

# **Report to District Development Control Committee**

**Date of meeting: 20 March 2014**



**Epping Forest  
District Council**

**Subject:** Planning Application ref EPF/2696/13 - Former Electrical Substation, Station Way, Buckhurst Hill, IG9 - Demolition of existing Substation and facilities building, and erection of 2/3 storey block of 9no. 2 bed and 2no. 1 bed flats with associated car parking.

**Planning Officer contact for further information: Katie Smith, Ext 4103 and  
Stephan Solon, Ext 4018**

**Committee Secretary: Simon Hill, Ext 4249**

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## **Recommendation:**

**To consider a planning application at the former Electrical Substation, Station Way, Buckhurst Hill referred by Area Plans Subcommittee South on 5 March 2014 with no recommendation.**

## **Background:**

1. This application was considered by the Area Plans South Sub-Committee on 5 March 2014. The Sub-Committee voted on an Officer recommendation to grant planning permission. The recommendation was not agreed. The Sub-Committee did not consider any motion to refuse planning permission since no Member proposed such a motion. That was because Members found they were unable to propose reasons for refusal that were likely to be supported at appeal. As a consequence, Members referred the application to the District Development Control Committee to consider it afresh. Members made clear the Sub-Committee did not refer the application with any recommendation of its own in view of the narrowness of the vote on the Officer recommendation and since no motion to refuse planning permission was considered.
2. The Director of Planning and Economic Development maintains a recommendation that planning permission should be granted. An updated recommendation with additional conditions and an appropriately updated report on the application attached:

## Amended report

<b>APPLICATION No:</b>	EPF/2696/13
<b>SITE ADDRESS:</b>	Former Electrical Substation Station Way Buckhurst Hill Essex IG9
<b>PARISH:</b>	Buckhurst Hill
<b>WARD:</b>	Buckhurst Hill East
<b>APPLICANT:</b>	Greenplace Capital Ltd
<b>DESCRIPTION OF PROPOSAL:</b>	Demolition of existing Substation and facilities building, and erection of 2/3 storey block of 9no. 2 bed and 2no. 1 bed flats with associated car parking. (Revised application following EPF/2249/13)
<b>RECOMMENDED DECISION:</b>	Grant Permission (Subject to Legal Agreement)

**Click on the link below to view related plans and documents for this case:**

[http://planpub.eppingforestdc.gov.uk/AniTelM.websearch/ExternalEntryPoint.aspx?SEARCH\\_TYPE=1&DOC\\_CLASS\\_CODE=PL&FOLDER1\\_REF=558133](http://planpub.eppingforestdc.gov.uk/AniTelM.websearch/ExternalEntryPoint.aspx?SEARCH_TYPE=1&DOC_CLASS_CODE=PL&FOLDER1_REF=558133)

### Recommendation of The Director of Planning and Economic Development:

That planning permission be granted subject to the following conditions and subject to a Unilateral Undertaking under S.106 of the Town and Country Planning Act 1990 given by the applicant in respect of a financial contribution of £28,330 (index linked to April 2013 costs) for the provision of education.

#### 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 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.**
- 3 The development hereby permitted will be completed strictly in accordance with the approved drawings nos: FBE\_010; FBE\_100 rev. A; FBE\_101 rev. A; FBE\_102 rev. A; FBE\_103 rev. A; FBE\_104 rev. A; FBE\_200 rev. A; FBE\_201; FBE\_210 rev. A; FBE\_211 rev. A.**
- 4 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.

- 5 No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan and Arboricultural Method Statement in accordance with BS: 5837:2005 (Trees in relation to construction) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved Tree Protection Plan and Arboricultural Method Statement unless the Local Planning Authority gives its written consent to any variation.
- 6 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]
- 7 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]

- 8** 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]
- 9** 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.
- 10** 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.
- 11** No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- 1.** The parking of vehicles of site operatives and visitors
  - 2.** Loading and unloading of plant and materials
  - 3.** Storage of plant and materials used in constructing the development
  - 4.** The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
  - 5.** Measures to control the emission of dust and dirt during construction, including wheel washing.
  - 6.** A scheme for recycling/disposing of waste resulting from demolition and construction works.
- 12** No development shall take place until details of levels have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
- 13** Prior to first occupation of the development hereby approved, the proposed window openings in the east facing flank elevations shall be entirely fitted with obscured

glass and have fixed frames to a height of 1.7 metres above the floor of the rooms in which the windows are installed and shall be permanently retained in that condition.

