

**Report to District Development  
Management Committee**



**Report Reference: DEV-014-2015/16**  
**Date of meeting: 2 December 2015**

**Epping Forest  
District Council**

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**Subject: Planning Application EPF/1531/15 – Garages Court North of 52  
Stewards Green Road, Epping, Essex CM167DA – Erection of 4  
affordable homes with 9 car parking spaces**

**Responsible Officer: Jill Shingler (01992 564106)**

**Democratic Services: Gary Woodhall (01992 564470)**

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**Recommendation:**

**(1) That planning permission be granted subject to the following conditions:**

- 1. The development hereby permitted must be begun not later than the expiration of three years beginning with the date of this notice.**
- 2. The development hereby permitted will be completed strictly in accordance with the approved drawings nos: 612 040 PI 01a, 02a, 03b, 04a, 05a, 06a, 07a, 08, 09, 10.**
- 3. No construction works above ground level shall take place until documentary and photographic details of the types and colours of the external finishes have been submitted to and approved by the Local Planning Authority, in writing. The development shall be implemented in accordance with such approved details.**
- 4. No development shall take place until details of 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.**
- 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. No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) have been submitted to an approved in writing by the Local Planning Authority. These works shall be carried out as approved. The**

hard landscaping details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other minor artefacts and structures, including signs and lighting and functional services above and below ground. The details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers /densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

7. No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents unless the Local Planning Authority gives its written consent to any variation.
8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended (or any other Order revoking, further amending or re-enacting that Order) no extensions generally permitted by virtue of Class A and B of Part 1 of Schedule 2 to the Order shall be undertaken without the prior written permission of the Local Planning Authority.
9. 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.]

10. **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.]**

11. **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.]**

12. **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.**

13. 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
14. Prior to the first occupation of the development the access arrangements and vehicle parking areas as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The access and parking areas shall be retained in perpetuity for their intended purpose.
15. 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.
16. There shall be no discharge of surface water onto the Highway.
17. No unbound material shall be used in the surface treatment of the vehicular access within 6 metres of the highway boundary.

**Report:**

1. This application was deferred to this committee by the Area Planning Sub Committee East meeting of 9 September, with a request that additional information regarding parking displacement and parking surveys be provided to this committee. The required surveys have now been carried out and the Highway Authority has been re-consulted.

2. The original report to the Area Sub Committee is therefore reproduced below but the section entitled "Vehicle Parking" has been amended to take into consideration the additional information that is now available.

**Description of Site:**

3. The application site is currently occupied by a group of 14 garages arranged in two blocks facing each other across an entrance court with a grassed strip to the front. The garages are located to the north of Stewards Green Road on the outskirts of Epping. The garages serve residents in the immediate area. The dwellings are arranged in short runs of two storey and single storey terraces.

**Description of Proposal:**

4. The applicant seeks consent to construct a short run of four terrace dwellings facing the road. In total nine parking spaces would be provided with private amenity space to the rear. The buildings would be similar in design to the terrace of properties to the south. The applicant is East Thames Housing Group and the land is owned by the Council. The proposed dwellings would be affordable rented units.

### **Relevant History:**

5. No relevant history.

### **Policies Applied:**

CP1 – Achieving sustainable development objectives  
CP2 – Protecting the quality of the rural and built environment  
CP3 – New development  
CP6 – Achieving sustainable urban development patterns  
H2A – Previously developed land  
H3A – Housing density  
HC6 – Character, appearance and setting of conservation areas  
HC7 – Development within conservation areas  
DBE1 – Design of new buildings  
DBE2 – Effect on neighbouring properties  
DBE3 – Design in urban areas  
DBE8 – Private amenity space  
DBE9 – Loss of amenity  
LL10 – Provision for landscape retention  
LL11 – Landscaping schemes  
ST1 – Location of development  
ST4 – Road safety  
ST6 – Vehicle parking

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

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

TOWN COUNCIL: No Objection.

40 neighbours consulted and site notice displayed: 3 replies received.

