

**Potential Sites for Council Housebuilding Programme
Suitable for Development
Dec-12**

Key		= Less than 20% void garages
		= Between 20% and 30% void garages
		= More than 30% void garages

Garage site	Total Garages	Vacant Garages	% Empty	Location of Entrance to garage site	Development Potential	Ward	ETG comments	Ease of Devt. (1=Easy; 5=Hard)	Max. No. of of Props.
-------------	---------------	----------------	---------	-------------------------------------	-----------------------	------	--------------	--------------------------------	-----------------------

Primary List

Buckhurst Hill

Bourne House (garages 12 to 36)	25	15	60%	Rear/ side (south) of Bourne House	Development potential. Adjacent to Green Belt. Any development would be subject to overlooking from Bourne House. Are garages being used by the 24no. flats of Bourne House? Removal of these garages would remove all on site parking for Bourne House; Planners would be concerned. Similar site north of Bourne House has been developed into 4no. Flats by Estuary H.A. This development could be replicated. Some off-street parking could be provided within clothes drying area to off-set loss. Possible block of four flats.			3	4
Hornbeam Close (north: garages 1 to 24) (south: garages 25 to 38)	38	9	24%	Rear of and adjacent to flats at Hornbeam Close. Two sites; north 24 garages, south 14 garages.	Development potential: on one or both sites. Both sites North site: possible pair of houses? Maintain RoW through site? South site: possible block of four flats? Maintain rear access to adj. houses. adjacent to Green Belt. Any development would be subject to overlooking from adjacent five storey block of flats. North site may have established RoW running through site. South site would need to retain rear access points from properties fronting Hornbeam Road and RoW serving these areas. Both sites have good access road width. North site; possible three small houses. South site; possible block of four flats.			2	7
Hornbeam House (garages 1 to 22)	22	14	64%	Rear/ side (north) of Hornbeam House.	Development potential. Adjacent to Green Belt. Any development would be subject to overlooking from Hornbeam House. Rear access from properties fronting Hornbeam Road would have to be retained and existing RoW. Access road wide. Possible block of six flats.			3	6
Pentlow Way (garages 1 to 10)	10	4	40%	Adjacent to 23 Pentlow Way	Development potential. Garages and surrounding hard-standing provides parking for adjacent 16no. Existing flats. Electricity sub-station also exists. Development is possible, however, sub-station would need to be re-sited, this would be expensive. Off-street parking would need to be considered, together with allocation/ use of amenity space. Some overlooking issues. Existing			2	4

					clothes drying area could be incorporated. Possible block of four flats.				
Loughton Way (garages 1 to 24)	24	8	33%	Via access road to rear of 142 to 196 Loughton Way	Development potential. Additional 3/ 4 car parking spaces would be lost. General area is not particularly suitable for residential development. However, access could be taken from Blackmore Road and new development could 'turn its back' on access road (apart from off-street parking provision). Overlooking issues from existing flats. Possible two houses.			4	2
Coopersale									
Parklands - Site A 75 - 100	26	8	31%	Coopersale Common: various locations. 12 distinct garage area. (garages 1 to 100 and 110 to 125) Adjacent to 44 Parklands	Development potential: for a number of different sites. Very poor parking. Some have large courtyards at front. Footpaths accessing some of sites. Couple of blocks are formed within built form. Most existing dwellings have rear or side access arrangements: these must be retained. If all areas developed; six houses and eleven bungalows may be possible.			3	3
Parklands - Site B 60 - 68	9	2	22%	Adjacent to 71 Parklands	Ditto			2	2
Parklands - Site C 119 - 122	4	1	25%	Between 52 Parklands and 53 Garnon Mead	Ditto			3	2
Epping									
Centre Avenue (garages 1 to 20)	20	9	45%	Adjacent to 18 Centre Avenue	Development potential. Site is awkward shape; some re-adjustment of boundaries may be prudent. Numerous rear access points from surrounding properties onto forecourt exist. Considerable gradient across site. Development would need to be single storey due to overlooking issues. Possible two bungalows.			4	2
Centre Drive - Site B (garages 1 to 7)	7	1	14%	Adjacent to 24 Western Avenue	Development potential, only if the rear garden of 24 Western Avenue is incorporated within the site area. 24 Western Avenue is currently in Council ownership. Development would need to be single storey due to overlooking issues. Tree root issues. Overhead BT cables. Good highway access. Possible two bungalows.			2	2
Springfield B Block (garages 2 to 16)	16	6	38%	Between 34 and 36 Springfield	Development potential, albeit, slight. Vehicular and pedestrian access from surrounding properties onto forecourt. RoW from southern end of site, through site, also exists. Any development would, presumably, have to retain these access rights. Gradients through and across site. Site narrow. Overlooking issues. Tree root issues. Possible single bungalow only.			4	1
Springfield C Block (garages 1 to 39)	39	8		Between 15 and 17 Springfield	Development potential. Only in the area of garages 1 to 18, remaining garages could continue. Two rear access points				

