

REPORT TO DEVELOPMENT MANAGEMENT COMMITTEE
12 October 2022

REFERENCE: HW/FUL/22/00059

OFFICER: Roland Sheldon

APPLICANT: Harlow Council
Regeneration Team

LOCATION: Woodleys Garage
Block
Woodleys
Minchen Road
Harlow
CM20 3EE

PROPOSAL: Demolition of existing garage block, bin stores and hardstandings and construction of 6no terraced Council Houses with associated landscaping, erection of new garage block within frontage of site (revised description).

LOCATION PLAN:



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REASON FOR COMMITTEE: The scheme is a Council-led housing development which whilst only minor in scale, has received a large number of objections, and therefore is considered appropriate to be considered at the Planning Committee.

Application Site and Surroundings

The subject site contains circa 0.4 hectares of land, incorporating 3 garage blocks, a garage court and hardstanding used for vehicle parking, on the eastern side of Minchen Road, CM20. The site also includes the Woodleys four-storey block of flats and surrounding curtilage, and a large western section of the adjacent Blackbush Spring Park, to the north of the garages and court. The garage court is accessed via a vehicular access off Minchen Road.

There are some tarmacked tennis courts to the immediate north-east of the site in Blackbush Spring. Blackbush Spring Park connects the site to a small shopping/service area on Momples Road and Markhall Woods.

Directly to the south of the application site are residential properties on Harefield. There are also residential properties to the north of the park on Blackbush Spring and west on the opposite side of Minchen Road. The surrounding properties are all 2-storey in traditional style and materials. The site does not contain a listed building and is not located within a conservation area.

Details of the Proposal

The proposal seeks the demolition of the existing garage blocks on site to facilitate the erection of 6 x 2-bedroom terraced Council Houses with associated landscaping, alongside erection of a new garage block within the frontage of the site, addressing Minchen Road. The dwellings would be two storeys in scale and would be located within the northern section of the site, with the frontages addressing Blackbush Spring. 18 x car parking spaces would be provided within the existing hardstanding area, alongside a prominent single storey dual-pitched gable-end structure that would house four garages and a relocated bin store alongside a bike store for the Woodleys tower residents.

It is understood that the development would provide 1 car parking space for each of the proposed dwellings, with the other 16 parking spaces within the site allocated to the existing residents of the 16 flats within Woodleys Tower. The agent has indicated that the parking area will be signed as being 'residents parking only', with a permit scheme put in place to allocate one permit per dwelling, including the existing units in Woodleys Tower.

RELEVANT PLANNING HISTORY:

No relevant planning history.

CONSULTATIONS:

Internal and External Consultees

Essex County Council - Highways

Whilst there are no objections to the proposal in principle, the site contains public highway that extends into the garage court and the footway to the north. Whilst planning permission could be granted, the developer would still then have to Stop Up any highway that was within the development.

HDC - Consultant Arborist

01/04/2022: Following a site visit and subsequent amendments that were provided for the Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS), it is evidence that the proposed development has sufficiently considered the impacts to trees and green infrastructure at this stage, and can be considered to be in accordance with relevant policy. A fit for purpose AMS will be required to be submitted so that the proposals do not impact the off-site trees, due to improper usage of land near trees, and

that methods of working around trees are shown and can be examined by this council before work commences.

There is also the need to include the method statement of relocating of two trees within the group G1. This is to ensure that trees which are transplanted follow relevant good practice and guidance, to ensure they are able to re-establish after being transplanted.

HDC - Cleansing And Environment

(08/09/2022)

Following previous concerns raised with regards to the location of waste/recycling storage for the new dwellings, Waste Officers agreed a compromise arrangement whereby individual bin cupboards with a ventilated roof and door were provided for the new units, in a location to the immediate south-west of the new dwellings.

- The cupboards must only allow for 1x 240L bin and a large food caddy.
- Waste must be taken by each occupier to their numbered store for collection only and then returned to the curtilage of their property afterwards.
- The door will prevent spillage onto shared Council land.
- The contents of the store will be the responsibility of the respective tenant.
- If there is ever a right to buy on these properties, the bin store would be sold with property, leaving them with a viable collection point for the lifetime of the property.

Designing Out Crime Officer

The applicant and Essex Police have been in detailed discussion regarding the development and the proposed plans with the Secure By Design recommendations included are endorsed. All of DOCO recommendations have been taken on board, the applicant understands the benefits for incorporating Crime prevention through environmental design into the development. From discussion and site visits, it is considered the site can achieve a Secure By Design Gold award if the applicant wishes to make their application.

Place Services

(Comments 17/03/2022)

- The inclusion of housing frontage onto Blackbush Spring to provide active overlooking and surveillance is welcomed. However, in terms of layout, a 'Flat Over Garage' house type could have been considered, with undercroft access to a parking court. This would create a proposal that addresses Minchen Road and reduces the dominance of car parking arriving at the site.
- Poor arrival experience dominated by car parking. The car park could be broken up with soft landscaping and the end dwelling should be rotated to address the car-park and site access to create an active residential frontage.
- There is no direct pedestrian route between the car park and access footpath
- A pedestrian space in front of the dwelling would be welcomed, to facilitate easy access and contribute to arrival experience. Currently a lack of defensible space
- A connection to existing footpath in Blackbush Spring Park would improve connectivity
- The massing is considered appropriate and responds to local context
- The contemporary design approach and massing is welcomed
- However, the proposed front canopy on front elevation would restrict internal light into dwellings
- Vertical emphasis to brick banding would improve appearance
- Currently considered to be excessive level of brick to windows in the design

HDC Environmental Health Services

No objections to the proposal subject to no demolition and construction taking place outside of permitted hours, statement being submitted on how dust during construction will be controlled, a noise statement being submitted on how noise will be controlled during construction, details of wheel washing and a phase 2 investigative survey should be made in accordance with recommendations as stated in the land contamination statement part 1.

