

North Weald Park

EXAMINATION IN PUBLIC, EPPING FOREST DISTRICT DRAFT LOCAL PLAN

MATTER 5 - SITE SELECTION METHODOLOGY & VIABILITY OF SITE ALLOCATIONS

MATTER 6 - HOUSING SUPPLY, HOUSING TRAJECTORY AND FIVE YEAR SUPPLY

HEARING STATEMENT ON BEHALF OF QUINN ESTATES LTD AND REDROW PLC
LAND AT THE FORMER NORTH WEALD GOLF COURSE, NORTH WEALD BASSETT

FEBRUARY 2019



Epping Forest District Local Plan

Submission Version December 2017

Hearing Statement on Behalf of Quinn Estates Ltd and Redrow PLC

MATTER 5: Site Selection Methodology and the Viability of Site Allocations

MATTER 6: Housing Supply, including Sources of Supply; the Housing Trajectory; and the Five Year Supply

Land at the Former North Weald Golf Course, North Weald Bassett

Introduction

We are instructed by Quinn Estates Ltd and Redrow PLC ('Quinn' and 'Redrow'), to produce a series of Hearing Statements in relation to a number of the 16 Matters and associated Issues and Questions (MIQs). This Hearing Statement relates to:

- MATTER 5: Site Selection Methodology and the Viability of Site Allocations; and
- MATTER 6: Housing Supply, including Sources of Supply; the Housing Trajectory; and the Five Year Supply.

MATTER 5: Site Selection Methodology and the Viability of Site Allocations

The Plan's housing allocations have not been chosen on the basis of a robust assessment process (**Issue 1 (1)**).

First, the site selection appendices were not put before the Council before it was decided to put out proposed allocations to public consultation, calling into question whether there was a robust site selection process underlying the proposed allocations and, indeed, whether the decision-makers were aware of the methodology for site selection and the sites that were both selected and excluded.

Second, once the background assessments were published at a late stage in the plan preparation process, it became clear that there were a number of fundamental flaws with the assessment of sites. Quinn made representations in relation to these issues by way of Supplemental Representations ('SR') dated 23 April 2018 (**Appendix 1**).

One of the main issues that our client encountered was a change in the boundary of the Green Belt parcel(s) within which its land was placed. Initially, our client's land – which lies to the north and south of the A414 – was split into two separate parcels, presumably because the author's approach was to use strong features such as roads and railways to define parcel boundaries. However, in the Stage 2 Report the land to the north and the land to the south were merged into one larger parcel which had significant implications for, in particular, the scoring of the southern area of land – in effect reducing the chances of this land being released from the Green Belt.

Because of this Quinn commissioned Amec Foster Wheeler / Wood to review the work that had been prepared on behalf of the Council and to re-assess the site. This document, which was appended to the SR, is attached at **Appendix 2**.

As well as the abovementioned issue we encountered two further issues which affected not only the 'score' that was attributed to our client's site but which also calls into question the consistency of the approach that was taken.

The first issue relates to the judgements that sit behind the assessments. For example our client's site scores a negative '(-)' in relation to Flood Risk because the site includes land in Flood Zone 3a.

However it is then acknowledged that 70% of the site is in Flood Zone 1. As is apparent from the current planning application for the site (EPF/1494/18), all of the housing would be in Zone 1 and most of the remainder of the site would be used as open space, amenity areas, for SUDS, and to create areas to secure biodiversity gains.

Looking then at other sites (eg Taylor's Yard in Ongar) it is stated that: *"Some 56% of the site is in Flood Zone 2, of which 10% and 18% are in both Flood Zone 3a and 3b respectively. The Flood Zones are located across the western side of the site, but existing site layout allows for the constraint to be avoided."*¹ That site scores a positive '(+)' in relation to flood risk. This clearly begs the question of why on a much larger site (where there would be greater flexibility in terms of layout), and despite the author's conclusion in respect of our client's site that: *"The impact of the higher Flood Risk Zones can be mitigated by site layout"*², our client's site has been scored two notches lower at '(-)'. In our opinion this is a clear indication of an inconsistent, and therefore unfair, approach.

The second issue is one of inaccuracy. On the assessment of our client's site it scores a double negative '--' because of the loss of Best and Most Versatile Agricultural Land ('BMV'). However, the site has been a golf course for around 20 years and is not in agricultural use. Rather, it is made ground with, as set out in the Environmental Statement that accompanies the current planning application, 'hotspots' of heavy metal contamination.

As the Inspector will be aware, paragraph 170 (b) of the 2019 NPPF says that planning policies and decisions should contribute to and enhance the natural and local environment by:

"recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland."

Paragraph 171 then states that:

"Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework⁵³; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries."

The related footnote specifically notes that:

"Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality."

Furthermore, and as the Inspector has pointed out, the Council's draft **Policy SP 2 (A)** (*Spatial Development Strategy 2011-2033*) also sets out a sequential approach to the selection of sites for housing. This policy has 11 categories, of which BMV is the second-least preferred location for development. Smaller sites in rural areas are the least preferred location.

Clearly the incorrect categorisation of our client's site has had a significantly negative impact on the prospects of it being allocated. However, and perhaps even more seriously, such errors raise the prospect that BMV will be unnecessarily allocated, for the Council has identified areas of BMV for allocation.

¹ <http://www.efdclocalplan.org/wp-content/uploads/2018/03/EB805Fiii-Appendix-B1.4.2-Results-of-Stage-2-and-Stage-6.2-Assessment-Part-3.pdf>; 85th page

² <http://www.efdclocalplan.org/wp-content/uploads/2018/03/EB805Fiii-Appendix-B1.4.2-Results-of-Stage-2-and-Stage-6.2-Assessment-Part-3.pdf>; 16th page

Another example is the Site Selection Report's categorisation of the site as: "100% greenfield site not within or adjacent to an existing settlement"; in fact, part of the site is previously-developed land as confirmed in appeal decision APP/J1535/W/15/3134332 dated 13 April 2016 (**Appendix 3**). That appeal decision also recognises that the future development of the airfield and growth of North Weald Bassett would improve the sustainability credentials of the former golf course, for example by making bus improvements more likely.

Having regard to the above we consider that the even if the conclusions were checked for accuracy and consistency (**Issue 1 (2)**), that process clearly has not been effective; for example even if only a desktop exercise were undertaken it would have been plain that this was not agricultural land, not least from our client's representations.

Furthermore, given that the conclusions are based on errors, the different conclusions reached (**Issue 1 (3)**) cannot be justified.

Finally in relation to Matter 5 we wish to comment on **Issue 1 (6)** and whether it is justified to allocate station car parks. The first issue is that it is not wholly clear from the draft plan that there is an absolute requirement to replace the station car parking with a quantum identical to that which already exists. This ought to be the case, lest redevelopment results in a large number of additional long car journeys on the highway network.

With the assistance of a highly experienced, market sector leading professional chartered cost plan / quantity surveyor consultants (Betteridge & Wilson) and valuation / viability consultants (Strutt & Parker) our client has examined the development prospects of a number of the sites that the Council is proposing to allocate. A summary of its findings is at **Appendix 4**. This exercise was not intended to assess the physical capacity of sites to deliver the quantum of housing noted in the draft policies but, rather, to identify whether there might be any issues that would have a bearing on those sites' deliverability – thus helping conclusions to be drawn as to whether the Council's housing delivery trajectory can be relied on.

With reference to the specific car park sites referenced in the MIQs our client commissioned a high-level viability review for five of the larger of these (**Appendix 5**). This has in turn been informed by an overall Order of Cost Estimate for each site (**Appendix 6**). In each case, like-for-like re-provision of car parking has been assumed and this results in the surplus or deficit under Option 2 in **Table 1**.

An assessment was also undertaken on the basis of simply providing car parking for the new residential units (Option 1 in **Table 1**), thereby providing an alternative view of the viability of developing each site as a further balance. Whilst purely indicative this suggests that, notwithstanding the various physical issues that would need to be dealt with as identified in **Issue 1 (6)**, four of the five car park sites – which the Council says would deliver 330 units – would not be viable. This then calls into question the deliverability of the sites.

Table 1 – Summary of Viability Review

Site	Area ha	No of Units	GDV	Option 1 RLV	Option 2 RLV	BLV @ £3.5m/ha	Option 1 Surplus or (Deficit)	Option 2 Surplus or (Deficit)	Viable?
1 – Epping LUL Car Park	1.60	89	£29,093,080	£3,553,957	(£7,756,206)	£5,600,000	(£2,046,043)	(£13,356,206)	No
2 – Cottis Lane Car Park	0.56	45	£14,588,700	£1,921,632	(£1,975,053)	£1,960,000	(£38,368)	(£3,935,053)	No
3 – Bakers Lane Car Park	0.42	31	£9,898,100	£1,439,929	(£1,508,930)	£1,470,000	(£30,071)	(£2,978,930)	No
4 – Loughton LUL Car Park	1.62	165	£53,158,100	£6,484,636	£568,976	£5,670,000	£814,636	(£5,101,024)	No*
5 – Debden LUL Car Park	1.66	192	£62,738,280	£10,527,857	£6,085,170	£5,810,000	£4,717,857	£275,170	Yes*

* The density of Site 4 is 102 units/ha and the density of Site 5 is 116 units/ha. Such densities would result in a tall building which, we assume, is unlikely to be acceptable in design terms, and it could raise rights to light issues

In arriving at these conclusions summarised in **Table 1** the following assumptions have been made:

- sites appraised in line with indicative densities set out in the draft allocations;
- Gross Development Values are based on comparable market evidence and aligned with the findings of Dixon Searle in 'Stage 2: Update Assessment of the Viability of Affordable Housing, Community Infrastructure Levy (CIL) and Local Plan dated November 2017 for Epping Forest District Council';
- 40% affordable housing in line with Epping Forest District Council Local Plan 2006 and the Epping Forest District Council Submission Version Local Plan 2017 and assessed at a blended rate of 60% of private market housing values;
- S106 / CIL allowance of £12,000/unit;
- Private market sales rates based on three per month with the affordable housing sold at practical completion on a Golden Brick basis;
- Development Appraisal inputs aligned with the findings of Dixon Searle in 'Stage 2: Update Assessment of the Viability of Affordable Housing, Community Infrastructure Levy (CIL) and Local Plan'; and
- Benchmark Land Value (BLV) £3,500,000 / ha as stated in 2.11.14 of the Dixon Searle report, recognising that the Existing Use Value of the car parks could well be significantly in excess of this sum, notwithstanding the requirement to add a further premium to incentivise landowner release (EUV+) as detailed in the NPPF and NPPG on Viability.

In summary, we consider that it is not justified to allocate the station car parks as a number are unlikely to be viable development prospects. Rather, sites which are viable development prospects ought to be identified in the local plan, particularly sites that are 'deliverable' in the forthcoming five years for the reasons set out elsewhere in this Statement.

MATTER 6: Housing Supply, including Sources of Supply; the Housing Trajectory; and the Five Year Supply.

In respect of **Issue 1 (1)**, a report has now been published which covers the period up to 21 March 2018. Whether this provides data on housing completion for the year 2017-2018 is a different matter altogether, however. The 2017-18 Authority Monitoring Report ('AMR') notes (paragraph 1.117) that net housing delivery in 2017-18 was 526 dwellings. This represents a significant increase over previous years where, generally, less than 300 homes *per annum* were delivered. The 2017-18 figure is also much closer to the annual housing need figure.

It is then noted at paragraph 1.121 that:

"2017/18 saw the highest number of new homes completed in the District in the last 17 years. However, this may be due to changes in the way the Council has collected its monitoring data in this monitoring year compared with previous years, meaning that some of the homes recorded as built in 2017/18 may have been completed at an earlier date but were not previously accounted for."

We find this to be an extraordinary position; obviously the Council is aware of the effect that its methodological change has had on the reported figure and it should be transparent about this. Otherwise, to rely on the figure in the AMR could result in over-optimistic assumptions in relation to future years' housing delivery.

In relation to **Issue 1 (4)** we think that there is a general risk that the capacity of sites has been over-estimated. Having undertaken a search of recent planning applications we found a number of anomalies, for example:

- **LOU.R10 – 46 and 48 Station Road, Loughton – Approximately 12 Homes**
Planning permission was refused in February 2017 for nine dwellings (EPF/3160/16). The Officer's report said that the proposal was too large and that the removal of part of the third floor and a change to the building line would be more likely to receive favourable consideration. We understand that an alternative scheme for the remodelling of the existing dwellings (EPF/1735/16), resulting in no net gain in units, was subsequently implemented.
- **NAZE.R2 – The Fencing Centre, Pecks Hill – Approximately 29 Homes**
The planning application for this site (EPF/3298/18/NEW) is proposing 25 dwellings.
- **LOU.R6 – Royal Oak Public House – Approximately 10 Homes**
The Officer's report for application EPF/1191/18 (dated 22 December 2017) notes that there would be 10 homes in the finished development but it also notes that the site included 171 Smarts Lane, a vacant single-storey dwelling. Furthermore, the Royal Oak was also a dwelling (VOA reference 1030464297712, deleted from the Council Tax list on 3 April 2018). Hence the net gain on this site is eight dwellings.

Based on these sites alone, the net dwelling yield would be 33 dwellings, compared with the 51 stated in the Local Plan.

There is not a reasonable prospect that, on the basis of the existing trajectory in the draft Local Plan, that there will be a five-year supply of land upon adoption of the Plan as required by paragraph 73 of the NPPF (**Issue 2**). This is because the trajectory at Appendix 4 of the draft Plan is over-optimistic regarding delivery. There is no clear justification, for example, for the assumed 'commitments', for example the 706 dwellings in 2018/2019 and the 563 dwellings in 2019/2020. The Council should provide spreadsheets that detail the assumptions behind these figures so that interested parties can have an opportunity to scrutinise the data and, if necessary, make representations.

Similarly there is no there justification for the significant level of site allocation delivery in the year 2020/2021 and 2021/2022 which would require a concerted – and probably unprecedented in this District – effort from both the Council and developers to get so many permissions in place in the space of one year from now.