			21%		from 5 and 7 Springfield. Good highway access. Development could front Springfield with parking to rear. Possible three houses.			3	3
Stewards Green Road (garages 1 to 20)	20	10	50%	Adjacent 52 Stewards Green Road	Development potential: part of site next to no. 52. Good access. Useful adjoining grassed land. One private access (garage to 39 Stewards Green). Electric sub station on site. Possible 4/ 5 houses.			1	5
High Ongar									
Millfield (garages 1 to 12)	12	5	42%	Between 48 and 49 Millfield	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: may need to widen at junction with Millfield. Numbers 39 and 49 have taken vehicular access from forecourt. Refuse servicing may be problematic. Possible two bungalows.			3	2
Loughton									
Bushfields (garages 51 to 70)	20	8	40%	Rear of 82 to 92 Alderton Hall Lane	Development potential. Steep gradients exist within forecourt area. Close proximity to Central Line. Development would need to be single storey due to overlooking issues. Access road narrow: may need to widen at junction with Bushfields: no. 82 Alderton Hall Lane is owned by the Council. No. 131 Chequers Road takes access for a garage from the site's forecourt, no. 86 Alderton Hall Lane takes pedestrian access too. Refuse servicing may be problematic. Possible two bungalows.			3	2
Chester Road (garages 654 to 675)	22	10	45%	Rear of 121 and 125 Chester Road	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: need to widen at junction with Chester Road. Refuse servicing may be problematic. Number 1 single storey due to overlooking issues. Access road narrow: need to widen at junction with Chester Road. Refuse servicing may be problematic. No. 1 Grosvenor Drive is currently in Council ownership. Possible two bungalows.			3	2
Chequers Road - Site A (garages 146 to 171)	26	17	65%	Between 2 and 12a Chequers Road	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: need to widen at junction with Chequers Road. Refuse servicing may be problematic. Number 2 Chequers single storey due to overlooking issues. Access road narrow: may need to widen at junction with Chequers Road. No. 2 Chequers Road is freehold, whereas, 12a is currently owned by the Council. Possible two bungalows.			3	2
Chequers Road - Site B (garages 231 to 258)	28	18	64%	Between 75 and 81 Chequers Road	Development potential. Planning Officers previously had problems with loss of garage parking if whole site is developed. Home Group previously assessed that 9no. x one bedroomed flats could be provided on whole site. problems with loss of garage parking if whole site is developed. Home Group previously assessed that 9no. x one bedroomed flats could be provided on whole site.			1	9