Neighbours and Additional Publicity

Number of Letters Sent: 51

Total Number of Representations Received: 24

Date Site Notice Expired: 25 March 2022

Date Press Notice Expired: N/A

Summary of Representations Received

In total, 24 representations were received, of which 20 were objections to the proposal.

The following queries were raised in the received representations. Due to the number of representations received, for the purposes of clarity on certain matters, where appropriate, the section below will indicate the Officers response following correspondence with the applicant.

Queries

- Are the Electric Vehicle Charging Points (EVCP) for general use?

Officer comment: As the parking spaces are to be allocated to existing occupants within Woodleys Tower and the occupants of the proposed units, it is understood that the EVCPs will only be useable by these occupants.

- Will EVCP spaces only be available to electric cars?

Officer comment: The parking spaces will be available to all residents within Woodleys Tower and the proposed new dwellings whether or not they are parking electric or non-electric vehicles.

- Where will cars currently parking in the parking court park during and after construction?

Officer comment: The applicant indicated in a letter submitted to the Council dated 17.3.22 that should the proposal be granted planning permission and proceed, alternative provision could be made for the duration of the construction period. However, despite the absence of information regarding this matter accompanying the application, it is not considered that the temporary impact on re-location of car parking from the existing site during the construction works would warrant refusal of the planning application.

- Will Harefield residents have opportunity to rent one of the 5 proposed garages?

A letter received from the applicant on 17.03.2022 indicated that should the scheme be granted and proceeded with, existing tenants of the garages will be contacted to discuss their tenancy arrangements as a priority.

- Will large vans be eligible to park in the parking spaces?

Officer comment: As outlined, parking spaces will be allocated to existing occupants in Woodleys Tower and the proposed new units. A van could park in these spaces only if it fitted within the parking bay dimensions.

- Will parking be on a permit basis?

Officer comment: It is understood that the development would provide 1 car parking space for each of the proposed dwellings, with the other 16 parking spaces within the site allocated to the existing residents of Woodleys Tower. The agent has indicated that the parking area will be signed as being 'residents parking only', with a permit scheme put in place to allocate one permit per dwelling, including the existing units in Woodleys Tower.

- What will the gap in time be between demolition of the existing 6 garages and the replacement 4 garages? Will existing tenants be offered interim garages?

Officer comment: Unfortunately it is not possible to confirm the exact timescale between the removal of the existing and introduction of the replacement garages, if the development proceeds. It is envisaged that the applicant would endeavour to complete the replacement garages alongside the rest of the development as quickly as is possible.

- Where will bin storage be provided for Woodleys flats following demolition of the sheds and bin area?

Officer comment: Waste storage for Woodleys will be re-located to the new garage structure at the front of the site.

Representations

Parking and highways

- There are pre-existing problems with double parking on Minchen Road and problems with larger vehicles making access along the road. Parking problems will be made worse.
- Hard to drive down Minchen Road due to parking on both sides of street, meaning effectively single lane. The development is likely to result in an increased demand for parking and a reduced parking provision, which will lead to increased parking pressure on the adjacent streets, and obstruction of passing vehicles.
- Restricted movement for waste collection vehicles to collect waste from collection point
- Parking conditions have become so bad that the Arriva service number 8 has ceased operation on Minchen Road as of 28th March 2022 because it is not possible for buses to pass. It is also difficult for emergency and refuse vehicles to pass. The development will worsen this problem.
- Lack of security for proposed bike stores

Officer comment: Matters of parking and highway conditions shall be considered in detail within the Parking and Highways section of the report.

Amenity and security

- Removal of store and replacement with fence/gate is likely to be damaged, not appropriate robust boundary treatment

Officer comment: A letter submitted by the applicant dated 17.03.2022 indicated that the development has been discussed with the Designing Out Crime Officer (DOCO) at Essex Police. It has been proposed that a 1.8m high timber fence be erected with a 300mm height trellis fence affixed to the top of the fence. The DOCO is satisfied that this will ensure that the rear boundaries remain secure.

- Loss of privacy for residents on Harefield Road.
- Loss of light and air reaching properties on Harefield Road resulting from introduction of two-storey dwellings
- Odour, noise, fire risk issues resulting from location of bin store adjacent to 2 Harefield and vermin
- Reduced safety using open space resulting from development
- Light pollution to Harefield from additional dwellings
- The proposed new garage structure at the front of the site would result in loss of light to adjacent property on Harefield.
- Solar panels on the new garage structure will cause glare towards adjacent properties on Harefield

Officer comment: Issues relating to amenity shall be addressed within the 'Impact on neighbouring amenity section' of the report.

General

- The existing grassed area would be treated with wildflowers to create a meadow. This would remove the use by residents of this land for walking their dogs.
- Objection to the loss of the outdoor sheds for storage by Woodleys flats without replacement. The flats do not have storage facilities within the flats. Many occupants need the stores for decorating equipment etc. They should either be retained or replaced.

Officer comment: The applicant commented on this matter in a letter dated 17.03.2022. They confirmed the following:

"it is proposed to remove the existing bin and pram stores which are in a poor state of repair and vulnerable to unauthorised access due to their concealed/secluded location. This will assist in increasing natural surveillance around Woodleys Tower and Blackbush Spring Park.

The applicant does, however, recognise that the loss of such storage must be mitigated by the provision of additional storage and proposes locating replacement stores (labelled as bike stores) across the front elevation of Woodleys Tower with each existing flat being allocated one store. The location of these stores has been discussed with the Secured by Design Officer at Essex Police who believes that, being more visible, they will prove to be more secure than the existing stores."

A further response was received from the agent for the scheme on 15/08/2022:

At present we are proposing 8 cycle storage spaces within the cycle store and our preferred solution is to construct a replacement, brick built, storage block within the newly secured rear amenity space of the tower block. If this is agreeable to residents, each store will be sufficiently sized to accommodate cycle storage. Obviously, a separate application will be required / submitted for the agreed re-provision.

The applicant would be happy to accept a condition preventing the demolition of the existing stores until a suitable replacement is agreed with Harlow Development Management and provided within the boundary of the site to ensure that there is no loss of provision.