We also note that the Council presented a revised trajectory to a Developer Forum meeting on 18 December 2018. We have compared this with the 2017 Submission Version trajectory in **Table 1**.

Table 1 – Comparison of Trajectories

	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Submission Version 2017 Trajectory					
Site Allocations	61	129	661	1,014	1,075
Commitments	706	563	182	16	0
10% non-implementation rate	-71	-56	-18	-2	0
2017 Sub-total	696	636	825	1,028	1,075
December 2018 Trajectory					
Site Allocations	0	0	0	293	1,033
Commitments	534	412	271	214	31
10% non-implementation rate	-53	-41	-27	-21	-3
December 2018 Sub-total	481	371	244	486	1,211

It is apparent from this that the Council has itself reached the conclusion that it cannot rely on site allocations to deliver dwellings in the first three years of the current five-year period. This removes 851 homes from the first three years of the December 2018 trajectory.

It is also apparent that in the first two years the Council has revised downwards its delivery estimates from committed development which reduces delivery in those two years by 290 dwellings.

In total these changes amount to 1,141 homes – approaching two years' supply.

According to the December 2018 figures the Council will not achieve the annualised 'future housing requirement' figure of 661 dwellings which is set out in the 2017 Submission Version Local Plan, even if it did see 1,211 homes delivered in 2022/23 (a figure which we think is unrealistic, not only in terms of previous delivery rates but also in terms of the market's appetite to deliver so many homes in one year). Instead, it would deliver on average 559 dwellings *per annum*.

It must also be borne in mind that the Council is an authority that has persistently under-delivered in each of the eight years of the current plan period. Therefore it is not justified that the Council has included only a 5% buffer; it should apply a 20% buffer as per paragraph 73 of the NPPF, the trigger for which is where housing delivery is below 85% of the housing requirement in the preceding three years. Even based on the Council's figure of 661 dwellings per annum, the figures at Appendix 5 to the Submission Version indicate that just 37% of the annual housing requirement has been delivered in the period 2015/16 – 2017/18. The 85% threshold would not be reached even if the Council used the much higher delivery figure for 2017/18 that is set out in the AMR (discussed earlier).

The need to apply a 20% buffer has been confirmed by the Government in its *Housing Delivery Test: 2018 measurement* which was published on 19 February 2019³

Given that the Council has elected to allocate a large number of smaller sites to boost delivery in the five-year period, it is not justified to deal with previous under-delivery using the Liverpool method which might be suitable if the Council's was anticipating an uplift in housing delivery in later years of the plan period, for example due to reliance on a small number of large sites.

For reasons including those already noted it is difficult to ascertain the precise housing delivery situation to date. However we have modelled the effect of a 20% buffer below.

³ <https://www.gov.uk/government/publications/housing-delivery-test-2018-measurement>

Delivery to date

2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18*	Total
288	89	299	230	267	157	526	1,856

Source – Appendix 5 SVLP except for * which is from 2017/18 AMR

Housing Need

For plan period 2011-2033 (22 years) – 11,400 dwellings or 518 *per annum*.

Requirement 2011-2018

518 x 7 = 3,626 dwellings

Previous under-delivery 2011-2018

3,636 – 1,856 = 1,780 dwellings

1,856 = 51% of requirement

Future allowance to make up previous under-delivery

Liverpool = 1,780 / 22 = 81 dwellings *per annum*

Sedgefield = 1,780 / 5 = 356 dwellings *per annum*

Dwellings needed in next five years without buffer

Liverpool = (518 + 81) x 5 = 2,995

Sedgefield = (518 + 356) x 5 = 4,370

Dwellings needed in next five years with buffer

Liverpool @ 5% = 2,995 x 1.05 = 3,145 (629 dwellings *per annum*)

Sedgefield @ 5% = 4,370 x 1.05 = 4,589 (918 dwellings *per annum*)

Liverpool @ 20% = 2,995 x 1.20 = 3,594 (720 dwellings *per annum*)

Sedgefield @ 20% = 4,370 x 1.20 = 5,244 (1,049 dwellings *per annum*)

The 'Liverpool + 5%' figure of 629 is less than the 661 annual figure in the Submission Version Local Plan because we have used the higher 2017/18 AMR figure for 2017/18 (notwithstanding that we still question the robustness of that figure).

Using a 20% buffer, the Council would have to ensure that it has sufficient land for 720 dwellings *per annum* (or 3,600 dwellings across the five-year period), again based on the 2017/18 AMR figure. This is 808 dwellings more than the 2,792 figure noted in the abovementioned December 2018 trajectory. The figure would be even greater if the Sedgefield method were adopted, whereby deliverable sites for an additional 2,099 dwellings would need to be found in the five-year period.

Given the persistent under delivery in this District Borough it is clear that a 20% buffer is required (Paragraph: 037 Reference ID: 3-037-20180913, PPG) and accordingly the Local Planning Authority should have planned to meet this need from the outset by proactively allocating sufficient sites to do so, as required by paragraphs 20 and 35 of the 2019 NPPF.

This is not sufficient to account for previous under-delivery (even using the longer-term Liverpool method) or to provide the relevant buffer as required by national policy. Thus it can be clearly concluded that the Council's draft Local Plan will still not enable the Council to achieve a five-year supply of housing land and that additional deliverable sites must be identified if the plan is to be found sound.

The Council further revised its housing trajectory in early 2019 (Examination Documents EB410A and EB410B). The Council is still envisaging that site allocations will not start to yield new homes until 2021/22 (286 homes) but is now proposing to 'step' its annual requirement with just 425 dwellings *per annum* in years 1 to 5. This compares with its stated requirement (using Liverpool + 5%) of 668 *per annum*. In these documents the Council is also predicting that it will have a land supply for 3,138 homes (628 homes *per annum*). It then argues that it has a five-year supply of housing land, whether using a 5% or a 20% buffer.

This is not a credible position to adopt not least when a stepped approach depends on a never-achieved-before delivery rate of 742 dwellings *per annum* across a ten-year period (years 6 to 11).

Furthermore, calculating the five-year housing land supply position on the basis of 425 dwellings *per annum* should not be accepted. As we have already noted there has already been significant under-delivery in the first six years of the plan period, and local plan housing targets should be minima. The Council should be using all levers in its power to meet the full annual need (including an allowance to recover previous under-delivery and a buffer) in each year of the plan period and not putting this off until some time in the future. To do this it should identify sites which can be delivered early in the remainder of the plan and the proposal to adopt a stepped approach should be disregarded, lest the plan be found unsound for want of a robust five-year housing land supply.

Montagu Evans LLP
21 February 2019

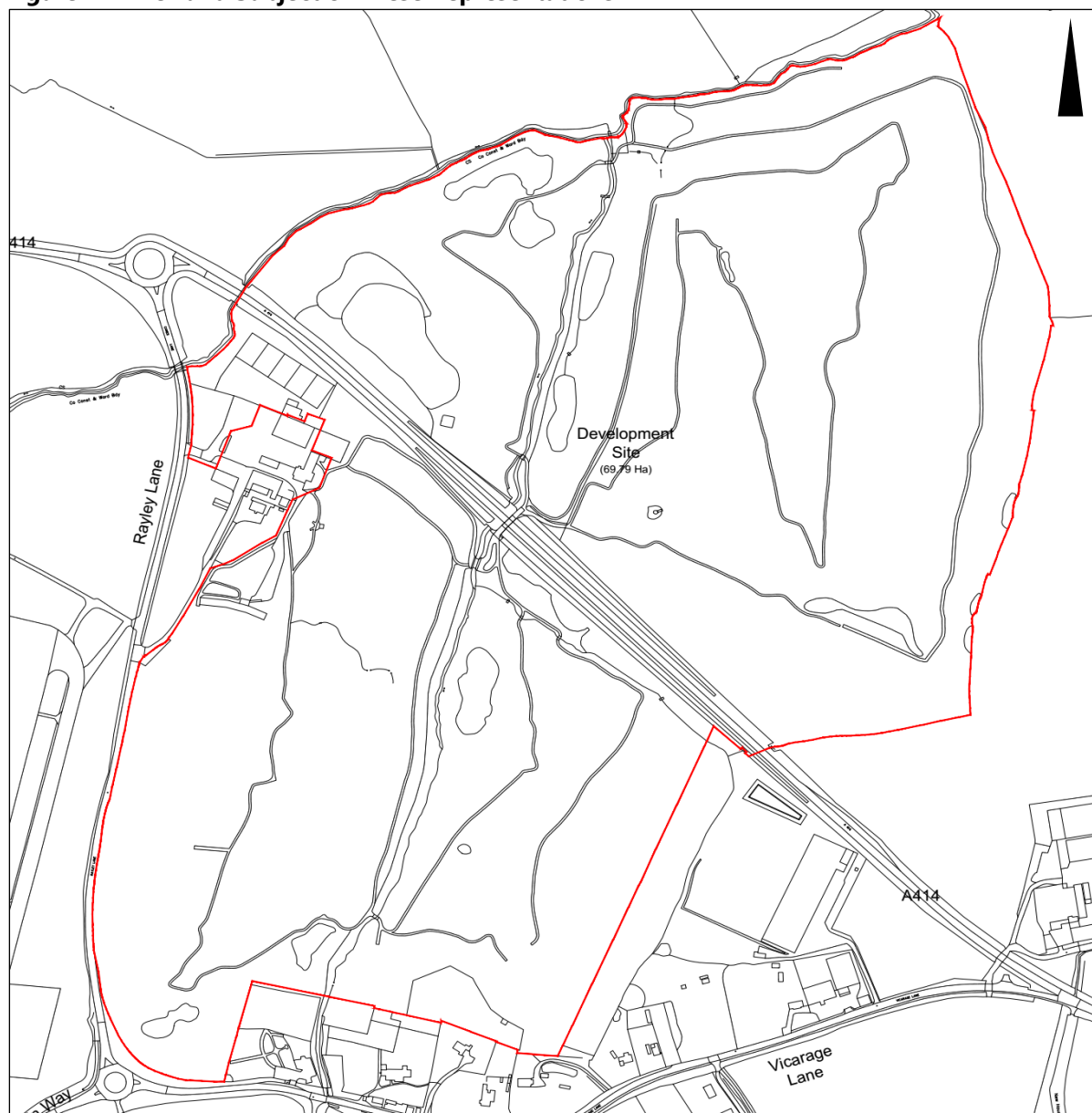
Appendix 1
Quinn's Supplemental Representations
dated 23 April 2018

Introduction

These Supplemental Representations are made on behalf of Quinn Estates Ltd (henceforth 'Quinn Estates') and relate to Land to the North and South of the A414, North Weald Bassett. They have been prepared following receipt of an undated letter from the Council that was circulated by email on 26 March 2018. That letter was sent following a permission hearing in the Planning Court on 20 March 2018.

The land which is the subject of these Representations is outlined on a map below (**Figure 1**). It was last used as a golf course which closed because it was financially unsuccessful. As previously noted, Quinn Estates and the landowner have entered into a contract of sale with Redrow PLC which means that the site is deliverable and can make a timely and valuable contribution to the delivery of housing and essential supporting infrastructure.

Figure 1 – The Land Subject of These Representations



Source – BDB Design; not to scale.

Supplemental Representations on Behalf of Quinn Estates Ltd

In our previous representations we have explained Quinn Estates' and Redrow's excellent track record in delivery new homes and economic development. This is an important consideration in light of various Government announcements and consultations, not least in the February 2017 White Paper *Fixing our broken housing market* where the Government considers that a developer's track record in delivering major schemes is an important consideration, so much so that it has proposed that a developer's track record be taken into account when considering planning applications for major developments.

1. Relationship with Previous Representations

These Supplemental Representations do not replace our previous representations – they should be read in addition to our previous submissions.

Representations were made in accordance with the statutory requirements at the Regulation 18 stage of the Local Plan process. Whilst they were duly made, for the reasons explained in our Regulation 19 Representations (which were also duly made), our client is concerned that full and proper regard has not been paid to our Representations by the Council.

2. Procedural Concerns

In our previous representations we explained why, based on the turn of events, we consider that our client's site was prematurely and unfairly discounted; it could not have been assessed against all other sites and, on that basis, the assessment of all other sites must also be tainted by this procedural defect. It is clear from the July 2017 Cabinet Report, for example, that the relative merits of the sites that had been submitted (and, yet, still accepted by the Council as candidates for allocation) following the closure of the Regulation 18 consultation period in December 2016 had not been assessed by the date that the July 2017 Cabinet Report was published. It is also clear that the Council had not even published a methodology for site selection at that time. Nevertheless, the Council had already dismissed sites – including our client's site – by that time.

A similar criticism can be made in relation to the current consultation; whilst we welcome the opportunity to comment on the *Appendices B and C to the Site Selection Report*, these documents should have informed the selection of sites that were presented to the July 2017 Cabinet Meeting and to the December 2017 Council Meeting.

By the Council's own admission this information was not available to interested parties during the statutory consultation period. The publication of these documents in March 2018 naturally gives rise to a suspicion that evidence is being 'retrofitted' to the proposed site allocations, and does nothing to allay concerns that sites have been unfairly and / or prematurely discounted. The turn of events certainly leads us to question how the Council could have selected all sites without the benefit of the necessary evidence base, and whether it is pure coincidence that the Council's selections correspond with the conclusions of the *Appendices B and C to the Site Selection Report*.

Having regard to the policy tests for local plans, the publication of *Appendices B and C to the Site Selection Report* confirms that the draft local plan as it stands is not and cannot be 'sound' because it is clearly **not justified** (which means that the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence).

Furthermore, and as we have highlighted in previous submissions, when the Council was asked to authorise submission of the emerging local plan, it was not informed of the draft London Plan. The

Supplemental Representations on Behalf of Quinn Estates Ltd

draft London Plan was published approximately two weeks before the 14 December 2017 Council meeting and includes significant increases to housing targets in boroughs that neighbour Epping Forest District. Not only does this raise Duty to Cooperate issues but also it may necessitate the identification of additional sites in Epping Forest's emerging local plan.

