

## **Officer report for Chigwell Parish Planning Committee**

### **Application: EPF/1896/25**

#### **177 High Road Chigwell IG7 6NX**

Approval of details reserved by condition 18 contaminated land and condition 26 Servicing and Delivery Management Plan pursuant to EPF 2868 20 allowed on appeal APP J1535 W 22 3294576

### **Summary recommendation**

The the Committee objects to the discharge of condition 26 because the submitted Servicing and Delivery Management Plan does not show that deliveries can be made safely or without harm to nearby residents. No objection in principle to condition 18 contaminated land provided the District Council Environmental Health team confirms the technical reports are satisfactory and that verification is secured.

### **Site and proposal in plain terms**

The new mixed use scheme sits at 177 High Road next to the mini roundabout with Station Road. Brook Mews runs along the north side of the site. Brook Mews is one way southbound and is narrow. Access to the site is from Chigwell Rise into Brook Way and then into Brook Mews. Day to day use of Brook Mews is already tight for larger cars because of the narrow width parked vehicles pedestrians and cyclists.

### **What the delivery plan says**

Deliveries would use Brook Mews and a loading bay next to the store door. Core store deliveries would use rigid lorries up to 8.1 metres long between one and two times a day. Bread could arrive on a rigid lorry up to 10 metres long between one and two times a day. Newspapers magazines and sandwiches would arrive in small vans. Deliveries are proposed between 07.00 and 20.00 Monday to Saturday and between 10.00 and 18.00 on Sundays and public holidays. Vehicles would use white noise reversing alarms and staff would supervise unloading.

### **Key concerns**

The tracking drawings show delivery lorries running over the pavement when turning in or out of the bay on Brook Mews. This is unsafe for people walking and cycling. The plan does not show full swept path drawings for the approach along Chigwell Rise and Brook Way that take account of cars normally parked on those streets. Without this we cannot be sure the largest lorries can get in and out without mounting pavements or making difficult reversing movements.

The loading bay sits next to the approved visitor and commercial cycle store. The plan does not explain how cyclists will safely reach the store when deliveries are taking place.

The loading area also appears to double as customer parking. The plan does not explain how conflicts between shoppers and delivery vehicles will be prevented or where shoppers will park if the bay is in use.

Noise from early morning cage movements and reversing alarms may disturb nearby homes. The plan does not include firm measures such as short maximum drag distances acoustic matting rubber wheeled cages or a commitment to avoid the most sensitive times.

Overall the plan lacks clear limits and controls. It does not set a firm maximum vehicle length that fits the street. It does not exclude articulated lorries in plain terms. It does not include a booking system that avoids school and commuter peaks. It does not set out a marshalling procedure to manage pedestrians during every delivery. It provides no contingency if the bay is blocked and no monitoring or review after opening.

**Conclusion and recommendation**

On the information provided the delivery arrangements are not proven to be safe or workable in Brook Mews and could harm residential amenity. Refuse the details submitted for condition 26 and invite a revised plan that removes pavement overrun models real world parking on the approach routes protects people walking and cycling separates customer parking from loading limits vehicle size to what the streets can truly accommodate and includes clear and enforceable management measures.

Raise no objection in principle to condition 18 contaminated land but only if the Environmental Health Officer confirms the reports and verification are acceptable.