- Danger of asbestos release when garages are demolished.

Officer comment: The applicant is aware of this neighbouring concern regarding asbestos, and have confirmed that a full invasive asbestos survey shall be undertaken prior to any demolitions commencing, and any asbestos containing materials will be removed by a licensed contractor. An informative advising the applicant to carry out this survey shall be included.

- Lack of pre-consultation with residents

Officer comment: The Council has recently adopted a Statement of Community Involvement in February 2022, which states the Council will consult with as many people and organisations as possible as well as any other consultees that may be relevant for the document or subject matter being consulted upon. No details have been provided alongside the submission to demonstrate that consultations with the general public have taken place prior to the submission of the planning application. Notwithstanding this, this does not affect the LPA ability to assess the full planning application.

Not material

- Garages have not been maintained and secured by Council

Officer comment: The current condition and historic maintenance of the existing garages is not a material consideration in the assessment of the planning application.

- Placing dwellings adjacent to park will reduce the safety to let dogs run off their leash

Officer comment: This is not a material consideration to the determination of the planning application.

- Social tenants will cause anti-social behaviour

Officer comment: The Local Planning Authority (LPA) cannot speculate on the behaviour of future occupants of the development, and in any case, individual behaviour of occupants would not be a material planning consideration to the determination of a planning application for new residential units.

PLANNING POLICY:

National Planning Policy Framework (NPPF)

The Development Plan is prepared taking account of the National Planning Policy Framework (NPPF) (as extant at the time - the NPPF is regularly updated; currently in its 2021 version) and the associated Planning Practice Guidance (PPG) (first published in March 2014 but also regularly updated with the NPPF).

Harlow and Gilston Garden Town (HGGT) is a designated 'Garden Community' under the Government's Garden Communities Programme.

Development Plan

Planning law requires that proposals should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the site consists of the Harlow District Council (HDC) Harlow Local Development Plan 2020 (HLDP), Essex County Council (ECC) Essex and Southend on-Sea Waste Local Plan 2017 and ECC Essex Minerals Local Plan 2014.

The part of the Development Plan applicable to the proposal is the HLDP. The HLDP is prepared in the context of the National Planning Policy Framework (NPPF) – see 'Planning Standards' below. It is important to note that this is a recently adopted and therefore 'up to date' plan in terms of NPPF Para.12.

Policies of most relevance to the proposal are:

Harlow Local Development Plan 2020

SD1	Presumption in Favour of Sustainable Development
HS1	Housing Delivery
WE3	General Strategy for Biodiversity and Geodiversity
PL1	Design Principles for Development
PL2	Amenity Principles for Development
PL3	Sustainable Design, Construction and Energy Usage
PL7	Trees and Hedgerows
PL8	Green Infrastructure and Landscaping
PL9	Biodiversity and Geodiversity Assets
PL10	Pollution and Contamination
PL11	Water Quality, Water Management, Flooding and Sustainable Drainage Systems
H1	Housing Allocations
H2	Residential Development
H5	Accessible and Adaptable Housing
H6	Housing Mix
L4	Health and Wellbeing
IN1	Development and Sustainable Modes of Travel
IN2	Impact of Development on the Highways Network including Access and Servicing
IN3	Parking Standards

Supplementary Planning Documents (SPD) /Other Guidance

The following local planning guidance is relevant to this application:

HDC Design Guide SPD (2011)

Design Guide Addendum SPD (adopted December 2021).

ECC Essex Parking Standards Design and Good Practice (2009)

ECC Development Management Policies (2020 - living document with regular updates). (2011)

Several forms of 'planning standard' are relevant to the application. These standards complement Development Plan policies.

The HGGT (Local Authorities) Partnership has published a series of documents that set the standards expected for developments in the Garden Town and are therefore relevant to this application.

HGGT Guidance

HGGT Sustainability Guidance and Checklist March 2021

The HGGT Vision elaborates on the HGGT's interpretation of *garden city principles* and sets expectations for high quality development to accord with the principles.

The HGGT Design Guide requires consideration of design quality in a *garden city principles* sense and draws attention to specific local issues.

The HGGT Transport Strategy (Draft) explains the transport infrastructure investment and travel behaviour change (encouragement of bus, walking and cycling) being planned.

PLANNING ASSESSMENT:

Summary of Main Issues

The key issues for consideration in the determination of the application are the following:

- The principle of development;
- Housing mix;
- Design, character and appearance;
- Impact on neighbouring amenity;
- Standard of accommodation;
- Trees and landscaping;
- Parking and highways;
- Flood risk and drainage;
- Biodiversity/geodiversity;
- Energy and sustainability;
- Waste and recycling;
- Contamination;
- Secured by Design and;
- Equalities

Principle of Development

At the heart of the NPPF 2021 is a presumption in favour of sustainable development which meets social, economic and environmental needs. One of the core principles in the NPPF is that planning should encourage the effective use of land. Paragraph 119 of the NPPF states that strategic policies should set a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

Policy SD1 of the HLDP reiterates the presumption in favour of sustainable development and sets out that development that accords with the Local Plan will normally be supported, unless material considerations indicate otherwise.

Additional Housing

Paragraph 60 of the NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

The proposal would provide 6 self-contained dwellings on a site that is not within a designated housing allocation within the Harlow Local Development Plan (HLDP). HLDP policy HS1 states that the Local Plan identifies sites to deliver at least 9,200 dwellings during the Local Plan period (1 April 2011 to 31 March 2033).

In addition to dwellings that have been completed or have extant consents, this figure is anticipated to be delivered through the Strategic Housing Site East of Harlow, Housing Allocations identified in HLDP policy HS2 and windfall sites. The site is not within an allocated site identified for housing growth within the HLDP, and therefore is a windfall site.

National planning policies state that authorities may make an allowance for windfall sites in the five year supply if there is compelling evidence that such sites have consistently become available and will continue to provide a reliable source of supply.