It is our clear position that parties will only be satisfied that fair and due process has been followed when the Council returns to the Regulation 18 stage of local plan preparation; simply consulting on *post hoc* evidence base does nothing to remedy the apparent prejudice that has been displayed thus far.

3. New Material Considerations

Since the Submission Version of the Local Plan was prepared, the Government has published a draft Revised National Planning Policy Framework ('dRNPPF'; 5 March 2018). Emerging policy is a material consideration and it is possible that the final version of the Revised NPPF will have been published before the local plan Examination in Public takes place, particularly given recent court action.

Paragraphs 136-137 of the dRNPPF propose to implement the housing White Paper proposals that certain criteria should be satisfied before 'exceptional circumstances' are used to change Green Belt boundaries, and that where Green Belt is released first consideration should be given to land which has been previously-developed or which is well-served by public transport.

Paragraph 136 of the dRNPPF says that:

"Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic plan-making authority should have examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of the plan, which will take into account the preceding paragraph, and whether the strategy;

- a) makes as much use as possible of suitable brownfield sites and underutilised land;*
- b) optimises the density of development, including whether policies promote a significant uplift in minimum density standards in town and city centres, and other locations well served by public transport; and*
- c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground."*

Such a comparative assessment has not been undertaken in this case but must be undertaken to demonstrate that the Council will meet these new tests, lest the emerging plan be considered unsound by the Local Plan Inspector. As noted above, this should necessarily also have regard to the Duty to Cooperate, particularly with neighbouring London boroughs.

4. Review of Green Belt Assessments

Quinn Estates has commissioned Amec Foster Wheeler / Wood to undertake an independent review of the Green Belt studies that have been commissioned by the Council, not least given the change in the basis of the assessment of the subject site between Stage 1 and Stage 2 of the Green Belt assessment.

Supplemental Representations on Behalf of Quinn Estates Ltd

A review of the methodology and baseline is essential context to any review of *Appendices B and C to the Site Selection Report* given that the antecedent documents establish the framework for the selection of sites.

Amec Foster Wheeler considers there to be two significant flaws in the Council's assessment of the contribution of the Green Belt in this locality and that these render the evidence unreliable as a basis for plan-making and decision-taking in respect of the area's suitability as a location for development.

The flaws relate to: (1) the illogical definition of parcel boundaries as the basis for assessment; and (2) an inconsistent analysis of the meeting of Green Belt purposes:

1. Illogical Boundary Definition

- the Stage 1 Assessment uses the A414 as a clear boundary between parcels DSR-008 (covering land to the north the A414) and DSR-010 (covering land between North Weald Bassett and the M11);
- by contrast, the Stage 2 Assessment chooses to ignore the A414 as a significant boundary feature, extending parcel DSR-008 southwards to the less substantial boundaries of Rayley Lane and Vicarage Lane;
- the Stage 2 Assessment offers no explanation for this change; and
- there are significant implications arising from this boundary shift in terms of the assessment of parcel DSR-008's contribution to fulfilling Green Belt purposes.

2. Inconsistent Analysis of the Meeting of Green Belt purposes

- the analysis of the extent to which parcel DSR-008 meets Green Belt purposes is confused in two respects: first, in respect of the separation function (Purpose 2), and second in respect of the prevention of encroachment function (Purpose 3);
- **Purpose 2 - Prevent neighbouring towns¹ from merging.** The following analysis is offered: *"in this large area of gentle, north and west-facing slopes would extend the settlement edge significantly closer to Harlow. A broad area of high ground to the south of Harlow, in which the wooded areas of Harlow Park, Mark Bushes and Latton Bushes are very prominent, creates strong visual separation, but to the south of Hastingwood a very broad, shallow valley provides long views so there would be a perception of settlement expansion from some distance north of the parcel. To the east the parcel accounts for about one third of the 4km gap between North Weald Bassett and Chipping Ongar, so the gap experienced in travelling along the A414 would be reduced noticeably, but Chipping Ongar lies in a valley and has no intervisibility to this distance."*

However:

- North Weald Bassett is not a town (indeed the Stage 2 Assessment labels the settlement type as a 'Large Village') and therefore cannot be used as the basis for the assessment of Purpose 2;
- the analysis conflates physical and perceptual assessment, the latter more properly the concern of landscape sensitivity and capacity assessment; and

¹ The Assessment defines 'towns' as: London, Harlow, Cheshunt, Hoddesdon, Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing)

Supplemental Representations on Behalf of Quinn Estates Ltd

- the conclusions on Purpose 2 are therefore neither not logical nor valid in terms of the assessment of the strategic role of the Green Belt.
- **Purpose 3 – Assist in Safeguarding the Countryside from Encroachment’.** The analysis states that: *“North Weald Golf Course occupies the western third of this area but the remainder is mostly arable farmland, centred on the farm at Wyldingtreet. The parcel forms the southern slopes of a very broad, exposed and rural valley (along which Cripsey Brook flows). The settlement edge at Tyler’s Green is contained by a strong hedgerow and the eastern and western parts of the parcel are more remote from the inset settlement. Development along Vicarage Lane West is not urbanising in character. There are no significant barrier features separating the parcel from the wider countryside.”*

However:

- the analysis appears to relate solely to land to the north of the A414, failing to consider the significant area south of the A414 which has been included in the Stage 2 Assessment, notwithstanding the statement in the Assessment that: *“The A414 could form a strong parcel boundary, but this would not alter the assessment findings”;*
- the illogical boundaries of parcel 008.2 render the analysis of the Stage 2 unreliable in relation to Purpose 3, with no specific analysis of land to the south of the A414; and
- the analysis of parcel DSR-010 in the Stage 1 Assessment (which contains land to the south of the A414) concludes that the parcel performs strongly in respect of preventing encroachment into open countryside. *(12) The parcel is largely dominated by the airfield, the associated roadways and control tower. The airfield is surrounded by large slightly sloping arable fields that provide panoramic views of North Weald Bassett. It is unlikely that the topography and location prevent encroachment of development, given the proximity to North Weald Bassett and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment. (13) The parcel has not been encroached by built development or other urbanising elements.*

Given the extent of urbanising uses associated with the North Weald Airfield and its periphery, and land off Vicarage Lane (notably at Chase Farm), the statement at (13) cannot be relied upon as a fair analysis of the true contribution of the land to Green Belt purposes and consequently the effect of introducing development.

5. Assessment of the Former North Weald Golf Course Site

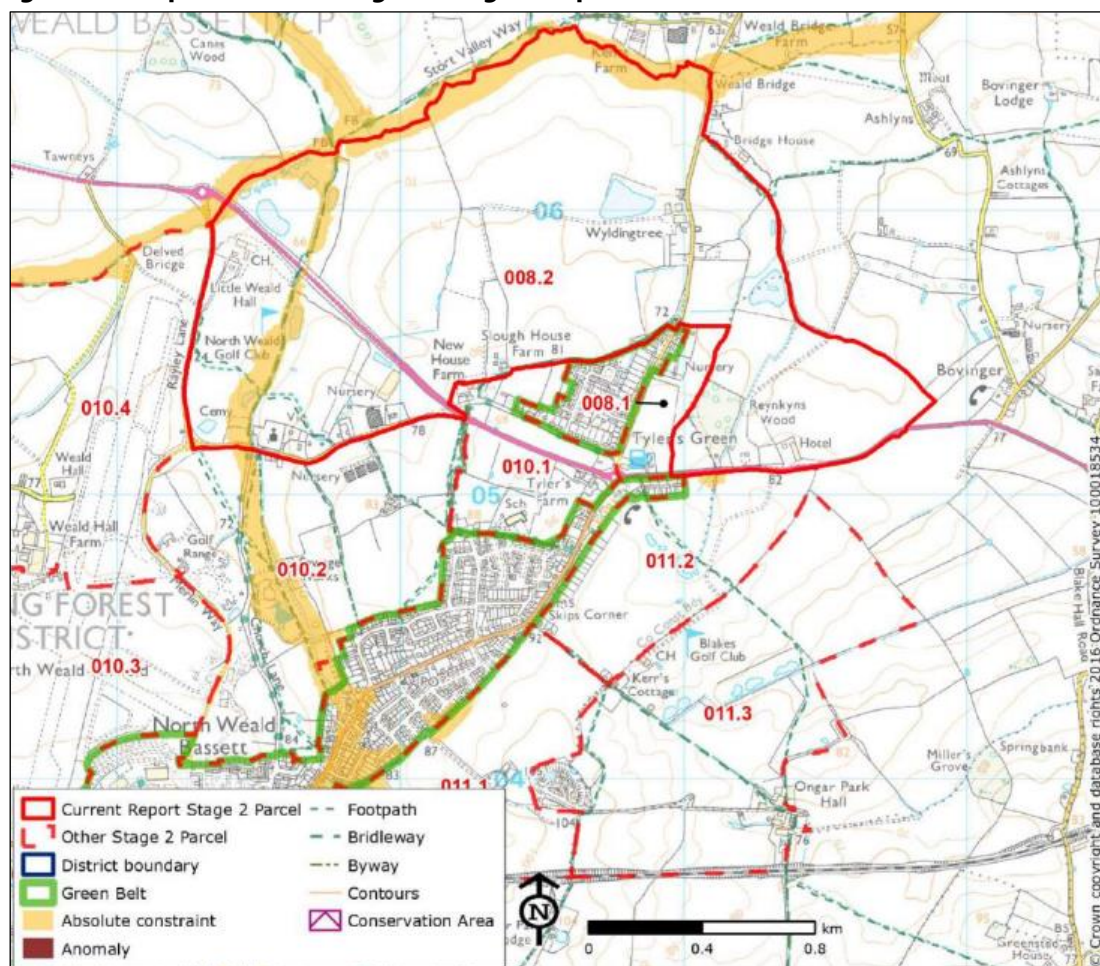
Amec Foster Wheeler has also reviewed the summary of the subject site in *Appendices B and C to the Site Selection Report*. The following inaccuracies / issues have been identified:

- Appendix C (2016, pages C108/C109) lists the harm to the Green Belt as follows:
 - Parcel 008.1 – Moderate
 - Parcel 008.2 – Very High
 - Parcel 010.1 – Low
 - Parcel 010.2 – Moderate
 - Parcel 010.3 – High
 - Parcel 010.4 – High
 - Parcel 010.5 – Moderate
 - Parcel 011.1 – Moderate
 - Parcel 011.2 – High

- Parcel 011.3 – Very High

The location of those parcels is as shown on the map below.

Figure 2 – Map from 319th Page of Stage 2 Report



Source – Epping Forest District Council

The reason for excluding the former North Weald Golf Course is noted in *Appendix B1.1 – Overview of Assessment of Residential Sites* (Arup, March 2018) thus:

Figure 3 – Extract from Arup Report

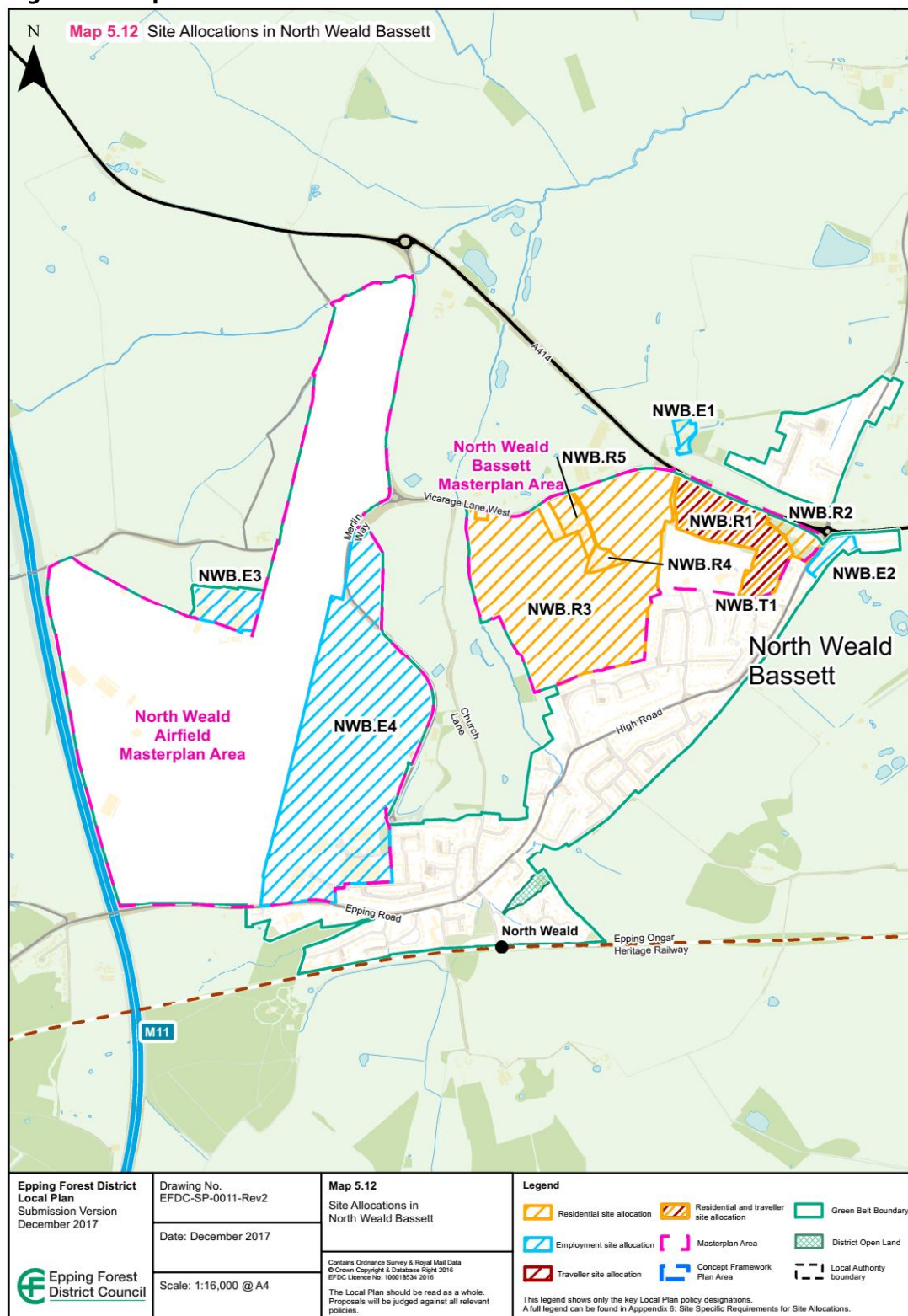
ARUP Appendix B1.1
Overview of Assessment of Residential Sites

Site Ref	Address	Parish	Tranche	Settlement (Sites proceeding to Stage 2 only)	Promoted Use	Stage 1 / Stage 6.1	Stage 2 / Stage 6.2	Stage 3 / Stage 6.3	Stage 4 / Stage 6.4	Justification
SR-0179	Part of North Weald Golf Club, Rayley Lane, North Weald, Essex, CM16 6AR	North Weald Bassett	Tranche 1	North Weald Bassett	Residential		N/A			<p>The site was subject to detailed feasibility work as part of the North Weald Bassett Masterplanning Study. The Study concluded that the site was too remote from the edge of the existing settlement and airfield to be included in the Masterplan area. Additionally, the site scored poorly against several criteria at Stage 2, including flood risk. The proposed development scale would harm the settlement character and promote an unsustainable development pattern in an isolated location, detached from the existing settlement.</p> <p>This site did not proceed to Stage 4 of the site selection process in 2016 as it was considered to be less suitable. However it was re-considered as part of Stage 6.3 in 2017 since it was identified as potentially being able to contribute to the Council's five year housing land supply. Although the site could contribute to the five-year housing land supply, it was considered that this benefit did not override the constraints previously identified and therefore it did not proceed any further.</p>

Source – Arup / Epping Forest District Council

As is apparent from the Submission Version of the Local Plan (see **Figure 4**), however, a number of sites which have a 'High' score in terms of Green Belt purposes are proposed for allocation, for example 010.3 and 010.4.

