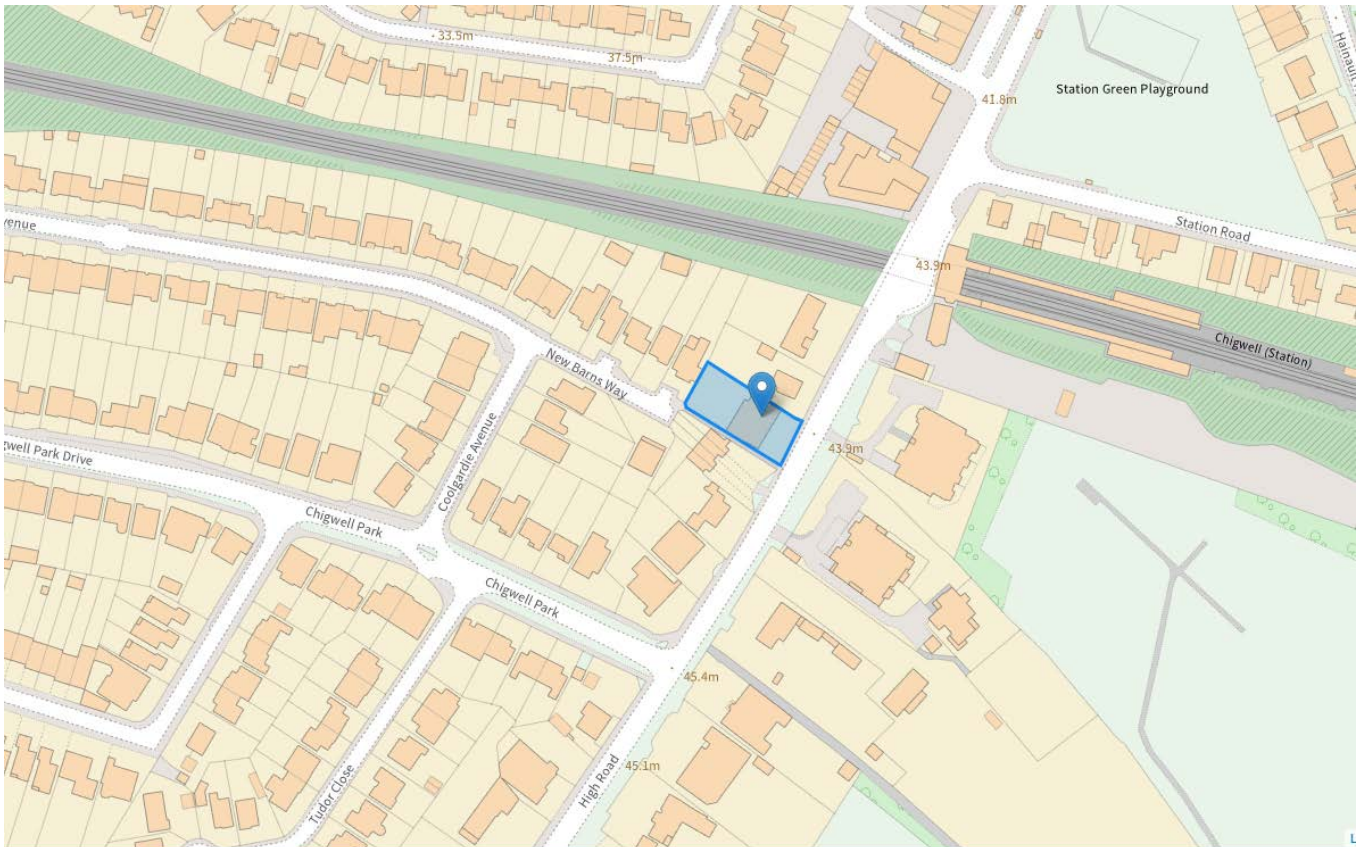


OFFICER REPORT

Application Ref: EPF/1770/23
Application Type: Full planning permission
Applicant: Ms Amy Davis
Case Officer: Sukhvinder Dhadwar
Site Address: 191, The Firs, High Road, Chigwell, IG7 5AS
Proposal: Change of use of existing vacant residential property to a day nursery within Class E along with creation of new central vehicular access following closure of existing accesses and associated car, cycle, buggy and scooter parking provision.
Ward: Chigwell Village
Parish: Chigwell
View Plans: <https://eppingforestdcpr.force.com/pr/s/planning-application/a0h8d000001X3ZF>
Recommendation: Approve with Conditions



*Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
Crown Copyright and Database Rights 2022 Ordnance Survey 0100018534*

This application is before this Committee since it is for a type of development that cannot be determined by Officers if more than five objections are received (or in cases where less than 5 were consulted, a majority of those consulted object) on grounds material to the planning merits of the proposal (Pursuant to The Constitution, Part 3: Scheme of Delegation to Officers from Full Council).