Etheridge Road (garages 676 to 712)	36	15	42%	Between 72 and 74 Etheridge Road	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: no ability to widen at junction with Etheridge Road. No access potential elsewhere. Development will be limited by access restriction (2.4m max). Refuse servicing may be problematic. Possible three bungalows.			3	3
Hillyfields (garages 13 to 24)	12	8	67%	Between flat blocks 80/98 and 100/112 100/ 112	Development potential, albeit, slight. Development would need to be single storey due to overlooking issues. Possible Possible two bungalows.			3	2
Kirby Close	4	1	25%	Adj. to 20 Kirby Close Could incorporate adjacent bank, access rd and access via Valley Hill	Development potential. Home Group has previously assessed that 4 x 1 bed flats and 4 x 2 bed flats could be provided.			4	8
Ladyfields (garages 332 to 353)	22	8	36%	Opposite 39 to 45 Ladyfields	Development potential. Good highway access; frontage. No major overlooking issues. Noise from railway. Retain trees to front and rear elevations. Possible two large houses. Extend development into adjacent green space?			1	2
Langley Meadow - Site A (Amenity area)	1	1	100%	Adjacent to 21-24 Langley Meadow	Development potential. Some of the land has erroneously been included within the lease of 21 Langley Meadows. 3 Langley Meadows has a right of way over land. 26 Langley Meadows may have a lease - the lease/plan are contradictory.			1	4
Langley Meadow - Site B (Amenity area)	1	1	100%	Adjacent to 25-28 Langley Meadow	Development potential - not yet explored in detail.			1	4
Lower Alderton Hall Lane (garages 440 to 445)	6	2	33%	Opposite 1 to 6 Lower Alderton Hall Lane	Development potential, albeit, slight. Any development would have a major impact on existing parking facilities to the existing eleven surrounding houses. New and existing parking would have to be carefully considered. Retain trees to embankment. Possible two/ three flats.			2	3
Marlescroft Way - Site B (garages 581 to 591)	11	6	55%	Off Marlescroft Way via forecourt	Development potential. Good highway access. Garage structures form lower perpendicular form of flats above, therefore, development would consist of conversion. Possible two flats.			3	2
Pyrles Lane - Site A (garages 1 to 12)	12	6	50%	Rear of flat block 109 to 127	Development potential. Development would need to be single storey due to overlooking issues. Very mature oak tree. Possible two bungalows.			3	2
Pyrles Lane - Site B (garages 82 to 109)	28	6	21%	Rear of 100 to 108 Pyrles Lane	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: need to widen at junction with Pyrles Lane. Refuse servicing may be problematic. Numbers 108 and 110 Pyrles are freehold. Possible three bungalows.			3	3
Thatchers Close (Unused land)	1	1	100%	Adjacent to 7 Thatchers Close	Development potential. Home Group has previously assessed that 2 flats could be provided			2	2
Whitehills Road (garages 354 to 380)	27	12	44%	Rear of 4 Whitehills	Development potential. Development would very likely need to be single storey due to overlooking issues. Access road narrow: may need to widen at junction with Whitehills Road, however, this may prove difficult due to freehold owner and electricity sub-station on each side of access road. Refuse servicing may be problematic. High level communication cables over site. Trees to site periphery. Possible three bungalows.			3	3