Figure 4 – Map 5.12 from Submission Version Local Plan



Source – Epping Forest District Council

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It is our client's position that:

- The land at North Weald Bassett Golf Course was prematurely and unjustifiably excluded from further consideration on the basis of inaccurate definition and scoring of the contribution to Green Belt purposes, as set out above. If parcel 010 had been properly defined, that is using the A414 as its northern boundary (and including the part of 008.2 that is to the south of the A414), the scoring of its contribution to Green Belt purposes would have been 'Moderate' as is the case in relation to land to the south of Vicarage Lane (010.2). On that basis it would have been justifiable to give further serious consideration to development of the former North Weald Golf Course.
- Whilst two sites to the north of Vicarage Lane were originally proposed to be taken forward, the reason for discounting them (Appendix B1.6.6 (Decisions on Residential Sites for Allocation in North Weald Bassett, ARUP, 2018 pages 1108 and 1109)) reveals the land between Vicarage Lane, the A414 and Rayley Lane is indeed suitable for development, but does not fit within the Council's wider development strategy for the village (emphasis added):

SR-0195B, Land to the North of Vicarage Lane, East, North Weald Bassett

*This site was proposed for allocation in the Draft Local Plan (2016). Although the site was identified as available within the first five years of the Plan period, and has no identified constraints or restrictions which would prevent it coming forward for development, it was considered to be less critical to the delivery of development in the settlement as a result of its more outlying location to the north of the A414 and relative detachment from North Weald Bassett (it forms part of Scenario B Option 3 in the North Weald Bassett Masterplanning Study and is adjacent to Tylers Green). **It was considered that other sites in North Weald Bassett could make a greater contribution to achieving the Council's aspirations for North Weald Bassett which seeks to promote growth to the north of the existing settlement but south of Vicarage Lane and the A414.** If these sites were allocated they would cumulatively provide the desired growth in this settlement. This site is therefore not proposed for allocation.*

SR-0467, North Weald Nurseries, Vicarage Lane, North Weald Bassett

*This site was identified as available within the first five years of the Plan period and has no identified constraints or restrictions which would prevent it coming forward for development. However, it falls outside of the spatial extent of the previously commissioned North Weald Bassett Masterplan Study. **It was considered that Vicarage Lane provides a logical edge and suitably defensible Green Belt boundary for the expanded settlement. The desired level of growth for the settlement could be achieved without extending development north of Vicarage Lane.** The site is not proposed for allocation.*

- In its assessment of the former North Weald Golf Club site (reference SR-0179, which excluded consideration all of the land to the north of the A414), Arup looked solely at the merits of, and benefits associated with, residential use. This means that it scored poorly on sustainability measures that would be addressed through the on-site delivery of complementary uses alongside residential, such as shops and community facilities. Those complementary uses were clearly set out in our previous representations and, as is also clear from those representations, some (such as the proposed schools) are of district-wide importance and will assist in achieving sustainable growth.
- Similarly, regard has not been paid to the ability to create accessible public open space on the site. As noted in our representations, the proposed development would include a country park

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which would improve access to the Green Belt, along with amenity space associated with the new homes.

- Furthermore, the assessment has disregarded other important considerations such as the Council's proposals for employment uses on the North Weald Airfield which is adjacent to the subject site and which would add significantly to the sustainability of this location for a mixed-use residential-led development, augmenting existing provision such as the Bassett Business Units.
- Flood risk is identified in the Council's evidence as a constraint that prevented the site from being progressed beyond Stage 2 of the site assessment process. Thus the Council's assessment apparently disregards detailed evidence presented in our previous representations which explained that discrete areas of flood risk land would not fetter the site's ability to accommodate residential and non-residential growth. Indeed, Arup's own site assessment of SR-0179 notes that the "*band of Flood Risk Zone 3a and 2 across central area of site*" would "*reduc[e] the developable area by circa 1/5*". Moreover, Arup explicitly states that "*[t]he impact of the higher Flood Risk Zones can be mitigated by site layout.*" Therefore by Arup's own account, this constraint should not have constituted a justified reason to discount the whole of the site at an early stage in the plan-making process.
- The Arup Report also reduces the score given to our client's site on the basis of a purported loss of Best and Most Versatile Agricultural Land ('BMV'). It indicates that the conclusions have been reached without the benefit of a site visit or even a basic understanding of the site's history. The site is a former golf course that has been subject of extensive land raising and therefore its redevelopment would not constitute a loss of BMV land or land that is capable of viable cultivation. The site is, in fact, sequentially-preferable to other sites in the District that are actively farmed, and which nevertheless are being brought forward by the Council as draft allocations. In this regard the Council's approach is inconsistent with national planning policy (2012 NPPF paragraph 112) and therefore **unsound**:

"Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality."

This requirement is also in the dRNPPF (paragraphs 168, 169 and footnote 45).

There are other errors in the Arup report, such as a reference to the A614 instead of the A414. Given the multiple errors in relation to just the one site that we have looked at, we question how many other errors might appear elsewhere in the report and taint its conclusions.

Based on the issues set out above we consider that our client's site has been incorrectly scored. We expect that other sites may have been incorrectly scored, too.

This highlights the wholly unsatisfactory timing and nature of this consultation exercise; if just one site has been incorrectly scored then it may have been unjustifiably excluded, other land may have been unjustifiably included. The Council should have first consulted on the robustness of the full *Site Selection Report*, including the appendices, and then undertaken the site ranking and selection process.

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Once again, the only remedy to this is to return to the Regulation 18 stage of the plan preparation process and to undertake a proper site selection process in the light of responses from this consultation exercise.

Overall Conclusion

These Supplemental Representations relate to evidence base that was published by the Council in March 2018. The evidence base is an analysis of sites, the intention of which is to inform the release of land from the Green Belt. However, the Council had already made a decision in that regard before this document was published.

This consultation cannot rectify the serious defects in the Submission Version of the emerging Local Plan that we have consistently highlighted by way of our series of representations.

Now that the Council has published *Appendices B and C to the Site Selection Report* our client has commissioned an analysis by advisors that are experienced in examining Green Belt matters.

The aforementioned information cannot be divorced from the wider Green Belt assessment work that has been commissioned by that Council; it is that work which provides the baseline and criteria for the assessment of sites.

We have noted that there are issues, such as in relation to the definition of land parcel boundaries, which highlight that an inconsistent and illogical approach has been taken. We have also set out a number of errors in the assessment of just one site which also raise concerns about the robustness of the assessment.

We can say with certainty that the implications for the assessment of our client's site are significant and, regardless of whether or not such failings are widespread, it follows that the failings that are apparent in the assessment of our client's site render unsound the whole of the site analysis given that it is a comparative exercise.

Site Suitability Assessment – Quinn Estates’ and Redrow’s Factual Update Version

Site Reference: SR-0179
Parish: North Weald Bassett
Size (ha): 30.87
Address: Part of North Weald Golf Club, Rayley Lane, North Weald, Essex, CM16 6AR

Primary use: Residential
Site notes: Former golf course

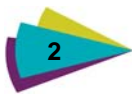
Criteria	Score		Qualitative Assessment
1.1 Impact on Internationally Protected Sites	0	Effects of allocating site for the proposed use do not undermine conservation objectives (alone or in combination with other sites).	
1.2 Impact on Nationally Protected sites	0	The site is located over 2km from the nearest SSSI and no risks are flagged in relation to residential development under Natural England's SSSI Impact Risk Zone tool. Given the substantial open space provision offsetting recreational pressure, no impacts on nationally protected sites are anticipated.	
1.3a Impact on Ancient Woodland	0	Site is not located within or adjacent to Ancient Woodland.	
1.3b Impact on Ancient/Veteran Trees outside of Ancient Woodland	0	No Ancient or Veteran trees are located within the site.	
1.4 Impact on Epping Forest Buffer Land	0	Site is unlikely to impact on Epping Forest Buffer Land.	
1.5 Impact on BAP Priority Species or Habitats	0	No effect as features and species could be retained or due to distance of BAP priority habitats from site.	The site is partially within Deciduous Woodland and BAP priority habitat with no main feature buffer zones. The site may indirectly affect the BAP priority habitats. There may be effects but mitigation can be implemented to address this.
1.6 Impact on Local Wildlife Sites	0	Site has no effect as features and species could be retained or due to distance of local wildlife sites from site.	The site is adjacent to St. Andrew's Churchyard, North Weald LWS. The site is unlikely to affect the features and species of this LWS.
1.7 Flood risk	0	None of site where residential is proposed would be in Flood Zone 2 or 3.	The impact of the higher Flood Risk Zones can be mitigated by site layout.
1.8a Impact on heritage assets	0	Site is located within the setting of a heritage asset and effects can be mitigated.	South of site potential to impact on setting of Grade II* listed church. Mitigate by locating development to north of site and good screening.
1.8b Impact on archaeology	0	There is a medium likelihood that further archaeological assets may be discovered on the site, but potential is unknown as a result of previous lack of investigation.	
1.9 Impact of air quality	0	The impact of the Proposed Development in terms of exposure of the future residents for both annual and hourly NO ₂ is therefore considered to be negligible.	There are no exceedances of the annual mean AQS objective level for NO ₂ at any of the existing sensitive receptors either with or without the Development in either 2021 (the proposed year of opening for Phase One of the Development) or in 2033 (the anticipated year of completion of the Development).
2.1 Level of harm to Green Belt	(-)	Site is within Green Belt, where the level of harm caused by release of the land for development would be very low, low or medium.	
3.1 Distance to the nearest rail/tube station	(-)	Site is more than 4000m from the nearest rail or tube station.	
3.2 Distance to nearest bus stop	(+)	New bus stops will be provided as part of the development which will mean that the distance to the nearest bus stop will be less than 1,000m	
3.3 Distance to employment locations	(+)	Site is adjacent to North Weald Airfield employment location (as proposed to be allocated).	
3.4 Distance to local amenities	(+)	Local amenities (eg small shop) to be provided as part of development.	
3.5 Distance to nearest infant/primary school	(+)	Primary school to be provided as part of development.	
3.6 Distance to nearest secondary school	(-)	Site is more than 4000m from the nearest secondary school.	
3.7 Distance to nearest GP surgery	(+)	GP surgery to be provided as part of development.	
3.8 Access to Strategic Road Network	(+)	Site is close to M11 (approximately 2km).	Scheme would fund improvement works at Junction 7 of the M11.
4.1 Brownfield and Greenfield Land	(-)	Majority of the site is greenfield land that is currently neither within nor adjacent to a settlement but it will be adjacent to the settlement once the Countryside Properties site is built out.	
4.2 Impact on agricultural land	0	Development of the site would not involve the loss of the best and most versatile agricultural land (grades 1-3).	
4.3 Capacity to improve access to open space	(+)	Development unlikely to involve the loss of public open space; access to the Green Belt will be significantly improved by the proposed Country Park. New sports facilities will also be provided.	A negligible part of the site contains public open space at present. The proposed Country Park will improve access to the Green Belt in line with the aspirations of emerging NPPF policy, alongside enhanced recreation and leisure opportunities
5.1 Landscape sensitivity	(-)	Site falls within an area of medium landscape sensitivity - characteristics of the landscape are resilient to change and able to absorb development without significant character change.	The key characteristics of the adjacent assessed landscape sensitivity zone extend to this site. The form and extent of any development would have to be sensitive to the location to avoid potential adverse impact on the wider landscape character.
5.2 Settlement character sensitivity	(-)	Development could detract from the existing settlement character.	The Council's masterplan identifies the site as unsuitable for development since the distance of the site from existing development could inhibit effective integration.
6.1 Topography constraints	0	There are no topographical constraints that would prevent or hinder development.	A full topographical survey has been undertaken to ensure that development will be deliverable and built development can be accommodated in a manner that mitigates potential effects on landscape.
6.2a Distance to gas and oil pipelines	0	Gas or oil pipelines do not pose any constraint to the site.	
6.2b Distance to power lines	0	Power lines do not pose a constraint to the site.	
6.3 Impact on Tree Preservation Order (TPO)	0	The intensity of site development would not be constrained by the presence of protected trees either on or adjacent to the site.	
6.4 Access to site	(+)	Suitable access to site already exists.	Existing access from Rayley Lane.
6.5 Contamination constraints	(-)	There is not contamination to the extent that development could not proceed.	Survey work indicates that the majority of the Site comprises soils that are suitable for use in a residential use with gardens. Three localised areas were identified where the presence of heavy metals in the soil increased the risk to future residential users to moderate/low but this can be addressed through development.
6.6 Traffic impact	0	Area around the site expected to be uncongested at peak time. Potential to increase access to and use of sustainable modes of transport.	