Description of Site:

The application site measures 822 sqm and comprises a single storey bungalow within a residential curtilage. The rear garden is on a split level due to the fall in land in a south to north direction.

It is located the southwest of Chigwell High Road. It is not within a Conservation area and is not Listed. To the north of the site is 189 Chigwell High Road which is a two-storey Grade II Listed Building used for residential use. It has a gambrel roof with living accommodation within the roof. It is set forward of the application site by 2.5m. It has a similar rear building line to the application site.

Opposite the application site is a two-storey apartment block comprising 12 dwellings at 120 High Road.

To the southwest is a two-storey dwelling at no. 4 the Lanterns. This dwelling is set significantly back from the front of the application dwelling.

There is a lit public footpath separating the application site from no. 4 The Lanterns, High Road.

To the rear of the application site is the property No. 5 New Barns Way which contains a two-storey detached house.

The site is less than 100m from Chigwell station.

Description of Proposal:

Permission is sought for the change of use of the existing vacant residential property to a day nursery within Class E along with creation of new central vehicular access following closure of existing accesses and associated car, cycle, buggy and scooter parking provision.

The proposed nursery would operate during the daytime i.e. 7am - 7pm Monday to Friday.

It is proposed to have a capacity of up to 60 children and up to 17-20 staff. A buggy store will allow parents to drop buggies off before travelling to work. A cycle store is proposed to be located in rear garden and will be accessible via an existing side gate off the pedestrian footpath which will be controlled by an intercom system.

Relevant History:

EPF/0165/05 Retention of single storey extension to side. Granted

EPF/0999/18 Demolition of the existing bungalow and erection a of building to provide four flats.

Refused and dismissed at appeal under reference APP/J1535/W/19/3222929

EPF/2674/18 Demolition of the existing bungalow and erection of a new 5-bedroom dwelling house. Granted

EPF/0580/22 the replacement of the existing bungalow with a more sustainable new house of a modular construction. Allowed on appeal

DEVELOPMENT PLAN

Section 38(6) Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Epping Forest Local Plan 2011-2033 (2023):

On the 06 March 2023 at an Extraordinary Council meeting the Submission Version Local Plan was adopted by Epping Forest District Council. The now adopted Local Plan will be referred to as the Epping Forest District Local Plan 2011-2033.

The relevant policies are listed below:

Policy

SP1 - Spatial Development Strategy 2011-2033

SP2 - Place Shaping

H1 - Housing Mix and Accommodation Types

T1 - Sustainable Transport Choices

DM1 - Habitat Protection and Improving Biodiversity

DM2 - Epping Forest SAC and the Lee Valley SPA

DM5 - Green and Blue Infrastructure

DM6 - Designated and Undesignated Open Spaces

DM7 - Heritage Assets

DM9 - High Quality Design

DM10 - Housing Design and Quality

DM11 - Waste Recycling Facilities on New Development

DM15 - Managing and Reducing Flood Risk

DM16 - Sustainable Drainage Systems

DM17 - Protecting and Enhancing Watercourses and Flood Defences

DM18 - On Site Management of Waste Water and Water Supply

DM19 - Sustainable Water Use

DM20 - Low Carbon and Renewable Energy

DM21 - Local Environmental Impacts, Pollution and Land Contamination

DM22 - Air Quality

NATIONAL PLANNING POLICY FRAMEWORK (September 2023)

The revised NPPF is a material consideration in determining planning applications.

As with its predecessor, the presumption in favour of sustainable development remains at the heart of the NPPF. Paragraph 11 of the NPPF provides that for determining planning applications this means either;

(a) approving development proposals that accord with an up-to-date development plan without delay; or
(b) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making, but policies within the development plan need to be considered and applied in terms of their degree of consistency with the Framework.