Matching Green									
Colvers (garages 8 to 18)	18	5	28%	Adjacent to 25 Clovers	Development potential, albeit, slight. The site is entirely within the Green Belt. Any development would have to be deemed sustainable. Numerous rear access points from surrounding properties onto forecourt/ access road exist. Electricity sub-station with access onto access road exists. Access road narrow: may need to widen at junction with Clovers. No. 26 Clovers is owned by the Council. Refuse servicing may be problematic. Development would need to be single storey due to overlooking issues. Possible two bungalows.			3	2
Nazeing									
Palmers Grove (garages 1 to 25)	25	7	28%	Rear of 30 to 44 Palmers Grove	Development potential. Access road narrow; may need to widen junction with Palmers Grove: both 44 Palmers Grove and 57 Hoe Lane are in Council ownership. No. 49 Hoe Lane has taken vehicular access from the access road and a large number of other peripheral properties have taken pedestrian access. Electricity sub-station exists with possible RoW issues. Separate RoW to the rear of Hoe Lane properties exists and may have to be retained. Mature trees exist around site periphery. Ownership of land to north-west of site unknown; could be Council owned. Signs of land-grab. Development would very likely need to be single storey due to overlooking issues. Refuse servicing may be problematic. Possible three/ four bungalows.			3	4
Pound Close (garages 1 to 12)	12	5	42%	Between 14 and 15 Pound Close	Development potential. Reasonable access to site, however, existing footpath needs to be retained in order access number 14. In addition, an existing right of way exists through the site that runs from between numbers 35 and 37 St. Leonards Road; this needs to be retained. A large area of land exists south of the garages, this would need to be included to make any development meaningful. Possible three small houses.			2	3
North Weald									
Bluemans End (garages 1 to 16, further 8no. garages demolished)	16	5	31%	Between 16 and 17 Bluemans End	Development potential. Access road narrow: may need to widen. Site appears to be bordered on two sides by watercourses; gate is provided for access (presumably for Environment Agency), RoW may have to be retained. Mature trees bordering two sides of site. Site surrounded by residential gardens, overlooking could be problem, although trees could screen. Possible block of four flats.			2	4
Queens Road (garages 1 to 55)	55	22	40%	Between 17 and 19 Queens Road	Development potential. Access road narrow: need to widen, especially at junction with Queens Road. Both 17 and 19 in Council ownership. 17 gives more opportunity for widening, however, small electricity sub-station would need relocating. Mature trees adjacent to access			3	12




					need to be retained. Block of 8/12 flats could be formed; possibly more if area of land south of garages incorporated into the design.				
Ongar									
Queensway (garages 1 to 38)	38	22	58%	Between 97 and 99 Queensway	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: ability to widen removed due to development. An existing right of way exists through the site that runs from between 39 and 41 St. Peter's Avenue may need to be retained. Numerous adjoining properties have taken access from the forecourt. Refuse servicing may be problematic. Development will be limited by access restriction (2.4m max.). Possible three bungalows.			3	3
St. Peter's Avenue (garages 1 to 30)	30	9	30%	Between 42 and 44 St. Peter's Avenue	Development potential. Development would need to be single storey due to overlooking issues. Access road narrow: need to widen at junction with St. Peter's Avenue, however, may not be possible due to limited gap between existing buildings (alternative: demolish detached dwelling in Moreton Road for new access). Possible eight bungalows.			3	8
Roydon									
Parkfields - Site A (garages 4 to 19)	16	8	50%	Between 2 Parkfields and 52 Hansells Mead	Development potential. Ownership of adjacent areas of land unknown. Development would need to address overlooking issues. Access road through to site very narrow. Some mature hedges and trees to address. Both properties either side of access road are freehold; therefore access road cannot be widened. Refuse servicing may be problematic. Difficult to estimate size of development until ownership of adjacent areas determined; possibly small block of flats?			2	2
Theydon Bois									
Graylands (garages 1 to 6)	6	5	83%	Between 24 and 25 Graylands	Development potential. Thames Water pumping station on site located in awkward position: re-locate? Access road narrow between 24 and 25. Overlooking issues: development may have to be single storey. If pumping station re-sited possible two bungalows (one if not).			3	2
Green Glade (garages 12 to 38)	27	6	22%	Between 59 and 61 Green Glade	Development potential. Access road narrow; may need to widen at junction with Green Glade by encroaching onto existing green verge. Overlooking issues: development may have to be single storey. Numerous vehicular access points from surrounding properties onto forecourt. Possible three bungalows.			3	3
Waltham Abbey									