Appendix 2
Amec Foster Wheeler Report

Land at the Former North Weald Golf Course

Revised Green Belt Assessment





Report for

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Doc Ref. LEA40840R01

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Document revisions

No.	Details
1	Draft
2	Issued



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1. Purpose

This report sets out a revised assessment of the contribution to Green Belt purposes of land at the former North Weald Golf Course. The analysis establishes that:

- ▶ the Green Belt Assessment commissioned by Epping Forest District Council is flawed in respect the specification of parcels for assessment and an inconsistent analysis of the contribution of land to Green Belt purposes.
- ▶ a revised analysis of the contribution of the land to the Green Belt reveals that land to the south of the A414 makes a more moderate contribution to the Green Belt than concluded by the Council's assessment.
- ▶ site-specific testing of the qualities of the land suggests that development could be readily accommodated on land to the south of the A414, with a more cautious approach on land to the north of the A414.

2. Flawed EFDC Green Belt Assessment

There are two significant flaws in the Council's assessment of the contribution of the Green Belt in this locality. Together these render the evidence unreliable as a basis for plan-making and decision taking in respect of the area's suitability as a location for development. The flaws relate to: the illogical definition of parcel boundaries as the basis for assessment, and an inconsistent analysis of the meeting of Green Belt purposes.

2.1 Illogical Boundary Definition

- ▶ The Stage 1 Assessment uses the A414 as a clear boundary between parcels DSR-008 (covering land to the north the A414) and DSR-010 (covering land between North Weald Bassett and the M11).
- ▶ By contrast, the Stage 2 Assessment, published in August 2016, chooses to ignore the A414 as a significant boundary feature, extending parcel DSR-008 southwards to the less substantial boundaries of Rayley Lane and Vicarage Lane.
- ▶ The Stage 2 Assessment offers no explanation for this change.
- ▶ The implications of this boundary shift for the assessment of the fulfilment of Green Belt purposes of parcel DSR-008 are significant.

2.2 Inconsistent Analysis of the Meeting of Green Belt purposes

- ▶ The analysis of the extent to which parcel DSR-008 meets Green Belt purposes is confused in two respects: first, in respect of the separation function (Purpose 2), and second in respect of the prevention of encroachment function (Purpose 3).
- ▶ Purpose 2 - Prevent neighbouring towns¹ from merging. The following analysis is offered: *"in this large area of gentle, north and west-facing slopes would extend the settlement edge significantly closer to Harlow. A broad area of high ground to the south of Harlow, in which the wooded areas of Harlow Park, Mark Bushes and Latton Bushes are very prominent, creates strong visual separation, but to the south of Hastingwood a very broad, shallow valley provides long views so there would be a perception of settlement expansion from some distance north of the parcel. To the east the parcel accounts for about one third of the 4km gap between North Weald Bassett and Chipping Ongar, so the gap experienced in travelling along the A414 would be reduced noticeably, but Chipping Ongar lies in a valley and has no intervisibility to this distance.*

¹ The Assessment defines towns as: London, Harlow, Cheshunt, Hoddesdon, Epping, Waltham Abbey, Loughton / Debden, Chigwell, Buckhurst Hill, Chipping Ongar, North Weald Bassett, Theydon Bois, Roydon and Lower Nazeing)

- North Weald Bassett is not a town (indeed the Stage 2 Assessment labels the settlement type as a 'Large Village') and therefore cannot be used as the basis for the assessment of Purpose 2.
 - The analysis conflates physical and perceptual assessment, the latter more properly the concern of landscape sensitivity and capacity assessment.
 - The conclusions on Purpose 2 are therefore neither not logical nor valid in terms of the assessment of the strategic role of the Green Belt.
- Purpose 3 – Assist in Safeguarding the Countryside from Encroachment'. The analysis states that:
- "North Weald Golf Course occupies the western third of this area but the remainder is mostly arable farmland, centred on the farm at Wyldingtree. The parcel forms the southern slopes of a very broad, exposed and rural valley (along which Cripsey Brook flows). The settlement edge at Tyler's Green is contained by a strong hedgerow and the eastern and western parts of the parcel are more remote from the inset settlement. Development along Vicarage Lane West is not urbanising in character. There are no significant barrier features separating the parcel from the wider countryside.*
- The analysis appears to relate solely to land to the north of the A414, failing to consider the significant area south of the A414 which has been included in the Stage 2 Assessment, notwithstanding the statement in the Assessment that: *"The A414 could form a strong parcel boundary, but this would not alter the assessment findings."*
 - The illogical boundaries of parcel 008.2 render the analysis of the Stage 2 wholly unreliable in relation to Purpose 3, with no specific analysis of land to the south of the A414.
 - The analysis of parcel DSR-010 in the Stage 1 Assessment (which contains land to the south of the A414) concludes that the parcel performs strongly in respect of preventing encroachment into open countryside. *(12) The parcel is largely dominated by the airfield, the associated roadways and control tower. The airfield is surrounded by large slightly sloping arable fields that provide panoramic views of North Weald Bassett. It is unlikely that the topography and location prevent encroachment of development, given the proximity to North Weald Bassett and the open landscape. Therefore, the Green Belt designation safeguards the countryside from encroachment. (13) The parcel has not been encroached by built development or other urbanising elements.*
 - Given the extent of urbanising uses associated with the North Weald Airfield and its periphery and land off Vicarage Lane (notably at Chase Farm), the statement at (13) cannot be relied upon as a fair analysis of the true contribution of the land to Green Belt purposes and consequently the effect of introducing development.

3. Results of a Revised Stage 2 Green Belt Assessment

The Council's Stage 2 Assessment states that: *"The A414 could form a strong parcel boundary, but this would not alter the assessment findings."* No further evidence for this conclusion is offered. In reality, re-assessment of a revised parcel, bounded by Vicarage Lane, Rayley lane and the A414, and a corrected assessment of Purpose 2, yields different results to those of the Parcel 008.2 as presented by the Council's evidence. Table 3.1 Sets out the results of the re-assessment of land parcels comprising the former North Weald Golf Course.

Table 3.1 Assessment of Land Comprising the former North Weald Golf Course

Green Belt Purpose	EFDC Stage 2 Assessment for Parcel 008.2	Assessment for Land to the South of the A414	Assessment for Land to the North of the A414
<p>1. To check the unrestricted sprawl of large built-up areas</p> <p>Guide Question (Wood E&I): <i>What is the role of the parcel in preventing the extension of an existing development into open land beyond established limits, in light of the presence of significant boundaries?</i></p>	<p>No Contribution</p> <p>The edge of Harlow is a little over 3km to the north-west and separated from this parcel by the M11 motorway, which follows (in cutting) a ridge of higher ground that prevents any inter-visibility. Land closer to Harlow is considered to play a strong role in preventing potential sprawl.</p> <p>The higher rating given to Stage One parcel DSR-008 reflects that parcel's inclusion of land closer to the large built-up area of Harlow.</p>	<p>No Contribution</p> <p>This assessment also aligns with the EFDC Stage 2 Assessment for Parcel 008.2 in relation to this purpose.</p> <p>The parcel is surrounded on all sides by the significant boundaries of Rayley Lane to the west, Vicarage Lane West to the south, the linear belt of trees and shrubs between the parcel and the nursery to the east, and the A414 to the North. All these can be regarded as strong boundaries, comprising prominent physical features.</p> <p>Furthermore, the site does not adjoin a large built up area nor does it support Green Belt which does.</p>	<p>No Contribution</p> <p>This assessment also aligns with the EFDC Stage 2 Assessment for Parcel 008.2 in relation to this purpose.</p> <p>The parcel is surrounded on all sides by the significant boundaries of Cripsey Brook, with its associated riparian vegetation to the north and north east, and an established hedgerow to the to the east (both of which separate the parcel from the surrounding Arable land), and the A414 to the south. These boundaries can be regarded as moderately strong, comprising physical features.</p> <p>Furthermore, the site does not adjoin a large built up area nor does it support Green Belt which does.</p>
<p>2. To prevent neighbouring towns from merging</p> <p>Guide Question (Wood E&I): <i>What is the role of the parcel in preventing the merger of settlements which might occur through a reduction in the distance between them?</i></p>	<p>Moderate</p> <p>Development in this large area of gentle, north and west-facing slopes would extend the settlement edge significantly closer to Harlow.</p> <p>A broad area of high ground to the south of Harlow, in which the wooded areas of Harlow Park, Mark Bushes and Latton Bushes are very prominent, creates strong visual separation, but to</p>	<p>No Contribution</p> <p>Although development in this area of gentle, north and west-facing slopes would locally create a settlement edge which is closer to Harlow, the distance is a significant 3.2km, and the substantial built feature of the M11 motorway also runs between the two.</p> <p>Furthermore, North Weald Bassett itself is not a town and therefore cannot be</p>	<p>No Contribution</p> <p>Although development in this area of gentle, north and west-facing slopes would locally create a settlement edge which is closer to Harlow, North Weald Bassett itself is not a town and therefore cannot be used as the basis for the assessment of Purpose 2.</p> <p>In addition, the development parcel is not located within a strategic gap between towns.</p>

Green Belt Purpose	EFDC Stage 2 Assessment for Parcel 008.2	Assessment for Land to the South of the A414	Assessment for Land to the North of the A414
	<p>the south of Hastingwood a very broad, shallow valley provides long views so there would be a perception of settlement expansion from some distance north of the parcel.</p> <p>To the east the parcel accounts for about one third of the 4km gap between North Weald Bassett and Chipping Ongar, so the gap experienced in travelling along the A414 would be reduced noticeably, but Chipping Ongar lies in a valley and has no inter-visibility to this distance.</p>	<p>used as the basis for the assessment of Purpose 2.</p> <p>In addition, the development parcel is not located within a strategic gap between towns.</p>	
<p>3. To assist in safeguarding the countryside from encroachment</p> <p>Guide Question (Wood E&I): <i>What is the role of the parcel in maintaining a sense of openness, particularly in light of proximity to a settlement edge?</i></p>	<p>Strong</p> <p>North Weald Golf Course occupies the western third of this area but the remainder is mostly arable farmland, centred on the farm at Wyldingtree.</p> <p>The parcel forms the southern slopes of a very broad, exposed and rural valley (along which Cripsey Brook flows).</p> <p>The settlement edge at Tyler's Green is contained by a strong hedgerow and the eastern and western parts of the parcel are more remote from the inset settlement. Development along Vicarage Lane West is not urbanising in character. There are no significant barrier features separating the parcel from the wider countryside.</p>	<p>Moderate</p> <p>North Weald Golf Course occupies the majority of the area, the former golf club buildings (including the former club house, which benefits from a planning permission for a change of use to residential development) and the North Weald Health and Leisure Centre sit to the north and there is development along the Vicarage Lane West boundary to the south. Therefore, encroachment into this land has already to an extent compromised the Green Belt.</p> <p>The A414 which is buffered by substantial hedgerows, separates the land from the northern portion of the former golf course, which is accessed via an underpass. Rayley Lane borders the land to the west, beyond which is the northern section of the main runway of North Weald Airfield.</p> <p>Within the parcel the land is undulating and from the elevated vantage point at the top of the undulations there are views out to surrounding countryside. However, there is no direct relationship with open countryside and a high degree of enclosure exists</p>	<p>Strong</p> <p>The North Weald Golf Course occupies the whole of the area.</p> <p>The A414 which is buffered by substantial hedgerows, separates the land from the southern half of the north weald golf course, which is accessed via an underpass.</p> <p>The land to the north and east is separated by hedgerows and is arable farmland.</p> <p>Within the site the landscape is undulating and from the elevated vantage point at the top of the undulations there are views out to surrounding countryside.</p>

Green Belt Purpose	EFDC Stage 2 Assessment for Parcel 008.2	Assessment for Land to the South of the A414	Assessment for Land to the North of the A414
		due to the parcel being contained by physical boundaries and substantial vegetation to all sides.	
4. To preserve the setting and special character of historic towns Guide Question (Wood E&I): <i>What is the role of the parcel in respect of the proximity to, and degree of intervisibility with, the core (such as a Conservation Area) of an historic town or settlement?</i>	No Contribution There is no relationship between the parcel and any historic town. (Historic towns are: Chipping Ongar, Waltham Abbey, Epping and Sawbridgeworth)	No Contribution This assessment aligns with the EFDC Stage 2 Assessment for Parcel 008.2 in relation to this purpose.	No Contribution This assessment aligns with the EFDC Stage 2 Assessment for Parcel 008.2 in relation to this purpose.

3.1 Commentary

The revised assessment demonstrates that the land south of the A414 should reasonably be regarded as a distinct parcel both from the wider EFDC Parcel of 008.2 and land to the north of the A414. Land to the south of the A414 clearly makes less of a contribution to Green Belt purposes than purported by the Council's evidence-base studies, reflecting the high degree of physical enclosure of the land, physically and visually, and its separation from the wider open countryside to the north and the west.

4. Site-Specific Testing

Determination of the likely impact of development on Green Belt purposes requires assessment of the likely impacts on the strategic role of the Green Belt and the potential for amelioration of those impacts. Table 4.1 details the performance of the North Weald Golf Course site, split between land to the south of the A414 and land to the north, using the following assessment questions²:

- ▶ What is the likely nature and extent of the harm to the Green Belt of removing the site from it?
- ▶ To what extent could the consequent impacts on the purposes of the Green Belt be ameliorated or reduced to the lowest reasonably practicable extent?
- ▶ If this site were to be developed as proposed, would the adjacent Green Belt continue to serve at least one of the five purposes of Green Belts, or would the Green Belt function be undermined by the site's allocation?
- ▶ Can the Green Belt boundary around the site be defined clearly, using physical features that are readily recognisable and likely to be permanent? Does it avoid including land which it is necessary to keep permanently open?