- 14 Prior to first occupation of the proposed development, the Developer shall be responsible for the provision and implementation of a Travel Information and Marketing Scheme for sustainable transport approved by Essex County Council.
- 15 Prior to first occupation of the development, the proposed private drive shall be constructed to a minimum width of 5.5 metres for at least the first 6 metres within the site, tapering down to any lesser width.
- 16 The proposed development shall not be occupied until such time as the vehicle parking area indicated on the approved plans, including any parking spaces for the mobility impaired, has been hard surfaced, sealed and marked out in parking bays. The vehicle parking area shall be retained in this form at all times. The vehicle parking shall not be used for any purpose other than the parking of vehicles that are related to the use of the development unless otherwise agreed with the Local Planning Authority.
- 17 The gradient of the proposed vehicular access shall be not steeper than 4% (1in 25) for the first 6 metres from the carriageway edge.
- 18 Any gates provided at the vehicular access shall be inward opening only and shall be set back a minimum of 6 metres from the nearside edge of the carriageway.
- 19 The development hereby approved shall not be commenced until details of the proposed refuse store indicated on drawing number FBE\_100 rev. A have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.
- 20 All construction/demolition works and ancillary operations, including vehicle movement on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 07.30 to 18.30 Monday to Friday and 08.00 to 13.00 hours on Saturday, and at no time during Sundays and Public/Bank Holidays unless otherwise agreed in writing by the Local Planning Authority.
- 21 All bedrooms within the development hereby approved shall be provided with sufficient double glazing and acoustically treated trickle ventilators, or other means of ventilation that will provide adequate ventilation with the windows closed, to ensure that the occupiers are provided with reasonable resting/sleeping conditions with reference to British Standard BS8233: 1999 - Sound insulation and noise reduction for buildings - Code of practice (or such other standard which may supersede it from time to time)
- 22 Details of the double glazing and acoustically treated trickle ventilators, or other means of ventilation, referred to in Condition No 21 shall be submitted to and agreed in writing by the Local Planning Authority and installed before any of the proposed residential development is occupied.

**D Application Report:**

*This application cannot be decided under delegated powers for the following reasons:*

1. *It is an application for residential development consisting of 5 dwellings or more (unless approval of reserved matters only) and is recommended for approval (Pursuant to The*

*Constitution, Part Three: Planning Directorate – Delegation of Council function, Schedule 1, Appendix A.(d))*

2. *It is for a type of development that cannot be determined by Officers if more than two objections material to the planning merits of the proposal to be approved are received (Pursuant to The Constitution, Part Three: Planning Directorate – Delegation of Council function, Schedule 1, Appendix A.(f).)*
3. *The recommendation is for approval contrary to an objection from a local council which is material to the planning merits of the proposal (Pursuant to The Constitution, Part Three: Planning Directorate – Delegation of Council function, Schedule 1, Appendix A.(g))*

### **Description of Site:**

The site is situated off the northern side of Station Way and contains a now disused sub station which served London Underground. Two buildings are still in place, one close to the rear of the site which is approximately 10.0m at its highest point, with a smaller structure of approximately 3.5m in height, and “T” shaped in front of this. The larger building is clearly visible from outside the site. The site is triangular in shape, and is bounded to the south by Station Way, to the north by the rail line and to the east by rear gardens serving Walnut Way. Land to the west is retained by London Underground and contains a new electrical sub station. The site descends to the front before forming a relatively level surface. The entire site is covered by a Tree Preservation Order. There is a screen of Leylandii trees along the boundary, and within gardens in Walnut Way.

Station Way rises steadily from east to west and a parade of shops (with one level of residential accommodation above) are located on the opposite side of the road. Roding Valley Tube Station is also located across the roadway. The predominant style of dwelling in the area is traditional semi detached and short terraces. There are however flats nearby, including above the shops.

### **Description of Proposal:**

This application seeks planning permission for the erection of a block of flats containing 9 x 1-bed flats and 2 x 2-bed flats.