Beechfield Walk (garages 1 to 23)	23	9	39%	Between 92 and 94 Beechfield Walk	Development potential. Access road narrow; may need to widen at junction. Overlooking issues. Trees to periphery. Site on edge of Green Belt. Access from rear garden of 92 onto site. Due to limited highway frontage a small block of flats may be best suited. Both properties either side of access road are freehold. Possible six flats.		right of way issues	1	6
Bromefield Court (garages 302 to 309)	8	6	75%	Adjacent to 14 Bromefield Court	Development potential. Existing garages enclosed within walled courtyard with other open parking area (7no.). Garage courtyard accessed off turning head at end of cul-de-sac, therefore, turning head must remain. Trees adjacent to site. Development would need to be set back from existing building line in order to accommodate parking. Good highway access. Possible two small houses (or GP surgery).			3	2
Denny Avenue (garages 8 to 32)	25	14	56%	Between 34 and 35 Denny Avenue	Development potential. Overall site contains 32no. garages, however, eight of these are private (these are located within a single block on the west of the site). Good highway access; access road wide enough for development. Overlooking issues. Public footpath along flank of no. 34 needs to be retained, together with access to private garages. Possible three houses.			2	3
Gant Court (garages 99 to 126)	28	6	21%	4no. separate blocks of garages. One of these forms the ground floor of a block of flats - all off Gant Court	Development potential. However, the natural break in the built form where the garages exist, could be argued as forming the character of the area. If the Planners could be convinced otherwise, three of these areas could be infilled, either with houses or (in an attempt to keep the break in the built form) bungalows. One of these areas has a section of unallocated parking. Each of these three areas sits adjacent to the existing highway. One of these areas could contain two houses or bungalows. The garages forming the ground floor of a block of flats could be converted into flats, however, parking provision would be problematic. Perhaps a mixture between the two could be achieved, ie. two large flats and a central parking area between.			3	2
Harveyfields (garages 1 to 40)	40	16	40%	Adj to 14 Harveyfields. 5no separate sites of garages	Development potential. 5% separate sites of 91 garages all in close proximity. Home Group has previously assessed that 6 X 1 bed flats and 6 X 2 bed flats could be provided on three sites of 40 garages, to enable garage users to relocate to other garages.			2	12
Mallion Court (garages 220 to 256)	37	11	30%	6no. separate blocks (areas) of garages. One of these forms the ground floor of a block of flats - all off Mallion Court.	Development potential. However, the natural break in the built form where the garages exist, could be argued as forming the character of the area. If the Planners could be convinced otherwise, five of these areas could be infilled, either with houses or (in an attempt to keep the break in the built form) bungalows. A couple of these areas have sections of unallocated parking. Each of these five areas sits adjacent to the existing highway. One of these areas could contain two/ three houses or bungalows. The garages forming the ground floor of a block of flats could be converted into flats, however, parking provision would be problematic. Perhaps a mixture between the two could be achieved, ie. two large flats and a central parking area between; or four flats and parking created within the landscape nearby.			2	4