Consultation Carried Out and Summary of Representations Received

Number of neighbours consulted:

Site notice posted: No, not required.

Responses received:

2 New Barns Way, 3 New Barns Way, 6 New Barns Way, 4 Key West Court, 120 High Road, 5 Key West court 120 High Road 8 Key West court 120 High Road, 10 Key West court 120 High Road, 120 High Road, 3 Coolgardie Avenue, Coolgardie Avenue, ,5 Coolgardie Avenue, 6 Coolgardie Avenue, 7 Charlesworth Court, 96 Manor Road, 3 The Lanterns, High Road, 118 High Road, 185 High Road, 12 Chigwell Park Drive and 1 email OBJECT to the application on the following grounds:-

- Will cause traffic congestion
- Will increase parking pressure
- House too small to accommodate use.
- Danger to road safety
- Location unsuitable for a children's nursery
- Increase in air and noise pollution
- Will increase accidents
- Will devalue property (not a planning consideration)
- Out of keeping with residential character of the area.
- No need for another nursery in Chigwell (there are some several in the immediate area – St Mary's nursery, , Bright Horizons on Chigwell Rise/David Lloyd, Chigwell Day care and Pre-school nursery on Luxborough Lane.
- This raises the potential of cars being 'backed out' into the High Road
- The plans state that parents will use prams or pushchairs to get to the nursery, but not if it's raining and no doubt, they will try and park in the local area, i.e. New Barns Way, Coolgardie Avenue and Chigwell Park Drive and potentially use Chigwell Station to commute. The opening hours of the nursery would surely encourage commuting parents.
- We understand there are no facilities for the storage and collection of food waste from the kitchen.
- A lack of young children in the area due to lack of affordable housing.
- Since the Ardent transport report was submitted there have been 2 serious accidents on the High Road involving children being hit by cars with 1 requiring the Air Ambulance service.

21 Ely Place; Grangewood House 43 Oakwood Hill, 25 Clarence Gate, 9 Impact House and 26 emails with no address given. SUPPORT the application on the following grounds:-

- I work in Chigwell daily and have no childcare in the area.
- Will save me a lot of time having a local nursery to my workplace
- I sit in traffic nearly every day wasting over an hour of valuable time taking my son to a nursery located in High Beech, not very environmentally friendly for our beloved forest. But this is because there is a lack of nursery's inside Chigwell village, and those on the outskirts of our village are at full capacity.
- Chigwell also has more family homes coming - where are families that occupy these properties expected to send their children?
- There is a lack of nurseries in the area
- As a local business owner having a local nursery in our village is a huge bonus for our employees too.
- I work 100 metres from the site with my own parking space and would walk my children to and from the site.
- Allows local parents to walk to the Nursery
- The property itself has been left to rot and is in awful state of repair, this will also help bring it back to life.
- Convenient location near the station
- Facility needed as no provision in the town centre.
- With all the new housing planned for and under construction in Chigwell village, there will be a greater need for a day nursery

Response from agent to objections raised by neighbours:-

- Vacant for 4 years
- Proposal will have positive impact on character of area
- Hours 7am-7pm
- Single storey building therefore no overlooking.
- The external play area to the rear of the building would only be used between 9am and 6pm Monday to Friday, with approximately 20 children using the upper terrace play area (immediately to the rear of the bungalow) and approximately 20 children using the lower terrace area at any one time. The groups of children would be supervised at all times by members of staff to ensure that external activity/play is carefully managed and appropriate consideration is given to neighbours.
- The existing perimeter of the rear garden is already enclosed by a mix of walling and fencing. This would be enhanced by the erection of a continuous 2-metre high solid fence around the existing upper terrace play area. The existing and proposed screening would provide both a visual and acoustic barrier to the neighbouring properties. Overlooking from both the existing upper and lower terraced areas onto neighbouring properties would be avoided.
- The detailed noise report, by Sound Licensing Limited, submitted with the application also confirms “the proposed use is capable of operating without causing loss of amenity to the residential occupiers at the nearest sensitive properties and the predicted internal and external noise levels, from the external operations of the day nursery, will comply with the BS8233:2014/WHO internal & external noise guidelines.”
- Nursery in an accessible location, thereby facilitating parents to drop off and pick up by sustainable modes rather than a reliance on the private car –Secure buggy and scooter parking along with a separate cycle store would be provided to further encourage sustainable travel by parents and staff.
- Essex County Highways who confirm that they would have no objection to a reduction in the level of on-site parking due to the site’s high accessibility to non-car modes of transport, with the ECC adopted parking standards seeking reduced parking for sites within 400m of a London Underground station.
- Based on the predicated low level of trip generation to the site and the average duration of stay by parents dropping off and picking up their children, the level of parking proposed is entirely reasonable for this sustainable site.
- Adequate on-site refuse and recycling storage provision.
- There is considerable interest from nursery providers who confirm that there is significant demand locally for nursery places as there are no other comparable nurseries within the built-up area of Chigwell Village. The nearest day nurseries at Chigwell Day Nursery in Roding Lane, Flying Start Nursery in Limes Avenue and Chigwell Day Care in Luxborough Lane are approximately a mile or more away from the application site. St Mary’s Church of England Nursery only offers morning sessions during term time with three afternoon sessions per week in the Spring and Summer terms (to prepare the older children for school) and is therefore not directly comparable.