Following the refusal and unsuccessful appeal of an earlier scheme, the design of the development has been considerably revised. The proposed building would now be shorter than that which exists at present and generally shorter than that proposed previously (with the exception of the three storey gable element situated closest to the TfL land). The design of the building was previously flat roofed, as is the existing substation building. The design of the current proposal is considerably altered, to incorporate pitched roofs. Most of the building would be two storey, with a second floor contained within the roof space above, with a full height three storey element being located closest to the railway line.

The building would be situated approximately one metre off the side boundaries of the site with the rear gardens of 68 and 70 Walnut Way. 12 car parking spaces would be provided to the front of the building (partly beneath the front projection).

### **Relevant History:**

EPF/2652/10. Demolition of existing sub station and facilities building and erection of 3/4 storey block of 11 no. two bed flats with associated car parking. Refused 28/04/2011 for the following reasons:

- 1 By reason of its bulk and flat roofed design the proposed block of flats would have a poor appearance that fails to respect its setting and the character and appearance of the locality, contrary to policies CP2(iv), CP3 (v), CP7 and DBE1 of the Epping Forest District Local Plan and Alterations.

- 2 By reason of its height and siting adjacent to the rear garden boundaries of neighbouring dwelling houses in Walnut Way together with the difference in levels between the site and neighbouring gardens, the proposed block of flats would appear excessively overbearing when seen from adjacent residential properties to the detriment of the amenities enjoyed by their occupants. Accordingly the proposed development is contrary to policies CP7 and DBE9 of the Epping Forest District Local Plan and Alterations.
- 3 By reason of its inadequate provision of off-street parking spaces the proposed development fails to comply with the September 2009 Parking Standards. As a consequence it is likely to exacerbate a high demand for on-street parking in the locality to the detriment of its character. Accordingly the proposed development is contrary to policies CP2 (iv), CP3 (v), CP7 and ST6 of the Epping Forest District Local Plan and Alterations.
- 4 As demonstrated by its poor design, over-dominant appearance and lack of off-street parking provision the proposal would be an unsympathetic over-development of the site to the detriment of the character and visual amenities of the locality contrary to policies CP2(iv), CP3 (v), CP7 and DBE1 of the Epping Forest District Local Plan and Alterations.
- 5 The proposal is for a noise sensitive development. By reason of its siting in very close proximity to a railway the proposed flats and associated private amenity space would be exposed to high levels of noise. The failure to submit a noise survey for the site sufficient to establish which noise exposure category it falls within prevents proper assessment of whether it is possible to mitigate the adverse impact of noise on the living conditions of the occupants of the flats and whether the development can be carried out in the form proposed. As a consequence it is not appropriate to deal with this matter by the imposition of a planning condition and therefore the development is contrary to policy RP5A of the Epping Forest District Local Plan and Alterations.

EPF/2249/13. Demolition of existing old substation/facilities building, and erection of 2/3 storey block of 9no. 2 bed and 2no. 1 bed flats with associated car parking. Withdrawn.

### **Policies Applied:**

#### **Adopted Local Plan and Alterations**

CP1 – Achieving Sustainable Development Objectives  
CP2 – Protecting the Quality of the Rural and Built Environment  
CP3 – New Development  
CP4 – Energy Conservation  
CP5 – Sustainable Building  
CP6 – Achieving Sustainable Urban Development Patterns  
CP7 – Urban Form and Quality  
DBE1 – Design of New Buildings  
DBE2 – Effect on Neighbouring Properties  
DBE3 - Design in Urban Areas  
DBE6 – Car Parking in New Development  
DBE8 – Private Amenity Space  
DBE9 – Excessive Loss of Amenity to Neighbouring Properties  
ST1 – Location of Development  
ST2 – Accessibility of Development  
ST4 – Road Safety  
ST6 – Vehicle Parking  
H2A – Previously Developed Land  
H3A – Housing Density  
H4A – Dwelling Mix  
LL11 – Landscaping Schemes

## RP4 – Contaminated Land

Also relevant are the policies and planning principles contained within the National Planning Policy Framework ('The Framework').

### **Summary of Representations:**

Notification of this application was sent to Buckhurst Hill Parish Council and to 60 neighbouring properties.