Table 4.1 Site-Specific Testing of North Weald Golf Course Land to the North and South of the A414

Assessment Question	Land to the south of the A414	Land to the north of the A414
What is the likely nature and extent of the harm to the Green Belt of removing the site from it?	<p>As per Part 2, the site makes no contribution in checking the unrestricted sprawl of large built-up areas, in preventing neighbouring towns from merging (it is not regarded as relevant in this regard), nor preserving the setting and special character of historic towns.</p> <p>However, the land does make a moderate contribution in assisting in safeguarding the countryside from encroachment.</p> <p>Therefore, there will be the corresponding moderate adverse effect on the Green Belt resulting from the removal of this moderate contribution.</p>	<p>As per Part 2, the site makes no contribution in checking the unrestricted sprawl of large built-up areas, in preventing neighbouring towns from merging (it is not regarded as relevant in this regard), nor preserving the setting and special character of historic towns.</p> <p>However, it does make a strong contribution in assisting in safeguarding the countryside from encroachment.</p> <p>Therefore, there will be the corresponding strong adverse effect on the Green Belt resulting from the removal of this strong contribution.</p>
To what extent could the consequent impacts on the purposes of the Green Belt be ameliorated or reduced to the lowest reasonably practicable extent?	<p>There are opportunities to strengthen boundaries with additional planting to further enhance the inherently contained nature of the site.</p> <p>In addition, the design of the proposed development can take account of natural features such as watercourses to enhance ecological connectivity, and substantial buffers could be provided to</p>	<p>There are opportunities to strengthen boundaries with additional planting to further enhance the contained nature of the site.</p> <p>The design of the proposed development can take account of natural features such as watercourses to enhance ecological connectivity, and substantial buffers could be provided to existing public rights of way to maintain access to the countryside for people.</p>

² Adapted from: *Calverton Parish Council v Nottingham City Council, Broxtowe Borough Council and Gedling Borough Council* [2015] EWHC 1078 (Admin), Jay J

Assessment Question	Land to the south of the A414	Land to the north of the A414
	existing public rights of way to maintain access to the countryside.	<p>In addition, the northern boundary along Cripsey Brook can act as a flood risk buffer.</p> <p>The boundary of the Green Belt in this instance could be offset within the site to provide a stronger boundary for the development and, in turn, this would provide a significant area for flood risk mitigation.</p> <p>Similarly, the same Green Belt boundary offset treatment could be applied to the southeast boundary to safeguard the countryside from encroachment, due to the proximity of the site in this location to New House Farm.</p>
If this site were to be developed as proposed, would the adjacent Green Belt continue to serve at least one of the five purposes of Green Belts, or would the Green Belt function be undermined by the site's allocation?	The adjacent Green Belt will continue to serve the purpose of safeguarding the countryside from encroachment, and its function is unlikely to be undermined by the site's allocation.	The adjacent Green Belt will continue to serve the purpose of safeguarding the countryside from encroachment. However, unless the Green Belt boundary is offset within the site on the northern and eastern boundaries, its function is likely to be undermined by the site's allocation.
Can the Green Belt boundary around the site be defined clearly, using physical features that are readily recognisable and likely to be permanent? Does it avoid including land which it is necessary to keep permanently open?	<p>The site has clearly defined boundaries comprising both vegetation and built form which are likely to remain permanent.</p> <p>The quality of the boundaries is strong and include the prominent physical features of the A414 to the northeast, Vicarage Lane to the south with the church and residential buildings, and Rayley Lane to the west with the North Weald Pre-School & Day Nursery, all roads being bounded with significant vegetation. In addition, there is an established linear belt of trees and shrubs forming the eastern boundary of the site with the Art Nursery and Garden Centre.</p> <p>The site is of mixed physical openness, with some built form as described above. However, this is not a defining feature.</p> <p>The site is of mixed visual openness and is partially enclosed by the gently undulating landform, the established boundary hedgerows and linear belt of trees and shrubs, with some views in and out of the site.</p> <p>The site does not include land which is necessary to be kept permanently open.</p>	<p>The site has clearly defined boundaries comprising both vegetation and built form which are likely to remain permanent.</p> <p>The quality of the boundaries is moderate and include the physical features of Cripsey Brook to the north with its associated vegetation, the A414 to the south with a linear belt of trees and shrubs, and a hedgerow to the east separating the site from the adjacent arable fields.</p> <p>The site is of high physical openness, with the only built form being the A414 to the south, and with very limited urbanising influences, the closest being New House Farm, approx. 150m to the southeast of the site.</p> <p>The site is of high visual openness, especially when viewed from the countryside to the north. It is partially enclosed by the gently undulating landform, the established boundary hedgerows and linear belt of trees and shrubs, with some views in and out of the site, some of which are clear long-distance views over the surrounding landscape, e.g. the northern view from the bridleway where it joins the Stort Valley Way at the northern boundary of the site.</p> <p>The site includes some land which is necessary to be kept permanently open, e.g. in the southeast.</p>

4.1 Commentary

The testing of the likely impact of development on the Green Belt at North Weald Golf Course reveals that neither the openness nor the permanence of the Green Belt will be undermined to any significant degree through the development of land to the south of the A414. This reflects the high degree of physical and visual enclosure of this land. Land to the north of the A414 is more sensitive in terms of both physical and visual openness, but the analysis reveals that appropriate development could be accommodated through careful masterplanning which makes best use of existing boundary features, in turn not undermining the wider role of the Green Belt in this location.

5. Overall Conclusion

Scrutiny of the approach to, and results of, the Council's assessment of the Green Belt to the northwest of North Weald Bassett has revealed significant flaws which unfairly disadvantage the promotion of land at the former North Weald Golf Course. The analysis presented above clearly demonstrates that a sequence of misjudgements and the inconsistent application of study methodology have combined to result in the premature and unfounded discounting of the potential for land at the North Weald Golf Course to accommodate development without significant harm to the form and function of the Green Belt in this locality.

A revised assessment of the contribution to Green Belt purposes, based on the proper division of land to the south and north of the A414, clearly reveals that land to the south of the A414, in particular, makes a modest contribution to Green Belt purposes and is therefore suitable for consideration for development as part of wider change to the south of Vicarage Lane. Land to the north of the A414, although clearly more sensitive in Green Belt terms, holds potential for further consideration of development potential as part of careful masterplanning which makes best use of existing boundaries to contain development.



6. Appendix A – Viewpoint Location Plan and Views





amec
foster
wheeler

Key

- V1-V9 Viewpoint locations
- Land to the north of A414 (boundary is indicative)
- Land to the south of A414 (boundary is indicative)
- Potential ecological corridors



Based upon the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright.

Cripsey Brook & riparian
vegetation provides moderately
strong boundary

Established
hedgerow provides
moderately strong
boundary

Rayley Lane bounded by
substantial
hedgerows provides
significant boundary

North Weald
Airfield

Vicarage Lane along with built form and
substantial hedgerows provides significant
boundary

North Weald Golf Course
Viewpoint Location Plan

Viewpoints 1 - 3



View 1
180 degree view to the north of Cripsey Brook, just outside of the parcel to the north of the A414, showing open countryside to the north



View 2
180 degree view to the east from within the parcel to the north of the A414, showing the moderately strong boundary of the Cripsey Brook & associated riparian vegetation



View 3
180 degree view to the east from within the parcel to the north of the A414, showing how the undulating landform provides screening for the rest of the site

Viewpoints 4 - 6



View 4
90 degree view to the north from within the land to the south of the A414, showing stream with potential for enhancement as an ecological corridor & bridleway running through the site



View 5
90 degree view to the north west from within the land to the south of the A414, showing the enclosed nature of the landscape within the parcel boundary



View 6
From within the land to the south of the A414, towards Vicarage Lane showing the strong boundary of the built form

Viewpoints 7 - 9



View 7
180 degree view to the north into the parcel to the south of the A414,
showing the enclosed nature of the parcel



View 8
View south from Vicarage Lane showing the strong boundary created by the road



View 9
View towards New House Farm and the eastern boundary of the parcel to the north of the A414, the
countryside would be vulnerable here to further encroachment unless a substantial buffer is provided

Appendix 3
Appeal Decision
APP/J1535/W/15/3134332

Appeal Decision

Hearing held on 1 December 2015

Site visit made on 1 December 2015

by Claire Victory BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 13 April 2016

Appeal Ref: APP/J1535/W/15/3134332

**North Weald Golf Club, Rayley Lane, North Weald Bassett, Epping
CM16 6AR**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by North Weald Grove Limited against the decision of Epping Forest District Council.
 - The application Ref EPF/0183/15, dated 27 January 2015, was refused by notice dated 15 April 2015.
 - The development proposed is the replacement of existing buildings with a three storey building to accommodate 20 no. apartments.
-

Decision

1. The appeal is allowed and planning permission is granted for the replacement of existing buildings with a three storey building to accommodate 20 no. apartments at North Weald Golf Club, Rayley Lane, North Weald Bassett, Epping CM16 6AR in accordance with the terms of the application, Ref EPF/0183/15, dated 27 January 2015, subject to the conditions in the attached schedule.

Procedural Matters

2. The proposed development would have a lesser volume than the existing Golf Club building, taking into account a two storey extension permitted by the Council¹ that has been implemented. Consequently, it has been agreed by the main parties that the proposal would not be inappropriate development within the Green Belt. I see no reason to disagree.
3. Unilateral undertakings have been submitted by the appellant which I have taken into account and refer to in more detail later. Since the Hearing further information has been provided relating to accessibility to the site by bus. The main parties have been given an opportunity to comment and I deal with this below.

Application for costs

4. At the Hearing an application for costs was made by North Weald Grove Limited against Epping Forest District Council. This application is the subject of a separate Decision.

¹ Ref. EPF/2112/05

Main Issue

5. The main issue is whether the proposal would represent sustainable development, in the context of national and local planning policy.

Reasons

6. The appeal site is located within the built up part of North Weald Golf Course. To the north of the appeal site is a building comprising a children's nursery, hairdressers and store serving the Golf Club, and a Five-a-side Football Clubhouse and pitches. North Weald Golf Course is bisected by the A414, and is bordered by Rayley Lane to the west. Beyond Rayley Lane is North Weald Airfield.
7. Policy CP6 of the Epping Forest Local Plan 1998 (LP) (with 2006 Alterations) aims to concentrate new development within urban areas and to counter trends towards more dispersed patterns of living, employment and travel, promoting mixed use and maximising spare capacity in terms of land, buildings and infrastructure. LP Policy CP3 requires that development can be accommodated within, and is accessible by the existing, committed or planned infrastructure capacity of the area, or that sufficient new infrastructure is provided by the new development/developer. It also requires consideration of sequential approaches to the location of development, and to achieve a more sustainable balance of local jobs and workers.
8. LP Policy CP1 sets out the broad objectives for sustainable development in the District. These include the need to secure the provision of different types and amounts of housing accommodation and facilities to meet the needs of the local population, to avoid further commuting, provide local jobs and reduce reliance on use of the private car. In so far as these policies seek to manage patterns of development and guide new housing to more sustainable locations they are relevant to the supply of housing.
9. A Strategic Housing Market Assessment (SHMA) was published in October 2015, covering the local authority areas of Epping Forest, East Hertfordshire, Harlow and Uttlesford. This provides a figure for the Objectively Assessment Housing Need for the District and for the rest of the SHMA area, but the Council has stated that further work is required to apportion need across the SHMA area, and thus the Council does not yet have an adopted housing requirement. Consequently it concedes that it is unable to demonstrate a five year supply of deliverable housing sites.
10. In accordance with paragraphs 49 and 14 of the Framework, relevant policies for the supply of housing referred to above should not be considered up to date. Furthermore permission should be granted unless any adverse impacts of significant and demonstrable harm would outweigh the benefits of the scheme, when assessed against the Framework as a whole.
11. Paragraph 7 of the Framework sets out the three dimensions to sustainable development by which proposals should be assessed. The social dimension requires planning to support strong, vibrant and healthy communities by providing a supply of housing to meet the needs of present and future generations, with a high quality built environment and accessible local services.
12. The Framework affirms the need to significantly boost the supply of land for housing. The 20 flats proposed would contribute meaningfully to that

objective. Shops and local services are available in nearby North Weald Bassett, including shops, post office, a pub and primary school, about 2km away. I shall give greater consideration to transport issues in due course but given their range and proximity they can be regarded as accessible local services. Consequently I consider that the social dimension of the scheme would be met.

13. With regard to the economic dimension, there would be a benefit arising in the short term from the construction of the development, and future occupiers would support the local economy in the longer term. As such the economic dimension would also be met.
14. Turning to the environmental strand, the Council has confirmed the site is previously developed land. Planning permission has been granted for a two storey extension to the existing clubhouse for bedroom accommodation for visitors and members of the golf club, and there is no dispute that the permission has been implemented. Compared with this fallback position there would be an 8% reduction in built form.
15. The appellant asserts that great importance should be attached to the increase in openness of the Green Belt compared with the permitted scheme if the appeal were allowed. There is no explicit provision within the Framework to attach great weight in these circumstances and the difference between the two scenarios is not that great. Nevertheless, openness is one of the essential characteristics of the Green Belt and I give some weight to the greater impact that the permitted scheme would have on openness if built.
16. The Council contends that due to the location of the site relative to shops and services and existing public transport networks, trips are likely to be predominantly car based, and thus the proposal would not meet the environmental role. Further to the above, the Council referred to LP Policies ST1 and ST2 in the Decision Notice. LP Policy ST1 states that new development will be located in places that encourage walking, cycling and the use of public transport. It further states that in rural areas, preference will be given to locations with access to regular public transport services and containing basic shops and other facilities. LP Policy ST2 requires that new development is designed to provide safe, pleasant, and convenient access for pedestrians and cyclists. There is no evidence that the proposal would fail in this respect.
17. Rayley Lane does not have dedicated footways but a footpath runs east - west across the golf course to Vicarage Lane, and a public bridleway, known as the Bassett Millennium Walk runs north - south across and through the golf course and links Vicarage Lane with the Stort Valley Way. Given the distance to the nearest shops and local services, walking would not be an option for some residents, particularly during inclement weather or during the hours of darkness. Part of the footpath is inaccessible for wheelchair users. Cycling would be an option for some along Rayley Lane, which is a relatively quiet road. I note there are no recorded serious accidents in the last five years for that part of Rayley Lane from which the site is accessed.
18. Turning to public transport, the No 19 bus service from Epping Forest to Harlow operated by Townlink commenced in June 2015. This stopped at Epping Station with connections to the underground, overground and mainline rail networks. I acknowledge that the operation of a bus service is not within the

control of the appellant, and could be withdrawn at any time. Indeed, after the Hearing, I was advised by the Parish Council that the No 19 service had ceased. Whilst bus services change from time to time and the cancellation of the license is apparently being contested there is no clear indication that a service on this route is likely to resume in the near future.