Mason Way (garages 200, 202 and 204)	3	1	33%	Adjacent to 204 Mason Way	Development potential, albeit, slight. It is assumed that the garages were constructed to provide parking to the adjacent bungalows. Planning conditions would be likely to reflect this. Adjacent land in order to develop also falls within adjacent property boundaries (204 Mason and Jessopp Court). Development would be single storey only. Good high way access. Possible single bungalow.			3	1
Pick Hill (garages 1 to 21)	21	17	81%	Opposite Pickhill Farm. Two access points from Pick Hill. Site between rear gardens of 18 Conybury Close and 13 Oxleys Road	Development potential. North half of site falls within Green Belt. Pick Hill and verge (Green Belt area) owned by Corporation of London, however, now dedicated to Highways Authority. Tree Preservation Orders exist for trees within verge area. Two access points through to garages is subject to wayleave agreement. Access points through to garages will have to remain in position; relocation would infringe TPO. Watercourse appears to exist through site. British Telecom cables above site. Overlooking would be problematic if development is two storey. Refuse collection policy along Pick Hill is unknown. Possible three bungalows.			4	3
(Former Red Cross Hall site) - Roundhills - (Garages 279 - 285)	7	4	57%	Land to rear and side of shops - Demolished and fenced off, however x7 garages in situ.	Development potential for 7 new homes. Possibly 4 x 3 bed houses and 3 x 1bed flats. Funding successfully agreed from London-Stansted-Harlow Programme of Development (POD) Partnership Board to assist with cost of development - particularly additional costs of flood mitigation measures (since the site is in a Zone 2 Flood area). The site comprises land previously leased to the Red Cross for the provision of a hall, x7 Council owned garages and associated land. The locality also includes a service road to the small estate-based Roundhill shops. Planning officers have confirmed that, at this stage and subject to public consultation, they have no planning objections in principle to the residential development of the site, subject to the required flood mitigation measures meeting the requirements of the Environment Agency.			3	7
Roundhills - Site 4 (garages 225 to 232)	8	2	25%	Opposite 198 Roundhills	Development potential. Surrounding properties (Fairways) have rear access gates that would need to be retained. Some unallocated parking provision exists within the site. Considerably mature trees exist around the site. Good highway access. Unallocated parking could be provided on the adjacent (eastern) part of the site; these garages, which are currently in a poor state of repair, could be demolished. Possible three/ four houses.			1	4
Roundhills - Site 5 (garages 241 to 249 and 252 to 255)	13	5	38%	Rear of 89 to 95 Roundhills	Development potential. Properties surrounding the site have rear access gates that would need to be retained. Some unallocated parking provision exists within the site. Existing access road could be employed for vehicular access to development. Possible two houses.			2	2
Roundhills - Site 6 (garages 256 to 259 and 272 to 275)	8	2	25%	Between 15 and 17 Greenleas	Development potential. Electricity sub-station within site. RoWs from adjacent areas enter the site and should be retained. Some unallocated parking provision exists Existing access road could be employed for vehicular access to development - but turning may be problematic. Refuse servicing needs investigation. Possible 2 houses.			2	2
Roundhills - Site 7 (garages 176 to 180, 187)	33	11		Between 79 and 81 Roundhills	Development potential. Properties fronting Roundhills (nos. 53 to 79) would need to retain their rear access gates.				

to 208 and 219 to 224)			33%		Other RoWs intersect with site and should be retained. Some unallocated parking provision exists within the site. Existing adjacent properties (original Roundhills) do not have direct access to the highway; access is via footpaths and parking is located away from the dwelling. It is assumed that any new development would not be able to follow this philosophy and that parking would have to be provided. Each of the terraces forming Greenleas and Oakwood could be extended with vehicular access off the existing access road. Refuse servicing would need investigation. A turning head may also prove difficult. Possible six houses.			2	6
Shingle Court (garages 318 to 325)	8	2	25%	Adjacent to 16 Shingle Ct	Development potential. Existing garages enclosed within walled courtyard with other open parking area (7no.). Garage courtyard accessed off turning head at end of cul-de-sac, therefore, turning head must remain. Trees adjacent to site. Development would need to be set back from existing building line in order to accommodate parking. Good highway access. Possible two small houses (or GP surgery).			3	2
Stoneyshotts (Cross Terrace) (garages 1-3)	3	0	0%	Between Cross Terrace and Honey Lane	Garages suffer from major structural problems - expensive to repair, however are all let at the moment.			2	1
St. Thomas's Close (garages 1 to 12)	12	6	50%	Between 15 and 17 St. Thomas's Close	Development potential. Ownership of large area of land north of the garages in unknown. Six private garages are also sited within the site (under license?). Site is located on a substantial gradient. Rear access from 22 to 32 Princesfield Road through site. Land grab from 22 Princesfield Road? Access road narrow; need to widen at junction with St. Thomas's Close? Number 15 freehold, number 17 currently in Council ownership. Refuse servicing would need investigation. Overlooking could be problematic. Possible five/ six houses.			4	6
Woollard Street (garages 1 to 39)	39	13	33%	Adjacent to 15 Woollard Street	Development potential. Site has recently been adapted in order to provide vehicular rear access to 20 to 26 Greenfield Street and 15 to 25 Woollard Street; this limits any potential development due to the need to retain a vehicular route. Good highway access. Development could front Woollard Street with rear parking provision. Possible five/ six houses.			2	6
Wrangley Court (garages 388 to 394)	7	2	29%	Adjacent to 7 Wrangley Court	Development potential. Existing garages enclosed within partly walled courtyard. Garage courtyard accessed off turning head at end of cul-de-sac, therefore, turning head must remain. Trees adjacent to site. Development would need to be set back from existing building line in order to accommodate parking. Good highway access. Possible two small small houses (or GP surgery).			3	2
TOTALS	1,095	441	40%	Maximum Potential No. of Properties					212