The following representations have been received to date:

BUCKHURST HILL PARISH COUNCIL. Strong objection. Overdevelopment of the site. Lack of parking facilities would cause additional parking issues in Station Way. Lack of Amenities e.g. light and noise issues. Overlooking on neighbouring properties. Impact of planning application that has been granted for Walnut Way (EPF/0131/12). Because of proximity to rail line, properties would require adequate/triple glazing. Concerned as to number of inaccuracies in reports e.g. noise assessment took place when tube was not running. Concern that drawings are inaccurate as extension of neighbouring properties are not shown. Would suggest that there should be consultation with local residents in view of the impact on neighbouring properties.

61; 160, 174; 176; 184 Forest Edge, 66, 68, Walnut Way, 74A and 76A Station Way and one with no address provided Objection.

- Loss of privacy to 176 Forest Edge, 68, 72 Walnut Way.
- Loss of light to 68 Walnut Way. Loss of privacy to 160, 174 Forest Edge.
- Building out of scale and character with neighbouring properties and an eyesore.
- Noise and pollution to garden areas from traffic/parking.
- The proposed access off station road is dangerous.
- Were the Council to approve the proposals significant levels of section 106 contributions should be sought for highways improvements including traffic calming and layout improvements to Station Road.
- Would like to see a construction method statement to demonstrate how large vehicles will deliver construction materials to the site. I would also like to see restrictions on construction parking from adjacent streets.
- Parking is inadequate and contrary to the Council's standard.
- Dust and noise during construction.
- Impact of foundations on trees.
- The proposal is similar to that rejected at appeal.

### **Issues and Considerations:**

The main issues to be considered are the impacts of the proposed development on the amenities enjoyed by the occupiers of nearby neighbouring dwellings, on the character and appearance of the area and on highway safety.

#### **Neighbouring Amenity**

Concern is raised by the occupiers of several neighbouring dwellings in relation to amenity being reduced due to loss of light and privacy along with noise and disturbance from the use (particularly access to the car park) and also noise and dust nuisance during construction.

In relation to the matter of light (and also outlook), it is properties in Walnut Way which would be most affected. The rear part of the proposed building would be set the same distance from the back garden boundaries of 68 and 70 Walnut Way as the existing building – 1m. However, it would appear of considerably reduced scale since the building would have a pitched roof sloping away from the site boundary. While the ridge would be 10.1m high, that high point would be 5.8m



from the garden boundaries. It is the considerably lower eaves of the building (5.4m) that would be set 1m from the garden boundaries. In comparison, the existing building rises abruptly to 10.7m in its position 1m from the garden boundaries.

Moreover, the forward projection of the building, which would have the same eaves height of 5.4m but a ridge height of 9.2m due to its narrower width, would be sited 7m from the back garden boundaries of 70 and 72 Walnut Way, achieving a very considerable reduction of bulk adjacent to the garden boundaries compared to the existing building.

It is therefore found that the proposed building would have a considerably less overbearing impact than the existing building and consequently the proposal properly takes advantage of an opportunity to improve the living conditions of those properties on Walnut Way that back on to the site.

With regard to privacy, it will be necessary to ensure (by condition) that all windows in the eastern side facing elevation are fixed closed and obscure glazed. This will safeguard the amenity of existing neighbouring residents whilst also not harming amenity for the future occupiers of the proposed development, as the affected windows are all secondary to front/rear facing windows, or they do not serve habitable rooms.

Noise and disturbance from the car park and access would be less significant in relation to existing Walnut Way residents, as it would be located to the far end of their gardens. It would have a greater impact upon future occupiers of the approved (but not yet constructed) dwellings in the rear gardens of 76-78 Walnut Way but would not result in unsatisfactory amenity for the occupiers of those dwellings.

Disruption during construction will be likely to cause nuisance and to some extent this would be unavoidable. However, its impact may be limited by the imposition of planning conditions restricting working hours and ensuring wheel washing and dust controls are installed.

#### *Impact of noise of the future occupiers of the proposed development*

The proposed flats would be located in very close proximity to the Central line and as a consequence the future occupiers of the development are likely to be exposed to high levels of noise. The Applicant has submitted a Noise Assessment and has responded to queries raised in respect of that Assessment which have been submitted via Buckhurst Hill Parish Council. This issue has been considered in relation to the previous proposal and was given regard by the Inspector, who saw no reason to disagree with the Council's stated position that the matter was capable of being dealt with by a planning condition.