PARISH COUNCIL: No objection

Main Issues and Considerations:

Principle of the use

Policy H1 of the adopted Local Plan, requires that the loss of bungalows should be resisted, however planning permission was granted for the loss of the bungalow on this particular site under reference EPF/2674/18 and allowed on appeal under EPF/0580/22. Refusal on these grounds could therefore not be justified.

The Infrastructure Delivery Plan (2020) Part B Report: Infrastructure Delivery Schedule indicates that there is an essential need for 48 early years places to meet the needs of the new residents generated by the new development on allocated sites within the Chigwell area. Approval of this application will allow this provision to be met; and as a result allowing S106 monies from allocated residential sites to be earmarked for other priorities within Chigwell in accordance with this document.

Furthermore, given that the location of the site is less than 200m meters from public transport links and amenities and would provide a facility which would be useful to the local community, it is considered that the principle of the use is acceptable.

Character and appearance

The operational hours of the nursery and activity generated by the proposal are reflective of a busy classified road such as the A113 (High Road).

No extensions are proposed, and approval would allow the property to be renovated and tidied up. This would have a positive impact on the character and appearance of the area. The proposal is therefore reflective of the surrounding character of the area and will have a positive impact on the site's appearance. In accordance with policy DM9A of the adopted Local Plan.

Impact on neighbouring residential amenity

The rear garden of the property will be divided into two separate external play areas comprising of the immediate rear terrace and the lower garden area beyond. The existing terrace will be enclosed by a continuous 2 metre high fence with solid gates providing access to the lower garden area, which itself is enclosed by existing perimeter wall and fencing.

It is proposed to have approximately 20 children using each external play area at any one time.

The Environmental Enforcement Officer has reviewed the submitted noise assessment and found the proposal to be acceptable subject to the recommendations this report contains being conditioned as part of any permission.

It should also be noted that the children will be supervised at all times and therefore subject to the above suggested condition, it is not considered that the nuisance generated by the proposal will be excessive.

Furthermore, the hours of operation will result in no activity during the evenings and weekends unlike the previous residential use, therefore minimising the overall impact likely felt.

The proposal is therefore considered to comply with the requirements of policy DM9 (I) of the Local Plan.

Epping Forest Special Area of Conservation

Assessment under the Conservation of Habitats and Species Regulations 2017 (as amended)

A significant proportion of the Epping Forest Special Area of Conservation (the EFSAC) lies within the Epping Forest District Council administrative area. The Council has a duty under the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) to assess whether the development would have an adverse effect on the integrity of the EFSAC. In doing so the assessment is required to be undertaken having considered the development proposal both alone and in combination with other Plans and Projects, including with development proposed within the Epping Forest Local Plan Submission Version (LPSV)

The Council published a Habitats Regulations Assessment in January 2019 (the HRA 2019) to support the examination of the LPSV. The screening stage of the HRA 2019 concludes that there are two Pathways of Impact whereby development within Epping Forest District is likely to result in significant effects on the EFSAC. The Pathways of Impact are disturbance from recreational activities arising from new residents (residential development only) and atmospheric pollution as a result of increased traffic using roads through the EFSAC (all development).