Policy HS1 states that windfall sites can provide a number of additional unexpected dwellings and can be a useful addition to the housing mix in the district in terms of tenure, price and design.

HLDP policy H2 refers to all new residential development being required to meet criteria that includes being acceptable with regards to design and character considerations, providing adequate parking and access arrangements for existing and proposed dwellings,

acceptable provision being made for refuse storage and collection and not prejudicing comprehensive of adjacent land.

The development would provide 6 new dwellings that would work towards meeting housing targets within the District. As such, the principle of the additional housing on the site is considered to be acceptable. The criteria within HLDP policy H2 will be considered within subsequent sections of the report.

Change of use/loss of garages

There is no objection in principle to the loss of garages from the site. The merits of the proposal with regards to highways, parking and highway safety is considered within the Highways, Parking and Highway Safety section of the report.

Housing Mix

HLDP policy H6 requires new housing developments to have an appropriate mix of housing types and sizes, in order to create balanced communities which reflect Harlow's housing needs and local character.

The policy outlines that where appropriate and in accordance with policies in the Local Plan, the following types of housing should be provided:

- (a) affordable housing;
- (b) accessible and adaptable housing;
- (c) self-build and custom-build housing plots;
- (d) community-led housing.

The Strategic Housing Market Assessment (SHMA) provides robust evidence to establish and provide information on the appropriate mix of housing and range of tenures needed within the district. The SHMA indicates that there is a need for a range of housing types and tenures to meet the needs of different groups within Harlow and to provide a choice, as required by national planning policies and guidance.

The development would provide 6 x 2-bedroom units.

HLDP Policy H5 seeks to ensure that new homes are both accessible and adaptable to meet the changing needs of occupants.

(a) all new dwellings should be at least Building Regulations Part M4(2) standard for accessible and adaptable homes; and

(b) in major residential development, a suitable proportion of Building Regulations Part M4(3) standard dwellings for wheelchair users should be provided based on the latest Strategic Housing Market Assessment (SHMA) or other appropriate evidence directly related to the housing needs of Harlow.

Whilst no family-sized housing would be provided, the development would be for social housing that would provide accommodation that meets the minimum Part M4(2) Building Regulation Standards in terms of access that would provide a valuable type of accommodation that would work towards serving the diverse housing needs of the District. As such, the housing mix is considered to be acceptable in accordance with policy H6 of the HLDP.

Design, Character and Appearance

HLDP policy PL1 (Design Principles for Development) requires a high standard of urban and architectural design for all development. This includes development being based on a design rationale and protecting and enhancing local distinctiveness with design that fits with the local character.

HLDP policy H2 states, including infill development, the sub-division of garden plots, minor redevelopment schemes and the development of vacant plots, must meet a number of

criteria. One of the requirements of part (a) of the policy is that the development:

“would not have an unacceptable adverse effect on the character of the locality, the appearance of the street scene..”

Principle DG29 of the Harlow Design Guide SPD (2011) states that contemporary and innovative housing design will continue to be encouraged in Harlow.

The proposal would see the erection of a terrace of 6 x two-storey dwellings introduced to the northern central section of the site. The dwellings would be aligned with northern entrances addressing the Blackbush Spring open space, with rear elevations on the southern elevation accessing onto a private rear garden amenity space. The dwellings would have a dual-pitch roof design with gable ends either end of the terrace. Projecting front porch features, and hit-and-miss brick work would serve to articulate the elevations and bring visual interest to the development. The dwellings would represent a contemporary interpretation of the simple terrace form of other dwellings within the wider locality.

A dual-pitch gable end structure that would house 4 garages and a bin and cycle store would be introduced to the front of the site. As with the dwellings, the building would be externally clad in a buff brick that was in keeping with the predominant external treatment of the wider built environment. It would also have hit-and-miss brickwork and Woodleys lettering that would provide a sense of identity to the development.

Whilst there are concerns that the front of the site would be dominated by car parking, this matter is viewed within the wider context of the existing site which is occupied by non-descript garages and hardstanding, and the acknowledgement that this is a constrained site with a narrow layout adjacent to residential development either side meaning a two-storey development in a north-south arrangement would create issues with the amenities of neighbouring occupants. The introduction of the building to the front of the site would provide some visual interest and a sense of identity that is considered to mitigate for the concerns with regards to the site layout.

The siting, massing, bulk, design and indicative materials are considered to represent an acceptable approach to the site context and constraints. Materials will be key to the success of the scheme, details of which shall be required to be submitted to and approved in writing by the LPA prior to the commencement of works on site, including details of hard landscaping and boundary treatments. Subject to compliance with these conditions, the proposal is considered to be acceptable with regards to design, character and appearance considerations and would be in accordance with policy PL1 of the HLDP.

Impact on neighbouring amenity

HLDP policy PL2 states that development which preserves or enhances the level of amenity of existing and future occupants and neighbours in the local area will be supported.

The Harlow Design Guide SPD Addendum requires a minimum of 18 meters separation distance between directly facing rear windows to retain a satisfactory level of privacy. The proposed dwellings are set over 18 metres away from the nearest rear-facing habitable windows of properties located on Harefield to the south of the site, ensuring that adequate levels of privacy would be retained for existing occupants.

The bulk, massing, siting and scale of the proposed dwellings and new garage building (which has been reduced in height following a request for revisions) would not result in an unacceptable loss of light, outlook or create a visually overbearing impact on adjacent neighbouring properties within Harefield.

Other issues were raised as concerns by neighbouring residents during the public

consultation. Concerns were raised with regards to potential light pollution being encountered by residents on Harefield as a result of the introduction of the new development. It is considered that the new dwellings would be set an adequate distance away from these properties to prevent such an unacceptable impact. Notwithstanding this, a condition shall be imposed that requires details of a lighting scheme for the development to be submitted to/approved by the LPA prior to occupation.