The Applicants has submitted a Noise Assessment demonstrating the impact of noise from the railway can be properly mitigated. The Assessment has been criticised by residents and the parish Council and the Applicant's noise consultant was requested to consider those concerns. He agrees noise levels from the railway are high and makes the point that the Noise Assessment is clear about that. However, he finds acceptable noise levels within the rooms of the proposed flats can be achieved and maintained at all times provided high performance building methods are adopted. They are stated to include secondary glazing and mechanical ventilation.

The Noise Assessment submitted by the Applicant was considered by Officers with expertise in noise assessment within the Council's Environmental Health section. They are satisfied that the matter is capable of being dealt with by the imposition of a planning condition requiring the installation of special glazing and ventilation in the proposed development to reduce audible noise levels within the building. Appropriate conditions that are capable of being enforced have been produced by the Environmental Health section in consultation with the Council's solicitor and are included within the recommended conditions.

#### *Character and Appearance*

The design of the proposed development has been slightly altered following the previously withdrawn scheme, to address a design concern relating to the roof of the building (which contained a large and prominent section of flat roof).

The revised building has accommodation spread across three floors, with part of the second floor being full height and the central section and side closest to Walnut Way having the second floor contained within the roof space. The building would have an eaves height closest to Walnut Way of 5.4m, rising to a ridge of 10.1m (set in a further 4.5 metres from the edge of the building). At its highest point (adjacent to the railway) the building would have an eaves height of 7.6m rising to a ridge of 11.6m.

The building would predominantly have three sections: two gabled side wings, a central section with a crown roof and a front projection of the upper two floors, allowing for car parking underneath. There would also be a small (3m deep) rear projection to the central section.

The building would have a maximum depth of 29.8m and would be set back from the site boundary with Station Way by 26.8m.

The design of the building previously proposed was criticised by the Inspector, who felt that the industrial scale and shape of that building, its flat roof and predominant use of brick would clearly reflect the character and appearance of the existing sub-station, whilst the surrounding townscape is overwhelmingly of conventional two storey housing. It is considered that this revised design, with its use of traditional roof pitches and the palette of materials proposed (brick work, tile hanging and clay roof tiles) has addressed those concerns, presenting a building that would sit comfortably within the street scene. It is considered that the street scene would be enhanced as a result of the proposed development.

#### Highways and Car Parking

Officers at County Highways have raised no objection to the development, subject to the imposition of planning conditions. They advise that the site access has good visibility onto Station Way and is situated in very close proximity to the underground and local buses. In relation to proposed highway works in the vicinity of the site and parking review of the locality, the Highways Officer advises they would assist the development. No objection is raised to the level of proposed off-street parking and, indeed, the Inspector for the previous appeal agreed the level of car parking was suitable, given the location.

#### Other Matters

*Trees and Landscaping* – the Council's Arboricultural Officer has been consulted on the application and has advised as follows: There are no trees on the site worthy of retention. However, there are several trees (Lime on the pavement to the front of the site; an ash and oak to the rear of the site; and a leylandii hedge in the rear gardens of 66 and 68 Walnut Way). The applicant has demonstrated that these trees can be safely retained. In order to ensure this is the case should permission be granted a Tree Protection condition should be included. In addition, a hard and soft landscape scheme will need to be submitted and agreed prior to commencement.

*Land Contamination* – Due to the former use of the site as an electrical sub-station, the presence of contaminated land is possible. This may be dealt with by the imposition of planning conditions requiring investigations and, if necessary, mitigation works.

*Education* – the dwellings will generate a demand for primary and secondary school places which cannot be met within the capacity of existing facilities. A contribution towards the cost of delivering additional school places is therefore sought by the County Council. The Applicants have submitted a Unilateral Undertaking which obliges them to pay the requested contribution. It would take effect on the grant of planning permission.

**Conclusion:**

In light of the above appraisal, it is considered that this proposal has addressed the concerns raised in relation to earlier schemes and would present a sustainable development that would accord with local and national planning policies. It is, therefore recommended that planning permission be granted, subject to the conditions discussed within this report and Unilateral Undertaking given by the Applicant.

***Should you wish to discuss the contents of this report item please use the following contact details by 2pm on the day of the meeting at the latest:***

***Planning Application Case Officer: Mrs Katie Smith  
Direct Line Telephone Number: (01992) 564109***

***or if no direct contact can be made please email: [contactplanning@eppingforestdc.gov.uk](mailto:contactplanning@eppingforestdc.gov.uk)***