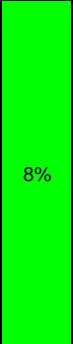
**Potential Sites for Council Housebuilding Programme
Suitable for Development
Dec-12**

Key		= Less than 20% void garages
		= Between 20% and 30% void garages
		= More than 30% void garages

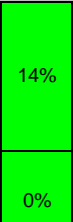

Garage site	Total Garages	Vacant Garages	% Empty	Location of Entrance to garage site	Development Potential	Ward	Ease of Devt. (1=Easy; 5=Hard)	Max. No. of of Props.
-------------	---------------	----------------	---------	-------------------------------------	-----------------------	------	--------------------------------	-----------------------

Reserve List

Buckhurst Hill

Thaxted Road (garages 1 to 12)	12	1	 8%	Adjacent to 4A Thaxted Road	Development potential. Possible overlooking issues. Possible drainage issues due to low lying site. Access road narrow; compounded by vehicles from adjacent properties (2, 4 and 4A Thaxted) street parking. Has 6 Thaxted land grabbed verge to access road? Vehicular access into 9 Thaxted from garage forecourt. Possible two houses. Possible drainage issues due to low lying site. Access road narrow; compounded by vehicles from adjacent properties (2, 4 and 4A Thaxted) street parking. Has 6 Thaxted land grabbed verge to access road? Vehicular access into 9 Thaxted from garage forecourt. Refuse servicing may be problematic. Possible two houses.		3	2
--	----	---	--	-----------------------------	---	--	----------	----------

Epping

Centre Drive - Site A (garages 1 to 7)	7	1	 14%	Adjacent to 24 Western Avenue	Development potential, only if the rear garden of 24 Western Avenue is incorporated within the site area. 24 Western Avenue is currently in Council ownership. Development would need to be single storey due to overlooking issues. Tree root issues. Overhead BT cables. Good highway access. Possible two bungalows.		2	2
Coronation Hill - Site A (garages 1 to17 and 37/ 38)	19	0	 0%	Between 51 and 53 Coronation Hill	Development potential. Numerous rear access points from surrounding properties onto forecourt exist. Development would need to be single storey due to overlooking issues.		4	2