Concerns were also raised about potential odour, noise and fire risk resulting from the introduction of the bin store to adjacent residents on Harefield. The bin store would not be located immediately adjacent to the site boundary and would be within an enclosed, secure brick structure. As such, it is not considered that the development would give rise to unacceptable concerns with regards to matters of noise, odour or fire risk.

It is not envisaged that the solar panels will cause unacceptable light glare disturbance for neighbouring occupants. Officers have also taken into account that permitted development rights exist for householders to install solar panels without the need for planning permission.

Subject to compliance with conditions for details of boundary landscaping, the proposal is acceptable with regards to amenity impact considerations, in accordance with policy PL2 of the HLDP.

Standard of accommodation

The Technical Housing Standards was produced by central government in 2015, and provides national minimum space standards that should be met in new residential developments. Policy PL2 of the HLDP sets out that development which preserves or enhances the level of amenity for existing and future occupants will be supported.

The Harlow Design Guide Supplementary Planning Document (SPD) 2011 also sets out minimum space standards that should be met for new residential development. HLDP policy H5 requires that all new dwellings should meet at least the Building Regulations Part M4(2) standard for accessible and adaptable homes.

Unit number	Unit type (bed and persons)	Tech.Housing Standards req. / Harlow Design Guide req. (m2)	Size (m2)	Accessibility	Amenity space provision (m2)
1	2b/3p	61 / 61	78	M4(2)	45
2	2b/3p	61 / 61	78	M4(2)	45
3	2b/3p	61 / 61	78	M4(2)	45
4	2b/3p	61 / 61	78	M4(2)	45
5	2b/3p	61 / 61	78	M4(2)	45
6	2b/3p	61 / 61	78	M4(2)	58

As can be seen in the table above, all of the new residential units would exceed the minimum floor space standards as set out in the Technical Housing Standards and the Harlow Design Guide SPD. All of the dwellings would be built to meet Part M4(2) Building Regulation standards. All units would be dual-aspect with satisfactory light and outlook provided for all habitable rooms.

The Harlow Design Guide SPD states that a minimum of 50m² external private amenity space should be provided for new 1 or 2 bedroom dwellings.

Aside from the most northerly unit which would benefit from a rear garden of 58m², the rear garden amenity spaces would fall marginally short of the requirement for 50m² private amenity space. However, given that the new dwellings would be located immediately adjacent to the Blackbush Spring open space, it is considered that the ease of access to this area of open space would mitigate sufficiently for this marginal shortfall

of private amenity space.

Overall, the proposal would provide a satisfactory standard of accommodation for future occupants, in accordance with relevant policy and guidance.

Trees and landscaping

Paragraph 131 of the NPPF outlines that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change.

Part (e) of policy PL1 of the HLDP requires that proposals provide an appropriate level of well-designed and well-located high quality landscaping. Policy PL7 states development and tree works applications, which ensure that trees and hedges are protected and enhanced, will be supported. The planting of new trees and hedges in development is required to be an appropriate species in appropriate locations, to result in a net increase in total long-term canopy cover. Policy PL8 of the HLDP requires green infrastructure and landscaping to be protected and enhanced as part of development.

The existing area of the site in which the proposed development would be located is largely occupied by hardstanding and garage structures. A revised Arboricultural Report by Andrew Day Arboricultural Consultancy was submitted in March 2022. The document indicates that the recently planted trees close to the front of the site would be carefully fenced off during the development with root deflectors installed whilst the new paths are constructed.

A group of low value specimens to the immediate north of the proposed new dwellings would be required to be removed in order to prevent future conflict with the development. A group of trees within the rear gardens of the neighbouring properties on Harefield identified as G4 would be un-harmed. The proposed submission and Arboricultural Report has been reviewed by the Consultant Arborist, who has concluded that the proposed development has sufficiently considered the impacts to trees and green infrastructure at this stage, which is in accordance with policies PL1, PL7, PL8 and WE1 of the HDLP.

It will be necessary for a condition to be imposed requiring an Arboricultural Method Statement (AMS) to be submitted and approved prior to the commencement of works on site, so that the proposals do not impact the off-site trees, due to improper usage of land near trees, and that methods of working around trees are shown and can be examined by this council before work commences.

There is also the need to include the method statement of relocating of two trees within the group G1. This is to ensure that trees which are transplanted follow relevant good practice and guidance, to ensure they are able to re-establish after being transplanted.

A detailed soft and hard landscaping scheme will also be required to be submitted and approved by condition, to ensure a satisfactory standard of development. Subject to compliance with these conditions, the proposal would be acceptable with regards to trees and landscaping considerations.

Parking and highways;

Policy IN1 of the HLDP requires proposals to have regard to the modal hierarchy as set out in the policy. Major developments should identify ways to reduce use of the car and promote alternative ways of travel, and should be detailed in a supporting Travel Plan. Developments should make provision for electric vehicle charging points in accordance with latest Government guidance.

HLDP policy IN2 requires proposals to not cause a severe residual cumulative impact on highway congestion and movement, and not cause a detrimental impact on the safety of

all highway users. Policy IN3 states that vehicle parking must be provided in accordance with Essex Vehicle Parking Standards, unless otherwise indicated elsewhere in the Local Plan and/or supporting documents.

The site is located within the Mark Hall South area of Harlow, which benefits from close access to bus services on the No. 8 route which operates between Harlow Bus Station and Old Harlow. It is currently occupied by hardsurfacing and 32 garages, of which only 5 are understood to be in use for storage purposes. The garages are narrow in width with the design and access statement indicating dimensions of 2.45m width x 5.1m length (presumably internally) which is not sufficiently wide to meet the Essex Parking Standards requirement for internal dimensions of 7m x 3m. As such, the existing garages are not understood to be used for and would not be considered to be acceptable to meet adopted off-street parking standards.

At present, there are approximately 9 spaces aside from the garages used for off-street parking within the hardstanding area surrounding the garages within the site. It is not monitored by whom these spaces are used, so it is presumed the spaces are used by members of the wider local community.