Whilst it is noted that the independent Inspector appointed to examine the LPSV, in her letter dated 2 August 2019, raised some concerns regarding the robustness of parts of the methodology underpinning the appropriate assessment HRA 2019, no issues were identified in relating to the screening of the LPSV or the Pathways of Impact identified. Consequently the Council, as competent authority under the Habitats Regulations, is satisfied that the Pathways of Impact to be assessed in relation to the likely significant effects of development on the EFSAC alone and in-combination with other plans and projects are:

Recreation activities arising from new residents (recreational pressures); and

Atmospheric pollution as a result of increased traffic using roads through the EFSAC.

As this application is for non-residential development it has been screened in relation to the atmospheric pollution Pathway of Impact only and concludes as follows:

The development has the potential to result in a net increase in traffic using roads through the EFSAC and therefore could have a likely significant effect on the EFSAC in relation to the atmospheric pollution impact pathway.

Having undertaken this first stage screening assessment and reached this conclusion there is a requirement to undertake an 'Appropriate Assessment' of the application proposal in relation to the atmospheric pollution Pathway of Impact.

Stage 2: 'Appropriate Assessment'

The submitted HRA was reviewed by the Council's Transport Consultants and found that the existing site could generate 5 AADT movements (all vehicles). The maximum expected net change within the EFSAC and 200m buffer would be 4 additional AADT movements (all vehicles). It also accepted that HGV would be negligible.

It was on this basis that the Transport Consultant concluded that there was sufficient robust empirical evidence that the proposal would result in around 4 additional AADT vehicle movements and a negligible change in HGV AADT movements within the EFSAC and 200m buffer over and above the existing use.

The application proposal has the potential to result in a net increase in traffic using roads through the EFSAC. However the Council, through the development of an Interim Air Pollution Mitigation Strategy (IAPMS), has provided a strategic, district wide approach to mitigating atmospheric pollution impacts on the EFSAC through the imposition of planning conditions and securing of financial contributions for the implementation of strategic mitigation measures and monitoring activities.

A condition is also recommended that requires further details of how children will be taken to nursery to ensure that they are encouraged to use sustainable modes of transport in order to minimise further the impact on the EFSAC.

Consequently, this application can be assessed within the context of the IAPMS. In doing so the Council has sought to take a proportionate approach to the securing of such financial contributions, and

currently only seeks these from the two strategic employment allocations at Dowding Way and North Weald Airfield. The application will, however, be subject to planning conditions to secure site-specific measures as identified in the IAMPS.

The Council is therefore satisfied that, subject to the imposition of relevant planning conditions, the application proposal would not have an adverse effect on the integrity of the EFSAC.

Trees

The Tree Officer advises that subject to conditions which include the requirement for the submission of a revised Arboricultural report to cover tree protection during the alterations, including a method statement that specifically covers the removal of the existing ground surfacing and the installation of the new planting area and no dig driveway; that she is satisfied that the proposal will not have an adverse impact on the health and stability of the nearby protected Horse Chestnut tree. It is on this basis that the proposal complies with policy DM9 (F) of the Local Plan.

Highways

3 car parking spaces are proposed. The Planning Statement indicates that the start times for pupils will be staggered to minimise any disruption to the free flow of traffic in this area.

The Highway Authority considers the location to be accessible for other modes of transport other than the private car and there are appropriate parking restrictions on the High Road at this location to limit on street parking, Consequently the Highway Authority is satisfied that the proposal will not be detrimental to highway safety or efficiency.

The Authority advise that the front parking area is only utilised by parents and not staff, who should be required to use sustainable modes of transport to travel to and from the site.

It is therefore recommended that conditions be imposed on any permission requiring the provision of cycle storage spaces and the approval and implementation of a green travel plan. It is on this basis that the proposal complies with policy T1 of the Local Plan.

Refuse and Recycling

A dedicated internal bin store in the southern corner of the building will be provided which will be accessed by a side entrance door, as shown on the proposed layout plan. Collection will be as existing. The proposal therefore complies with DM11 of the Local Plan.

Conclusion:

The proposal will provide childcare provision within an accessible location where there is demonstrated need for this facility.

The Council is satisfied that, subject to the imposition of relevant planning conditions, the application proposal would not have an adverse effect on the integrity of the EFSAC.