19. The appellant proposes to fund the repair and maintenance of the bus stop and shelter within the appeal site to support a short diversion of a bus service into the site and a financial contribution would be made for a Travel Plan for the development as an alternative. Paragraph 29 of the Framework recognises that sustainable transport solutions will vary from urban to rural locations. However, future occupiers would tend to rely on the private car. Some travel choices would exist but these would be quite limited. Even if the bus service into the site was provided in transport terms the site would not be particularly accessible.
20. The Council has confirmed that the North Weald Bassett Masterplanning Study (September 2014) has a vision for the redevelopment of the area that includes some additional development at nearby North Weald Airfield, and that there are likely to be additional public transport improvements associated with this. The Council has stated that little if any weight can be given to the Masterplanning Study at this time as it has not been adopted, however it would be reasonable to expect that any intensification of development at the airfield or residential development around the existing settlement may in the longer term support public transport services in the locality.
21. Notwithstanding this, due to its travel implications the proposal does not perform particularly well in environmental terms having regard to using natural resources prudently, minimising pollution and moving to a low carbon economy. There is no detailed objection on these grounds but the limited accessibility of the site on foot and potentially from public transport counts against the scheme. The measures put forward to improve opportunities for non-car modes are therefore important. Some benefit would arise from the development of a building with a smaller volume than that already permitted on the site, which would be on previously developed land. The development would be located within a cluster of buildings and there would be no harm to the character and appearance of the area. Nevertheless, the overall environmental dimension of sustainable development would not be fully achieved.
22. Drawing all the strands together, there would be social benefits in providing additional housing in a District with an acknowledged shortfall. There would also be some economic benefit in the short and long term from housing construction and in supporting services in the wider area. The overall environmental dimension of sustainable development would not be fully achieved. However, whilst access by non-car modes would be somewhat limited, this would not be untypical of a semi-rural location, and the Framework takes account of the different characteristics of different areas. The slight adverse transport impacts would not significantly and demonstrably outweigh the benefits identified. I therefore conclude that the proposal would constitute sustainable development having regard to the policies of the Framework taken as a whole.

23. Having regard to LP Policies CP1, CP3, CP6 and ST1 the proposal would conflict with the development plan. Nevertheless, these policies pre-date the Framework and its definition of sustainable development and they are out of date for the purposes of paragraph 49. As such the weight to be attributed to them is reduced. Whilst there is conflict with the development plan, other material considerations outweigh this as I have found the proposal would be sustainable development in accordance with the Framework.
24. In reaching my decision I have had regard to the Appeal Decision at Waltham Abbey² referred to by the Council. In that case the Inspector found the distance from shops and services and relative infrequency of public transport services available near the site would be likely to discourage sustainable patterns of development. Significant weight was attached to this matter.
25. However, accessibility was not the only matter in that appeal, as the Inspector found the proposal would constitute inappropriate development in the Green Belt, and that there would be harm to the character and appearance of the area. It was concluded that the various benefits did not constitute the very special circumstances necessary to justify the development. Furthermore, there appears to be different site circumstances here including the availability of well-used footpaths to access nearby services and the scope to improve public transport as well as the significantly fewer number of proposed units. Consequently the findings in that appeal are not decisive in this one.

Other Matters

26. Three unilateral undertakings (UU) have been submitted by the appellant. UU1 provides for contributions towards additional primary school places and towards transport for secondary school pupils (the Education Contribution). UU2 has effectively been replaced by UU3 and therefore not necessary to make the development acceptable in planning terms.
27. In response to further information about the No 19 bus service the appellant submitted UU3, which in addition to the Education Contribution offers a one off payment towards the purchase of a bicycle for the occupier of each flat, and an annual payment to fund the repair and maintenance of the bus stop and shelter. The bus operator is not named to allow for flexibility. It also provides a default obligation towards the installation, operation, maintenance of electric charging points within the site and for encouragement of their use through a Travel Plan. This is to be triggered in the event that the bus service no longer visits the site.
28. The appellant's stance is that the provision of the bus service is not required in order for the development to be sustainable in the terms expressed in the Framework. However, this refers to maximising sustainable transport solutions and implies that future residents should be given the greatest possible choice although this should be realistic. In the light of this and as it was part of the overall balance of considerations, securing the transport contribution is necessary to make the scheme acceptable in planning terms. So having regard to the relevant tests the obligation is required under the terms of paragraph 5.1 of UU3.

² APP/J1535/W/15/3033482

29. Fifteen of the 20 flats would have two or three bedrooms and able to accommodate a family, and thus future occupiers could generate a demand for education infrastructure. The primary school place contribution has been based on an agreed methodology used by the Council and Essex County Council³ for calculating additional school places, and there is nothing to indicate that this contribution would result in the pooling of five or more contributions towards school places at the local school, St Andrew's Church of England Voluntary Aided Primary School, North Weald (or any successor).
30. However, secondary school transport has a much larger catchment and therefore likely to be funded by a larger number of developments. As there is no confirmation from Essex County Council to this effect I consider on the basis of the evidence before me, the secondary school transport obligation would not meet the test in Regulation 123(3) of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended), and thus it cannot lawfully constitute a reason for granting planning permission.
31. I therefore consider that the obligations, with the exception of the secondary school transport obligation, would meet the tests in the Framework and the CIL Regulations and, as such, have been taken into account.

Conditions and Conclusion

32. The development is acceptable subject to the imposition of certain conditions, framed with regard to advice in the Planning Practice Guidance (the Guidance), with some minor alterations for clarity and to reduce repetition. I have attached a condition limiting the life of the permission and have imposed a condition specifying the approved plans as this provides certainty.
33. Details of external materials, hard and soft landscape works and refuse storage are required to be submitted and implemented to safeguard the character and appearance of the area.
34. Details of foul and surface water provision and disposal and flood risk assessment, management and maintenance are required in the interests of public health and to minimise surface water run-off.
35. Car parking and bicycle storage is to be provided as shown on the approved plan prior to first occupation of the development in the interests of highway safety. Wheel washing or other cleaning facilities are required during the construction works for the same reason. In addition a Residential Travel Information Pack is required to be provided to each dwelling prior to first occupation to promote sustainable travel.
36. Due to the former use of the site as a farmyard and a nearby infilled pond there is potential for contamination to be present. Consequently conditions requiring investigation of any potential contamination and remediation where appropriate are necessary given the proposed residential use.
37. Finally I shall impose a condition requiring details of ecological mitigation measures, as recommended in paragraphs 7.2.2 and 7.3 of the Ecology Statement to be submitted to and approved in writing by the local planning authority. This is required to mitigate the impact of the development and to enhance biodiversity.

³ Essex County Council Developer's Guide to Infrastructure Contributions 2010 Edition

38. For the above reasons I conclude that the appeal should be allowed.

Claire Victory

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Mr David Brown	G L Hearn
Mr Christiaan Zwart	39 Essex Chambers
Mr Stuart Choak	Curtins Consulting
Mr Bradley Smith	Appellant, North Weald Golf Club

FOR THE COUNCIL:

Mr James Rogers	Planning Officer, Epping Forest District Council
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INTERESTED PERSONS:

Mrs Susan De Luca	Clerk, North Weald Bassett Parish Council
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DOCUMENTS SUBMITTED AT THE HEARING

- 1 Statement of Common Ground
- 2 Appellant's Opening Note
- 3 Information on bus service, submitted by North Weald Parish Council
- 4 South Northamptonshire Judgement [2013] EWHC 4377 (Admin), submitted by the Appellant
- 5 Appeal Decision APP/J1535/W/15/3033482, submitted by the Council
- 6 Critique of LP Policies ST1 and ST2, submitted by the Appellant
- 7 Committee Report – Threshers site, submitted by the Appellant
- 8 Education CIL Compliance Statement, submitted by the Appellant

Schedule of Conditions

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: FID-101, FID-100, FID-105, FID-110, FID-1005, FID-2100, FID-220, FID-2300, FID-2400, FID-3000, FID-3100, FID-3200, FID-4000.
- 3) The materials to be used for the external finishes of the development hereby permitted shall match those within the submitted application.
- 4) No development shall take place until details of foul and surface water disposal have been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the agreed details.
- 5) No development shall take place until wheel washing or other cleaning facilities for vehicles leaving the site during construction works have been installed in accordance with details which shall be submitted to and agreed in writing by the local planning authority. The approved installed cleaning facilities shall be used to clean vehicles immediately before leaving the site.
- 6) No development shall take place, including site clearance or other preparatory work, until full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) have been submitted to and approved in writing by the local planning authority. These works shall be carried out as approved. The hard landscaping works shall include proposed finished levels or contours, means of enclosure, car parking layout, other minor artefacts and structures, including signs and lighting and functional services above and below ground. The details of soft landscaping 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, shrub or plant or any replacement, it is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another of the same species and size as that originally planted shall be planted at the same place.
- 7) The parking and bicycle storage area shown on the approved plan shall be provided prior to the first occupation of the development and shall be retained free of obstruction for the parking of residents and visitors vehicles and bicycles.
- 8) A flood risk assessment and management and maintenance plan shall be submitted to and approved by the local planning authority prior to the commencement of development. The assessment shall include calculations of increased run-off and associated volume of storm detention using WinDes or other similar best practice tools. The approved measures shall be carried out prior to the substantial completion of the development and shall be adequately maintained in accordance with the management and maintenance plan.

- 9) No development shall take place until a Phase 1 Land Contamination investigation has been carried out. A protocol for the investigation shall be submitted to and approved in writing by the local planning authority before commencement of the Phase 1 investigation. The completed report shall be submitted to and approved by the local planning authority prior to the commencement of any necessary Phase 2 investigation. The report shall assess all potential risk to present and proposed humans, property including buildings, crops, livestock, pets, woodland and adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments, and service lines and pipes 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.
- 10) Should the Phase 1 Land Contamination preliminary risk assessment carried out under the above condition identify the presence of potentially unacceptable risks, no development shall take place until a Phase 2 site investigation has been carried out. A protocol for 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 all potential risk to present and proposed humans, property including buildings, crops, livestock, pets, woodland and adjoining land, ground waters and surface waters, ecological systems, archaeological sites and ancient monuments, and service lines and pipes 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.
- 11) Should Land Contamination Remediation Works be identified as necessary under the above condition, no development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historic environment has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved remediation scheme. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 12) Following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced together with the necessary monitoring and maintenance programme and copies of any waste transfer notes relating to exported and imported soils shall be submitted to the local planning authority for approval. The approved monitoring and maintenance programme shall be implemented.

- 13) In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the local planning authority. Following completion of the measures identified in the approved remediation scheme a verification report providing details of the data that will be collected in order to demonstrate that the works are complete and identifying any requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval of the local planning authority.
- 14) All construction and demolition works and ancillary operations, including vehicle movements on site which are audible at the boundary of noise sensitive premises, shall only take place between the hours of 0730 and 1830 Monday to Friday and 0800 to 1300 on Saturday, and at no time during Sundays and Public/Bank Holidays.
- 15) Prior to the first occupation of the development the refuse storage facility shown on the approved plans shall be completed and shall thereafter be retained free of obstruction and used for the storage of refuse and recycling only and for no other purpose.
- 16) Prior to the first occupation of the proposed development, the developer shall be responsible for the provision and implementation, per dwelling, of a Residential Travel Information Pack for sustainable transport, that shall be submitted to and approved by Essex County Council.
- 17) Prior to the commencement of construction, the following should be submitted to and approved in writing by the local planning authority: details of timings of works to minimise the impact on commuting bats; details of an artificial lighting plan (if unavoidable) to be used during and post development to eliminate the potential impact on commuting bats; and details of bat boxes, bricks or tubes to be installed post construction; a methodology for checking for, and avoiding harm to hedgehogs; details of a hedgehog box to be installed post construction; and details of bird nesting boxes and their positions on the new building or nearby trees.