The proposal would see all of the existing garages removed from the site to make way for the proposed development. 18 parking bays are proposed to be provided alongside 4 garages spaces. The applicant has indicated that it is proposed that each of the existing 16 flats within Woodleys Tower would be allocated one parking space alongside one parking space for each of the proposed six dwellings.

At present, it is understood that those residents of Woodleys Tower that have a car generally park their vehicle on the surrounding streets. It is understood that there are high levels of on-street parking in the locality, which leads to issues with traffic movement in conjunction with the narrow street widths.

The Essex Parking Standards indicates that new dwellings with 2 or more bedrooms should provide a minimum of 2 off-street parking spaces, although reductions of the vehicle standard may be considered if there is development within an urban area (including town centre locations) that has good links to sustainable transport.

Officers consider that the proposal needs to be viewed within the context of the existing car parking situation on site in comparison to the proposed situation. At present, the site is under-utilised in terms of parking capacity, with space to accommodate 9 off-street parking spaces by general members of the public (given the insufficient dimensions of the garages and none being understood to be let for the purpose of off-street parking).

The proposal would introduce 16 spaces which would be allocated directly to Woodleys residents, therefore in all likelihood this provision would take a net demand for 7 parking spaces off-street.

Even if it is presumed that the new development created a demand for 2 spaces per unit with only off-street 6 spaces provided for the 6 new units, that would result in 6 spaces not being able to be accommodated in the site spilling onto surrounding streets, still likely resulting in less parking pressure than existing circumstances by 1 car. As such, it is not considered that the proposed development would worsen on-street parking or highway conditions in the locality.

A condition shall be imposed that requires the submission of a car parking management plan, that sets out how parking spaces shall be designated to existing occupants of Woodleys Tower and occupants of the proposed new dwellings, and how their allocation would be advertised and enforced within the site.

No details of cycle parking are provided for the new dwellings. 8 secured and covered cycle spaces would be provided for the existing occupants of Woodleys Tower in the new building at the front of the site. The Essex Parking Standards require that at least 1

secure covered space is provided per dwelling. It is understood that the existing bicycle (or pram) storage for Woodleys Tower would be removed as part of this proposal. Therefore at present, the details of cycle parking provision is insufficient.

There is scope to provide an acceptable provision of covered and secured bicycle storage for both the existing and proposed occupants of the site within the red line of the development. A condition shall be imposed that requires such details to be provided, approved and implemented prior to first occupation of the new units.

The submitted plans indicate that all of the 22 spaces would have access to an Electric Vehicle Charging Point (EVCP). A condition will be imposed that requires the ECVPs to be installed and operational prior to first occupation of the development and maintained as such.

A condition will also be imposed requiring that the developer is responsible for the provision, implementation and distribution of a Residential Travel Information Pack approved by Essex C.C, that includes six x one-day travel vouchers for use with the relevant local public transport operator, to each dwelling free of charge.

In addition to this, a construction management plan shall be conditioned, to ensure that the development can be carried out whilst minimising impacts on air, noise and odour pollution, traffic and parking conditions and highway and pedestrian safety.

Subject to compliance with these conditions, the proposal would be acceptable with regards to parking and highways considerations.

Flood risk and drainage

In line with the planning standards outlined within the NPPF 2021, policy PL11 of the HLDP requires proposals to follow a risk-based and sequential approach with regards to flood risk, so that development is located in the lowest flood risk area and appropriate mitigation measures are employed. Emphasis is also placed upon the importance to consider waste water, sustainable drainage measures (SuDS) and water quality issues as part of planning applications.

The site is located within an area of very low risk of flooding from rivers and the sea, and low risk from surface water flooding according to the Environment Agency flood risk website. As such, it is not considered to be a development at risk of flooding. The proposal is therefore acceptable with regards to flood risk considerations.

Biodiversity/Geodiversity

Paragraph 174 of the NPPF 2021 requires planning proposals to protect and enhance sites of biodiversity and geological value and soils. Policy PL9 of the HLDP reiterates this objective and requires that proposals should ensure a net gain in biodiversity.

The application has been accompanied by a Biodiversity Impact Assessment by ACJ ecology. The report concludes that the development would achieve a 19.3% increase in Habitat Units when measured using the Defra Biodiversity Metric 3.0. As such, the development is acceptable with regards to biodiversity considerations.

Energy and Sustainability

The NPPF requires the planning system to support the transition to a low carbon future in a changing climate. HLDP policy PL3 requires new development to deliver high standards of sustainable design and construction and efficient energy use, taking account of predicted changes to heating and cooling requirements as a result of climate change. The policy outlines that for development proposals, the Building Regulations minimum requirement for the conservation of fuel and power should be exceeded, preferably by at least 19%.

An Energy and Sustainability Statement by EEABS has been submitted alongside the submission. The report outlines that the assessment has been undertaken using the 'Be Lean' (building energy efficiency, including insulation and lighting), 'Be Clean' (scope to link to an Area Wide Heat Network, other secondary source, or combined heat and power system) and 'Be Clean' (scope to use renewable energy technologies).

The report outlines that savings have been made through the building's construction and air permeability and an efficient lighting system. Photovoltaic panels would be installed to provide electricity power for the proposed dwellings. The development would achieve a reduction of 58% in CO2 emissions when measured against the original Part L of the Building Regulations 2013.

The Harlow & Gilston Garden Town Sustainability Checklist applies to all Council led housing schemes. A Sustainability Checklist has been submitted that demonstrates that Environmental Sustainability and Socio-Economic Sustainability issues have been adequately considered.

A condition shall be imposed that the development achieves the reduction in carbon emissions through the measures in the construction of the development identified within the Energy Statement. Subject to compliance with the condition, the proposal would be acceptable with regards to energy and sustainability considerations, in compliance with policy PL3 of the HLDP.

Waste and Recycling

Part (c) of HLDP policy IN2 requires proposals to provide for adequate, safe and convenient loading and servicing arrangements, access points and drop-off areas and consideration to be given to the movement and turning of emergency vehicles and refuse vehicles.