30 STEWARDS GREEN ROAD: Objection (2 letters). Concern about the loss of parking spaces, we use our garage to park and it is difficult to get a parking space in the vicinity as people use the area to park for the tube station. I have constantly contacted local councillors about the prospect of yellow lines but have received no reply. I have also been informed that Essex County Council has no plans to designate resident only parking bays. The vast majority of residents in the immediate area own more than one car and where will these go.

40 STEWARDS GREEN ROAD: Objection. In relation the proposed redevelopment of the garage site in Stewards Green Road I wish to formally object based on the following points. I rent one of the garages in question which houses a classic car so I will not have anywhere to keep the car dry. The proposed parking spaces will in no doubt be filled by commuters using Epping Train station as is the case on a daily basis which is a real issue in Stewards Green Road for residents. The community in Stewards Green Road have a high population of young children who play on the Green so using this area for motor vehicles will cause great danger to the children playing in this area. Based on the above I feel that only building four houses will not outweigh the cost to the local community.

43 STEWARDS GREEN ROAD: OBJECTION. This is a small loop road that is already overrun with traffic because commuters seem to use it as an overflow car park for Epping Station. Although parking spaces are provided within the planning application the quantity does not allow for visitors, deliveries, and households with large vans that take up more than one space. The volume of moving traffic down this small street is already ridiculous. We already have people with vans who seem to be operating a business from their home premises (there is a van which drops off goods at least 5 times every weekday night) and it is sometimes impossible to actually reverse off ones own drive because of the parking on this street. I would suggest that you undertake a traffic survey in order to estimate the traffic volume.

There are many families with children in this area and any increase in traffic along this little road automatically makes it a higher risk area for accidents.

The quality of the road surface is disgraceful and more traffic will simply compound this issue. It took many, many emails and phone calls to the council earlier this year to register the major pothole in the road and this was not even planned into a work schedule so I can only presume that the fixing was a complete accident - I was told in no uncertain terms that it was not considered a priority so may never be fixed. More traffic equals more road damage which will never appear on anyone's radar.

Why not build a children's play area, a pocket park or allotments for people to enjoy - many of the bungalow residents have a small gardens this would be such a positive addition to the community. This little loop road would be an absolutely ideal area for promoting community spirit within Epping and with a small amount of support from the Council we could set up a Community Association to oversee the development of this area.

This is a very quiet residential area, with elderly residents - can you guarantee that these occupants of this housing will follow suit?

If this application goes ahead at the very least you should consider resident only parking permits.

### **Issues and Considerations:**

7. The key issues within this application are the suitability of the site for such a development, amenity considerations, design/layout, any trees adjoining the site and regarding highway and parking concerns.

### **Principle of the Development/Design/Layout**

8. The application site is located in the built up area of Epping and notwithstanding potential issues with regards to the loss of the garages this is a brownfield site and suitable for redevelopment. The proposed design follows the form of the existing dwellings and would conform to the character of the area. In principle there are no planning issues with redeveloping the site. Materials in compliance with the physical character of the road would ensure a suitable finish.

### **Vehicle Parking**

9. A number of objections have been raised with regards to the loss of the garages and it is evident from the site visit and the submitted documentation indicates that at least some of the garages, 9 in total, are in use for the parking of

vehicles. If the garages are removed from site there will be some displacement of parking in the immediate area. The Highways Authority initially raised some concern that there was insufficient information submitted with the application regarding the level of on street parking in the area or whether replacement provision was available for the displaced parking. The Highway Authority suggested that parking surveys of the area should be carried out.

10. Following the referral of the application to the District Development Management Committee by the Area Committee, a transport statement has been submitted, this includes a parking survey which firstly identified the potential number of on street spaces available within 200m of the site, this identified the areas of the surrounding street that were suitable for safe kerbside parking, excluding areas of dropped kerb and areas close to junctions. The methodology as set out in the report was as follows:

“All vehicle crossovers, kerb space within 7.5 metres of junctions, and kerb space where it is too narrow to park on both sides of a road has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of kerb space between crossovers/ junctions has been recorded and split into increments of 5 metres in accordance with the Merton parking survey methodology (extract as follows):“The distance between crossovers is to be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m is to be counted in the survey. If the space between crossovers is less than 5m this length is to be discounted from the calculation.”