					Gradient across site. Possible two bungalows.			
Coronation Hill - Site B (garages 21 to 28)	8	1	13%	Rear of 48 Coronation Hill	Development potential. Development potential depends upon whether the rear garden of no. 34 Coronation Hill (currently in Council ownership is incorporated). Gradient across site. Rear access from no. 34 Coronation Hill onto forecourt. Watercourse may run in culvert under site? Development would need to be single storey due to adjacent bungalows and overlooking. Highway through to site very narrow. Site directly adjacent to Green Belt. Possible single bungalow if only the site used, possible two bungalows if garden of no. 34 Coronation Hill incorporated.		4	2
Loughton								
Marlescroft Way - Site A (garages 573 to 580)	8	1	13%	Off Marlescroft Way via forecourt	Development potential. Good highway access. Need to retain light quality to adjacent properties. Garages attached to stair tower and plant/ store room. Therefore suggest single bungalow only.		3	1
Roydon								
Hansells Mead (garages 1 to 3)	3	0	0%	Adjacent to 2 Hansells Mead	No development potential. However, could be developed if part of adjacent garden from number 2 incorporated. Number 2 is private freehold. Site has good highway access. Possible tree problems. Corner plot. Possible single house.		2	1
Parkfields - Site D (garages 32 to 34)	3	0	0%	Between 15 and 17 Parkfields	Development potential, albeit, slight. Site very small. Good access to highway. Corner plot. Adjacent properties are freehold. Overlooking issues to rear; habitable rooms would need to face highway. Garden to front and sides only. Possible single house or bungalow.		2	1
Parkfields - Site B (garages 20, 21 and 28 to 31)	6	0	0%	Adjacent to 99 Parkfields	Development potential. Site very small. Good access to highway. Overlooking issues. Possible single bungalow.		2	1
Parkfields - Site C (garages 22 to 25)	4	0	0%	Between 88 and 90 Parkfields	No development potential. However, could be developed if land to rear/ side (elec. sub-station) included; sub-station use and land ownership need investigation. Good access to highway. Possible single house.		2	1
Toot Hill								
Barnmead (garages 1 to 7)	7	1		Adjacent to Green Man public house	Development potential, albeit, slight. The site is entirely within the Green Belt. Any development would have to be deemed sustainable. Numerous rear access points from surrounding properties onto forecourt/ access road exist; these are for vehicles (3no. Garages), pedestrians and			

			14%		pasture beyond. These access points appear to rely solely on RoW through this site for egress. Boundary positions would need to be confirmed. Access road narrow; no possibility to widen, no. 1 Barnmead freehold. Refuse servicing may be problematic. Development would need to be single storey due to overlooking issues. Possible two bungalows.		4	2
Waltham Abbey								
Sudicamps Court (garages 310 to 317)	8	1	13%	Adjacent to 14 Sudicamps Court	Development potential. Existing garages enclosed within walled courtyard with other open parking area (7no.). Garage courtyard accessed off turning head at end of cul-de-sac, therefore, turning head must remain. Trees adjacent to site. Development would need to be set back from existing building line in order to accommodate parking. Good highway access. Possible two small houses (or GP surgery).		3	2
TOTALS	85	6	7%	Maximum Potential No. of Properties				17

No Potential of Sites for Council Housebuilding Programme

Unsuitable for Development

01 December 2012

Garage Location	Total on Site	No. Vacant	% Vacant	Location of Site / Entrance	Ward	Reason
Abridge						
Alderwood Drive (garage 56)	1	0	0%			Unsuitable: plot too small
Epping						
Birch View	8	3	38%	Behind Flats		Unsuitable: overlooking from adjacent four storey flats
Meadow Road (garages 1 to 6)	7	1	14%	Adjacent to 5 and 6 Meadow Road		Unsuitable: plots too small
Frampton Road (garage 14)	1	0	0%	Adjacent to 14 Frampton Road		Unsuitable; plot too small
Loughton						
Longcroft Rise (garages 532 to 550 and 562 to 570)	28	11	39%	Opposite flat blocks in Longcroft Rise		Unsuitable: overlooking from adjacent four storey flats
Barrington Road (garage 259)	1	1	100%	Adjacent to 79 Barrington Road		Unsuitable: plot too small and attached to electricity sub-station
Nazeing						
St. Leonards Road (garage 9)	1	1	100%	Adjacent to 2 Hyde Mead		Unsuitable: plot too small
Waltham Abbey						
Hillhouse (garages 257 to 262)	6	2	33%	Rear of shops		Unsuitable: development would interfere with vehicular deliveries to shops
Woodford Bridge						
Hill Top Court (garages 1 to 4)	4	2	50%	Attached, side/ rear of 1 to 12 Hill Top Court		Unsuitable: development would block light of existing dwellings and suffer from overlooking issues