Following revisions, waste and recycling storage would be provided within the rear gardens of each of the proposed new dwellings and brought out to a bin collection point on respective waste refuse and recycling collection days, accessed off the pathway to the terrace. The collection point would provide space for 1x 240L bin and a large food caddy. It would be the responsibility of waste and recycling to be taken to the collection point on collection days and wheeled back afterwards by occupants. At the request of the Waste and Recycling Officer, the collection points would be fitted with a door and ventilated roof, to discourage casual dumping of waste. Each bay would be numbered and would be the responsibility of the respective tenant.

Waste and recycling storage for the existing Woodleys Tower would be provided within the covered bin store at the front of the site. Following extensive discussions between the applicant and Waste and Recycling colleagues, the proposed arrangement has been considered acceptable for waste collection operatives and existing/future occupants of the development. The proposal is therefore acceptable with regards to waste and recycling collections in accordance with policy H2 and IN2 of the HLDP.

Contamination

Paragraph 183 of the NPPF requires that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land contamination. HLDP policy PL10 requires all developments must minimise and where possible, reduce all forms of pollution and contamination. This includes inter alia, surface and ground water quality, land quality, condition and stability.

The application has been accompanied by a Geo-Environmental Desk Study by RSA Geotechnics Ltd. The proposal has been reviewed by a Harlow Environmental Health Officer, including the aforementioned Desk Study report and its recommendations, and they have concluded that there is no objection to the proposal from an Environmental

Health perspective.

Conditions shall be imposed that require an intrusive site investigation to be conducted for the site in accordance with details within the submitted desktop study and conceptual model, with the risk assessment and refined conceptual model submitted to the Local Planning Authority (LPA) and approved, and carried out in accordance with approved details. If previously unidentified contamination is found at the site, no further development should be carried out until a remediation strategy detailing how the contamination shall be dealt with shall be submitted to/approved by the LPA.

Subject to compliance with these conditions, the site should be suitable for the proposed residential use, in accordance with the requirements of HLDP policy PL10.

Secured by Design

Part (h) of HLDP policy PL1 states that development must create safe and secure environments which help to reduce opportunities for crime and minimise the fear of crime. The Essex Police Designing Out Crime Officer (DOCO) has commented on the scheme and confirmed that all recommendations suggested in meeting between Essex Police and the applicant have been taken into account in the proposal. The proposal is therefore acceptable with regards to Secured By Design considerations.

Equalities

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

“(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

The above duties require an authority to demonstrate that any decision it makes is reached “in a fair, transparent and accountable way, considering the needs and the rights of different members of the community and the duty applies to a local planning authority when determining a planning application.

Officers consider that the application does not give rise to any concerns in respect of the above.

CONCLUSIONS:

On the basis of the matters considered in this report, it is considered that the proposed development accords with the NPPF, the policies of the HLDP, and there are no other material considerations to indicate otherwise and thus it is recommended that subject to compliance with appropriate conditions as set out in the recommendation below, that planning permission is granted.

RECOMMENDATION

That Committee resolve to GRANT PLANNING PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: In order to comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the first occupation of the development the access arrangements, as indicated on the approved plans, shall be fully implemented, with all details being agreed with the Highway Authority.

Reason: To ensure that appropriate and safe access is provided, in accordance with policy IN2 of the Harlow Local Development Plan 2020.

- 3 Prior to the first occupation of the development the vehicle parking, as indicated on the approved plans shall be provided, hard surfaced, sealed and marked out. The parking areas shall be retained in perpetuity for their intended purpose.

Prior to first occupation of the development, details of how allocation of the car parking spaces shall be allocated to existing occupants of Woodleys Tower and the occupants of the proposed units, how the garage spaces shall be allocated, and how use of the car park/garages shall be managed, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained as such for the lifespan of the development.

Reason: To ensure that appropriate parking for vehicles is provided and managed, in accordance with policies IN2 and IN3 of the Harlow Local Development Plan 2020.

- 4 No development shall take place on site, including site clearance, tree works, demolition or any other works, until the details relevant to the safe retention and protection of on-site and any relevant off-site trees are submitted within an Arboricultural Method Statement (AMS) in accordance with BS 5837:2012 - Trees in relation to design, demolition and construction. Following the written approval of the AMS, the proposed development shall be undertaken in accordance with the approved details unless otherwise agreed by the Local Planning Authority (LPA) in writing. The AMS shall include a detailed Tree Protection Plan showing the positions and dimensions of protective fencing (and if necessary temporary ground protection) to safeguard all retained vegetation. The AMS shall include all relevant details such as level changes, demolition and construction techniques (including methods of access and construction traffic management), location of services and drainage, design detail of structures and foundations, and the control of potentially damaging operations such as burning, storage and the handling of materials, and access and the parking of vehicles during construction. Details of supervision at key stages of development will also be included.

Reason: To ensure that damage to vegetation identified for retention is avoided and to comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 and policies PL1, PL7, PL8 and WE1 of the Local Development Plan of the Local Development Plan.

- 5 Prior to first occupation of the development, a detailed landscape scheme shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented during the next planting season following completion of

the development. The scheme shall include all hard and soft landscaping and details of boundary and security fencing/wall/gating treatments. A specification of all materials shall be supplied within a detailed method statement which shall include site preparation, planting techniques, aftercare and a programme of maintenance for a period of 3 years following completion of the scheme.

Reason: To comply with the duties indicated in Section 197 of The Town and Country Planning Act 1990 and policies PL1, PL7 and PL8 of the Harlow Local Development Plan 2020, so as to ensure satisfactory landscape treatment of the site in the interests of visual amenity and to screen and enhance the development in the interests of visual amenity.

- 6 If, within a period of five years from the date of planting any tree, that a tree, or any tree planted in replacement for it, is removed, uprooted, destroyed, dies, or becomes in the opinion of the Local Planning Authority, seriously damaged or defective, another tree 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.