11. Using this methodology they have identified that there are 43 potential on street car parking spaces within 200m of the application site.

12. Subsequently two overnight on street parking surveys were carried out on weekday nights between the hours of 00.30 and 05.30 which represents the expected normal time of peak demand for residents parking. This methodology was agreed with the Highway Authority, prior to the surveys being conducted.

13. On Tuesday 7 October at 1.30 am there were 26 cars parked within the 43 available spaces, and on the following night at 3.00am there were 24 cars parked. This gives an average of 25 out of the 43 spaces being utilised, or 58%. This leaves 18 spaces available for use by any vehicles displaced by the development.

14. The garages that are to be removed are only around 2.2m wide and it would be very difficult to use them for car parking on a day to day basis. The standard garage size required for modern cars, under the adopted Essex standards includes a minimum internal width of 3m.

15. Of the 14 garages on the site 9 are currently rented out, 7 of which are rented to people within the parking study area. If all those tenants, do actually use the garage for parking a vehicle, the development would result in 7 cars being displaced onto the roads immediately adjoining the site. The current observed parking stress is around 58% and this would potentially rise to around 66% if the 7 additional cars were to park on street. Therefore, in the worst case scenario, impact from the loss of the garages on existing parking conditions can be adequately absorbed without detriment to road safety, capacity or neighbouring amenity.

16. The Highway Authority has considered the submitted transport statement and survey results and has withdrawn their original objection to the scheme.

17. Whilst the loss of this existing parking facility would be regrettable the area is not as heavily parked as some roads in Epping and this is a sustainable location where reduced parking standards can be accepted. The proposed development would be well served by parking. The proposed development would provide much needed housing, developed by a provider of affordable housing, at a sustainable location, on a brownfield site in the built up area of the town. Such schemes are in compliance with national planning policy aims to increase the supply of new homes and in this case this can be achieved in a sustainable manner which does not involve the release of Green Belt land. On balance it is recommended to Members that some amount of parking displacement is outweighed by a sustainable means to help meet housing need within the district.

#### Amenity

18. The plans indicate that the proposed residential units will provide sufficient amenity space and there would be no issues of concern with regards to the living conditions of existing residents.

#### Trees and Landscaping

19. There are no objections to the scheme from a trees and landscaping viewpoint subject to conditions agreeing tree protection and a suitable landscaping scheme.

#### Land Drainage

20. The applicant is proposing to dispose of surface water by soakaway. The geology of the area is predominantly clay and infiltration drainage may not be suitable for the site. Further details are required. The development is of a size where it is necessary to avoid generating additional runoff and the opportunity of new development should be taken to improve existing surface water runoff. A Flood Risk Assessment is therefore required. Works are proposed to or within eight metres of an open or piped watercourse therefore Land Drainage consent is required.

21. Any works within three metres of a Public Sewer requires build over consent from Thames Water Developer Services. The applicant should therefore consult with Thames Water on the exact location of the Public Sewer which runs near the boundary/through the site.

#### Waste Comments

22. It should be noted that the Council carries out a front boundary refuse collection service from the point within the property closest to the public highway. Each property will require space to store and space at the boundary, to present for collection 1 x 180 litre refuse container, 1 x 180 litre food and garden container, 1 x 55 litre glass box and space for storage of recycling sacks. The development meets these requirements.

#### Neighbour Comments

23. Whilst some concerns have been raised about highway safety and the state of the existing road it is not considered that such issues relate directly to what is proposed here. Other suggestions as to how the site could be developed could not justify the refusal of this scheme.



**Conclusion:**

24. The proposed scheme represents a small brownfield development at a sustainable location which would have no serious impact on the amenity of neighbours. Whilst the loss of the garages and some parking displacement is recognised as an issue it is considered that this will not lead to serious parking issues in the immediate vicinity. Furthermore this concern is outweighed by other positive attributes of the development including the provision of much needed affordable rented housing. It is therefore recommended that consent is granted subject to conditions.