boundary, the lower part of it would be obscured by existing 1.8m high timber fencing and the remaining part visible above this timber fence would be insignificant in visual terms. The overbearing impact from the development as a whole is not expected to be excessive to an extent that would harm the living conditions of any neighbouring occupiers.

3. Adverse effect on the residential amenity of neighbours by reason of disturbance and overshadowing:

In response to this concern, with exception of that temporal disturbance in terms of noise, vibration, heavy vehicular movements during the construction process, the proposed development is not expected to result in further form of disturbance beyond the construction phase. Hours of construction would be regulated by a relevant conditions and this would be reflected on the decision notice.

4. Visual impact of the development:

In response to this concern, the only element of the scheme that would be partly visible from the street is the two storey side/front extension. However, this element is well setback from the street and well screened from side and front boundary by high and mature trees. In addition, the complementary design approach would ensure the finished appearance that would be desirable to everyone to have in visual terms from any vantage point.

5. Concerns regarding basement –setting precedent:

In response to this one, every scheme is unique and is always considered on its own merits, which is the case with the proposed basement level here. The proposed basement is considered to be acceptable having regard to its position, siting, size and scale of excavation. The issue of precedent in this case was therefore given less weight in determining this application. A condition is attached which would require excavated materials to be removed from the site.

6. Concerns regarding the impact of the proposed basement on the natural groundwater flows:

In response to this, the application site is not within an Epping Forest or Environment Agency Flood Risk Area as such therefore is therefore no requirement for a full hydrological survey to be carried out on this site. This particular concern is addressed in much more details in drainage section above.

Conclusion:

The objections from the Parish Council have been addressed in the body of this report. However, having taken all material considerations into account, the proposal is found to be in accordance with the aforementioned policies of the adopted Local Plan (1998) and Alterations (2006) and guidance in the NPPF. Accordingly, it is recommended that planning permission be granted with conditions.

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

Planning Application Case Officer: Moses Ekole

Direct Line Telephone Number: 01992 564109

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