Reason: In the interest of the appearance and longevity of the proposed tree planting and to ensure tree cover on site is maintained if failures occur, in accordance with policy PL7 of the Haringey Local Development Plan 2020

- 7 Before development commences other than for investigative work:
 - a. Using the information already submitted in 'Geoenvironmental Desk Study Report by RSA GeoTechnics Ltd report no. 15999DS January 2022' an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.
 - b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.
 - c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and;
 - d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 8 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 9 Prior to the first occupation of the development hereby approved, the Electric Vehicle Charging Points as indicated on the approved plans shall be installed and made operational, and shall be maintained as such for the lifespan of the development.

REASON: To ensure that appropriate parking provision for vehicles are provided, in accordance with policies IN2 and IN3 of the Harlow Local Development Plan, December 2020.

- 10 Notwithstanding the provisions of the Town & Country Planning General Permitted Development Order 2015 (as amended) or any Order revoking or re-enacting that Order, no roof extensions, rear or side extensions, means of enclosure (walls/fences), front porches or outbuildings shall be carried out in relation to the dwelling units hereby approved without the grant of planning permission having first been obtained from the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and to prevent overdevelopment of the site by controlling proposed extensions and alterations consistent with Policies PL1 and PL2 of the Harlow Local Development Plan 2020.

- 11 Prior to the commencement of above ground works on the development hereby approved, comprehensive details of all the external materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with the approved details.

REASON: In the interest of visual amenity and to accord with policy PL1 of the Harlow Local Development Plan, December 2020.

- 12 Prior to the commencement of all above ground works on site, details of cycle storage for the development shall be submitted to and approved in writing by the Local Planning Authority. The cycle storage scheme shall include details of additional secure, covered cycle storage for the occupants Woodleys Tower within the red line of the site. The development shall be carried out in accordance with the approved details and shall be maintained as such for the lifespan of the development.

Reason: In the interests of encouraging sustainable travel within Harlow District, in accordance with policy IN1 of the Harlow Local Development Plan 2020.

- 13 Prior to first occupation of the development, the Developer shall be responsible for the provision, implementation and distribution 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. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport, in accordance with policy IN1 of the Harlow Local Development Plan 2020.

- 14 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:
- a) parking and management of vehicles of site personnel, operatives and visitors
 - b) loading and unloading of plant and materials
 - c) storage of plant and materials
 - d) programme of works (including measures for traffic management)
 - e) provision of boundary hoarding behind any visibility zones
 - f) wheel washing facilities: have been submitted to and approved in writing by the Local Planning Authority.

Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policy IN2 of the Harlow Local Development Plan 2020.

- 15 The development shall be carried out in accordance with the measures outlined within the Energy and Sustainability Report by EEABS Issue 1 dated 27.01.2022, to ensure that the development achieves the carbon reduction figures quoted within the report.

Reason: In the interests of ensuring a sustainable design, construction and efficient energy use, in accordance with policy PL3 of the Harlow Local Development Plan 2020.

- 16 The waste storage and collection bays shall be built out in accordance with the plans and details hereby approved, and shall be maintained as such for the lifespan of the development.

Reason: In the interests of ensuring that satisfactory means of waste storage and collection facilities are provided for the development, in accordance with policy H2 of the Harlow Local Development Plan 2020.

- 17 No construction works involving heavy machinery shall take place on the premises outside the hours of 8am and 6pm on weekdays and 9am and 1pm on Saturdays nor at any time on Sundays, Bank or Public Holidays.

REASON: In the interests of the amenity of adjoining residents, in accordance with policies PL2 and PL10 of the Harlow Local Development Plan, December 2020.

- 18 The residential floorspace within the development hereby approved shall remain in use as 'Affordable Housing' in perpetuity as defined within the National Planning Policy Framework (NPPF) or any policy document/legislation revoking or replacing the NPPF, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of ensuring that the housing needs of Harlow District are met, in accordance with policy H8 of the Harlow Local Development Plan, December 2020.

- 19 Before the development hereby permitted is occupied, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. The details shall include location, design, levels of brightness and beam orientation, together with measures to minimise overspill and light pollution. The lighting scheme shall thereafter be carried out in accordance with the approved details and the measures to reduce overspill and light pollution retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of protecting the amenities of neighbouring occupants, in accordance with policy PL1 of the Harlow Local Development Plan, December 2020.

- 20 The development hereby permitted shall be carried out in accordance with the approved plans as shown listed in the table below.

REASON: For the avoidance of doubt and in the interests of proper planning.

Plan Reference	Version No.	Plan Type	Date Received
	REV 1	Tree Protection Plan	18.03.2022
	--	Design and Access Statement	16.08.2022

	--	Biodiversity Impact Assessment	18.02.2022
	--	Energy & Sustainability Statement	18.02.2022
	--	Land Contamination Assessment	18.02.2022
HD21029 201	A Terrace	Proposed Plans and Elevations	28.06.2022
HD21029 004	F	Proposed Site Plan	14.09.2022
HD21029 001	--	Location and Block Plan	14.09.2022
HD21029 002	--	Existing Site Plan	14.09.2022
HD21029 003	A	Demolition Plan	14.09.2022
HD20129 005	G	Hard and Soft Landscaping Proposals	14.09.2022
HD21029 006	C	Refuse Strategy	14.09.2022
HD21029 106	E Site	Proposed Section and Elevation	14.09.2022
HD21029 201	D Terrace	Proposed Plans and Elevations	14.09.2022
HD21029 201	D Garage Blcok	Proposed Plans and Elevations	14.09.2022
HD21029 202	B Terrace Binstore	Proposed Plans and Elevations	14.09.2022

INFORMATIVE CLAUSES

1. The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address these concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
2. The applicant is advised that the site includes adopted public highway land and that they should contact Essex Highways to discuss the process of application to 'Stop Up' the affected adopted public highway on 'highway.status@essexhighways.org'.
3. A full invasive asbestos survey should be undertaken and any asbestos containing materials should be removed safely by a licensed contractor, prior to any demolitions commencing on site.