Furthermore, subject to conditions the proposal will not have an excessive adverse impact on neighbouring amenity or parking congestion.

Approval subject to 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: Sukhi Dhadwar
Direct Line Telephone Number: 01992 564597

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

Conditions: (15)

- 1 The development hereby permitted shall begin not later than three years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out and retained strictly in accordance with the following approved plans:
Location Plan, BAS268-01, BAS268 – 02, BAS268-03, BAS268-04 rev B, , BAS268-05, BAS268-06, 2303650-D001 rev E, Site Photos, Transport Statement by Ardent reference 2303650-R01 dated July 2023, Noise Impact Assessment Report by Sound Licensing Limited dated 31/7/23, Arboricultural Report by The Mayhew Consultancy Ltd reference AR/79819 dated July 2023, Planning and Heritage Statement and Sustainability Statement.

Reason: For the avoidance of doubt and to ensure the proposal is built in accordance with the approved plans.

- 3 Prior to any above ground works, full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of the building or completion of the development, whichever is the sooner. 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.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a

satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 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.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 5 Prior to the first occupation of the development the access, vehicle parking and turning areas as indicated on the approved plans shall be provided and retained as such for the life of the development.

Reason: To ensure that safe and appropriate access, parking and turning is provided in accordance with Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 6 Prior to the first occupation of the development the existing vehicular accesses shall be fully reinstated, including footway construction and full height kerbing as necessary.

Reason: To ensure the removal of and to preclude the creation of unnecessary points of traffic conflict in the highway in the interests of highway safety in accordance with Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 7 The cycle and buggy parking facilities, as shown on the approved plan, are to be provided prior to the first occupation of the development and are to be retained as such for the life of the development.

Reason: To ensure appropriate bicycle and buggy parking is provided in accordance with Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 8 The premises shall be used as a children's nursery only and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason: In the interests of the amenity of the area and neighbouring residents, highway safety and to ensure that effective planning control is retained by the Local Planning Authority in accordance with Policies policy DM9 and T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 9 The children's nursery hereby permitted shall be occupied by a maximum of 60 children and up to 20 members of staff.

Reason: In the interests of the amenity of the area and neighbouring residents, and highway safety in accordance with policy DM9 and T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 10 The use hereby permitted shall only be open to customers between the hours of 07:00 to 19:00 on Monday to Friday and not all on weekends.

Reason: In order to minimise disturbance to local residents, in accordance with Policies DM9 & DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 11 No deliveries shall be taken at or despatched from the site outside the hours of of 07:00 to 19:00 on Monday to Fridays and not all on weekends.

Reason: In order to minimise disturbance to local residents, in accordance with Policies DM9 & DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 12 No staff member of the nursery use hereby approved, shall park in the front forecourt of the property. This area shall be for customers only. The development shall be carried out in accordance with the measures stipulated within paragraph 3.8 of the Transport Statement by Ardent reference 2303650-R01 dated July 2023.

Reasons to promote sustainable modes of transport and prevent congestion in accordance with policy T1 of the Adopted Local Plan 2011-2033 (2023).

- 13 No more than 20 children shall use each external play area at any one time.

Reason: In the interests of the amenity of the area and neighbouring residents, in accordance with policy DM9 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023.

- 14 The proposed development shall be undertaken in accordance with the recommendations made in section 7 of the Noise Impact Assessment Report by Sound Licensing Limited dated 31/7/23.

Reason:- In order to ensure satisfactory living conditions for future occupiers in accordance with policies DM9 and DM21 of the Epping Forest District Local Plan 2011-2033 (2023).

- 15 Prior to first occupation of the development, a travel plan which shall include clear objectives and modal split targets, together with a time-bound programme of implementation, monitoring, regular review and update; and be based on the particulars contained within the approved development, shall be submitted to and approved in writing by the local planning authority and thereafter operated in accordance with the agreed details.

Prior to first occupation of the development, a travel plan which shall include clear objectives and modal split targets, together with a time-bound programme of implementation, monitoring, regular review and update; and be based on the particulars contained within the approved development, shall be submitted to and approved in writing by the local planning authority and thereafter operated in accordance with the agreed details.

Reason: To prevent displacement parking and promote a modal shift towards more sustainable methods of travel in accordance with Policies DM2 and T1 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF 2023

Informatives: (1)

- 16 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.