Appendix 4

Quinn Estates' Review of Selected Proposed Allocations

Site	Capacity	Affordable Housing Provision	Principal Planning & Development Issues	Potential Deliverability Issues	Potential Site Capacity Issues
<i>(Reference in 2018 Assessment)</i>	<i>Approximate capacity according to draft Local Plan; number of dwellings</i>	<i>Number of dwellings based on policy requirement of 40% on major developments</i>	<i>Including issues that will need to be borne in mind in relation to development viability</i>	<i>Issues that could delay the delivery of dwellings on this site</i>	<i>Issues that could affect the number of dwellings that could be delivered on this site</i>
LOU.R1 - Loughton London Underground car park <i>(SR-0226, SR-0226N)</i>	165	66	<p>Potential contamination (Railway Goods and Coal Yard). Potential adverse impact could be mitigated.</p> <p>Peak time congestion expected within the vicinity of the site.</p> <p>The draft allocation seeks the retention of the station car parking on the site. If it is lost it will have a detrimental effect on sustainability of the area and traffic congestion and significant adverse impact on the viability and vitality of the retail centre. If it is to be retained it raises serious questions as to the proposed capacity of the site and the viability of any scheme brought forward as it will have to cover the build cost of providing multi storey parking or parking under the development.</p> <p>The scale of development proposed will have a significant impact on the neighbouring properties, with loss of light, overlooking and increased congestion.</p> <p>The loss of parking would have a significant detrimental impact on the retail occupiers in the town centre.</p> <p>Contribution to Interim Approach to Mitigation at Epping Forest SAC of £352 per dwelling</p>	<p>Need for season tickets to expire or for holders to be compensated.</p> <p>Based on a high-level viability review, the deliverability of the site is questionable on viability grounds with the re-provision of existing car parking</p> <p>This is based on two assessments, one of which retains the current levels of parking as suggested by policy, and a further option which simply provides parking required for development</p> <p>Based on our viability review (Option 1) this scheme could be deliverable, however, the density of the scheme required to deliver this, could be problematic and design/scale of development and associated rights of light may be significant planning issues affecting deliverability.</p>	Loughton Station Grade II Listed Building and Locally Listed Building signal box settings should be respected and this will impact on site capacity.
1.62 hectares	<i>102 dwellings per hectare</i> <i>Note that the Council is stating 114 dph</i>				
LOU.R2 - Debden London Underground car park <i>(SR-0227)</i>	192	77	<p>Parts of the site are close to the A1168 and therefore mitigation measures are likely to be required.</p> <p>Potential contamination (Railway Station & Coal Yard). Potential adverse impact that could be mitigated.</p> <p>There will be peak time traffic impact from this development magnified by the proposed loss of parking. In addition the site may increase traffic usage of residential roads.</p> <p>The draft allocation seeks the re-provision of the station car parking on the site. If it is lost it will have a detrimental effect on sustainability of the area and traffic congestion and significant adverse impact on the viability and vitality of the retail centre.</p> <p>The scale of development proposed will have a significant impact on the neighbouring properties, with loss of light, overlooking and increased congestion.</p> <p>Contribution to Interim Approach to Mitigation at Epping Forest SAC of £352 per dwelling</p>	<p>Based on our viability review (Option 1 and 2) this scheme could be deliverable, however, the density of the scheme required to deliver this, could be problematic and design/scale of development and associated rights of light may be significant planning issues affecting deliverability.</p>	
1.66 hectares	<i>116 dwellings per hectare</i> <i>Note that the Council is stating 129 dph</i>				

Site	Capacity	Affordable Housing Provision	Principal Planning & Development Issues	Potential Deliverability Issues	Potential Site Capacity Issues
<i>(Reference in 2018 Assessment)</i>	<i>Approximate capacity according to draft Local Plan; number of dwellings</i>	<i>Number of dwellings based on policy requirement of 40% on major developments</i>	<i>Including issues that will need to be borne in mind in relation to development viability</i>	<i>Issues that could delay the delivery of dwellings on this site</i>	<i>Issues that could affect the number of dwellings that could be delivered on this site</i>
The following sites are included in the North Weald Masterplan area Gross area 53.06 hectares Net area 43.27 hectares Net dwellings per hectare across total site is 24.2 dph based on net area					
NWB.R1 - Land at Bluemans <i>(SR-0036)</i>	223	89	This site is predominantly greenfield and development of the site would involve the loss of the best and most versatile agricultural land (grades 1-3). It should be placed behind other sites that do not take best and most versatile land. SANG requirement – assumed 4.28ha		
NWB.R2 - Land at Tylers Farm <i>(SR0072)</i>	21	9	Split site (50% greenfield and brownfield). Development of the site would involve the loss of the best and most versatile agricultural land (grades 1-3) and where that occurs it should be considered sequentially after land that does not. SANG requirement – assumed 0.4ha		
NWB.R3 - Land south of Vicarage Lane <i>(SR-0076, SR-0158A)</i>	728	291	This site is greenfield and development of the site would involve the loss of the best and most versatile agricultural land (grades 1-3). It should be placed behind other sites that do not take best and most versatile land. SANG requirement – assumed 13.98ha		
NWB.R4 - Land at Chase Farm <i>(SR-0455)</i>	27	11	SANG requirement – assumed 0.52ha		
NWB.R5 - Land at The Acorns, Chase Farm <i>(SR-0991)</i>	51	20	SANG requirement – assumed 0.98ha		

Appendix 5
Viability Review of Selected Sites
Referred to Under Issue 1(6)

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 1 Viability

Prepared for Quinn Estates
WITHOUT PREJUDICE

Development Appraisal
Prepared by Tim Mitford Slade MLE MRICS
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19 February 2019

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 1 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	19	950.00	6,000.00	300,000	5,700,000
2 bed apartments	29	2,175.00	5,800.00	435,000	12,615,000
3 bed apartments	5	410.00	5,600.00	459,200	2,296,000
1 bed apartments affordable	12	600.00	3,600.00	180,000	2,160,000
2 bed apartments affordable	20	1,500.00	3,480.00	261,000	5,220,000
3 bed apartments affordable	4	328.00	3,360.00	275,520	1,102,080
Totals	89	5,963.00			29,093,080

NET REALISATION

29,093,080

OUTLAY

ACQUISITION COSTS

Residualised Price (1.60 Ha 2,221,223.00 pHect)	3,553,957	
		3,553,957
Stamp Duty	167,198	
Agent Fee	1.50%	53,309
Legal Fee	0.75%	26,655
		247,162

CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	950.00 m²	1,236.44 pm²	1,174,618	
2 bed apartments	2,175.00 m²	1,236.44 pm²	2,689,257	
3 bed apartments	410.00 m²	1,236.44 pm²	506,940	
1 bed apartments affordable	600.00 m²	1,236.44 pm²	741,864	
2 bed apartments affordable	1,500.00 m²	1,236.44 pm²	1,854,660	
3 bed apartments affordable	328.00 m²	1,236.44 pm²	405,552	
common areas	894.00 m²	850.00 pm²	759,900	
undercroft car park	3,429.00 m²	600.00 pm²	2,057,400	
Totals	10,286.00 m²		10,190,192	10,190,192

Contingency	5.00%	631,610	
Main Contractor Prelims	14.00%	1,768,509	
Main Contractor Overheads & Profit	10.00%	1,263,221	
Demolition		80,000	
Externals		1,677,017	
S106 Allowance	89.00 un 12,000.00 /un	1,068,000	
			6,488,358

Other Construction

Abnormals	685,000	
		685,000

PROFESSIONAL FEES

All Professional Fees	10.00%	1,263,221	
			1,263,221

DISPOSAL FEES

Sales Agent & Marketing Fee	3.00%	618,330	
Affordable Sales & Legals	1.00%	84,821	
Sales Legal Fee	53.00 un 750.00 /un	39,750	
			742,901

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)			
Land		363,678	
Construction		625,604	
Other		301,390	
Total Finance Cost			1,290,672

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 1 Viability

TOTAL COSTS	24,461,462
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PROFIT	4,631,618
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Performance Measures

Profit on Cost%	18.93%
Profit on GDV%	15.92%
Profit on NDV%	15.92%

IRR	23.60%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 1 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Oct 2021
Project Duration (Inc Exit Period)	33 months

Phase Phase 1



North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 2 Viability

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Development Appraisal
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19 February 2019

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 2 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	19	950.00	6,000.00	300,000	5,700,000
2 bed apartments	29	2,175.00	5,800.00	435,000	12,615,000
3 bed apartments	5	410.00	5,600.00	459,200	2,296,000
1 bed apartments affordable	12	600.00	3,600.00	180,000	2,160,000
2 bed apartments affordable	20	1,500.00	3,480.00	261,000	5,220,000
3 bed apartments affordable	4	328.00	3,360.00	275,520	1,102,080
Totals	89	5,963.00			29,093,080

NET REALISATION

29,093,080

OUTLAY

ACQUISITION COSTS

Residualised Price (Negative land)	(7,756,206)	(7,756,206)
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CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	950.00 m ²	1,236.44 pm ²	1,174,618	
2 bed apartments	2,175.00 m ²	1,236.44 pm ²	2,689,257	
3 bed apartments	410.00 m ²	1,236.44 pm ²	506,940	
1 bed apartments affordable	600.00 m ²	1,236.44 pm ²	741,864	
2 bed apartments affordable	1,500.00 m ²	1,236.44 pm ²	1,854,660	
3 bed apartments affordable	328.00 m ²	1,236.44 pm ²	405,552	
common areas	894.00 m ²	850.00 pm ²	759,900	
undercroft car park	17,829.00 m ²	600.00 pm ²	10,697,400	
Totals	24,686.00 m²		18,830,192	18,830,192

Contingency	5.00%	1,063,610	
Main Contractor Prelims	14.00%	2,978,109	
Main Contractor Overheads & Profit	10.00%	2,127,221	
Demolition		80,000	
Externals		1,677,017	
S106 Allowance	89.00 un 12,000.00 /un	1,068,000	
			8,993,958

Other Construction

Abnormals	685,000	685,000
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PROFESSIONAL FEES

All Professional Fees	10.00%	2,127,221	2,127,221
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DISPOSAL FEES

Sales Agent & Marketing Fee	3.00%	618,330	
Affordable Sales & Legals	1.00%	84,821	
Sales Legal Fee	53.00 un 750.00 /un	39,750	
			742,901

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)			
Land		(623,104)	
Construction		1,160,113	
Other		301,390	
Total Finance Cost			838,400

TOTAL COSTS

24,461,465

PROFIT

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 2 Viability

4,631,615

Performance Measures

Profit on Cost%	18.93%
Profit on GDV%	15.92%
Profit on NDV%	15.92%
IRR	37.20%
Profit Erosion (finance rate 6.500%)	2 yrs 8 mths

North Weald Site Appraisals
Site 1 London Underground Car Park Epping
Option 2 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Oct 2021
Project Duration (Inc Exit Period)	33 months

Phase Phase 1



North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 1 Viability

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North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 1 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	9	450.00	5,900.00	295,000	2,655,000
2 bed apartments	15	1,125.00	5,700.00	427,500	6,412,500
3 bed apartments	3	246.00	5,500.00	451,000	1,353,000
1 bed apartments affordable	6	300.00	3,540.00	177,000	1,062,000
2 bed apartments affordable	10	750.00	3,420.00	256,500	2,565,000
3 bed apartments affordable	2	164.00	3,300.00	270,600	541,200
Totals	45	3,035.00			14,588,700

NET REALISATION

14,588,700

OUTLAY

ACQUISITION COSTS

Residualised Price (0.56 Ha 3,431,484.91 pHect)	1,921,632	
		1,921,632
Stamp Duty	85,582	
Agent Fee	1.50%	28,824
Legal Fee	0.75%	14,412
		128,818

CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	450.00 m²	1,236.44 pm²	556,398	
2 bed apartments	1,125.00 m²	1,236.44 pm²	1,390,995	
3 bed apartments	246.00 m²	1,236.44 pm²	304,164	
1 bed apartments affordable	300.00 m²	1,236.44 pm²	370,932	
2 bed apartments affordable	750.00 m²	1,236.44 pm²	927,330	
3 bed apartments affordable	164.00 m²	1,236.44 pm²	202,776	
common areas	455.00 m²	850.00 pm²	386,750	
undercroft car park	1,745.00 m²	600.00 pm²	1,047,000	
Totals	5,235.00 m²		5,186,345	5,186,345

Contingency	5.00%	315,291	
Main Contractor Prelims	14.00%	882,816	
Main Contractor Overheads & Profit	10.00%	630,583	
Demolition		58,000	
Externals		770,983	
S106 Allowance	45.00 un	12,000.00 /un	540,000
			3,197,673

Other Construction

Abnormals		290,500	
			290,500

PROFESSIONAL FEES

All Professional Fees	10.00%	630,583	
			630,583

DISPOSAL FEES

Sales Agent & Marketing Fee	3.00%	312,615	
Affordable Sales & Legals	1.00%	41,682	
Sales Legal Fee	27.00 un	750.00 /un	20,250
			374,547

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)			
Land		196,180	
Construction		295,954	
Other		32,275	
Total Finance Cost			524,410

North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 1 Viability

TOTAL COSTS 12,254,508

PROFIT 2,334,192

Performance Measures

Profit on Cost%	19.05%
Profit on GDV%	16.00%
Profit on NDV%	16.00%

IRR	29.22%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
 Site 2 Cottis Lane Car Park Epping
 Option 1 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jan 2021
Project Duration (Inc Exit Period)	24 months

Phase Phase 1



North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 2 Viability

Prepared for Quinn Estates
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**North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 2 Viability**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	9	450.00	5,900.00	295,000	2,655,000
2 bed apartments	15	1,125.00	5,700.00	427,500	6,412,500
3 bed apartments	3	246.00	5,500.00	451,000	1,353,000
1 bed apartments affordable	6	300.00	3,540.00	177,000	1,062,000
2 bed apartments affordable	10	750.00	3,420.00	256,500	2,565,000
3 bed apartments affordable	<u>2</u>	<u>164.00</u>	3,300.00	270,600	<u>541,200</u>
Totals	45	3,035.00			14,588,700

NET REALISATION

14,588,700

OUTLAY

ACQUISITION COSTS

Residualised Price (Negative land)	(1,975,053)	(1,975,053)
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CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	450.00 m ²	1,236.44 pm ²	556,398	
2 bed apartments	1,125.00 m ²	1,236.44 pm ²	1,390,995	
3 bed apartments	246.00 m ²	1,236.44 pm ²	304,164	
1 bed apartments affordable	300.00 m ²	1,236.44 pm ²	370,932	
2 bed apartments affordable	750.00 m ²	1,236.44 pm ²	927,330	
3 bed apartments affordable	164.00 m ²	1,236.44 pm ²	202,776	
common areas	455.00 m ²	850.00 pm ²	386,750	
undercroft car park	<u>6,785.00 m²</u>	600.00 pm ²	<u>4,071,000</u>	
Totals	10,275.00 m²		8,210,345	8,210,345

Contingency	5.00%	466,491	
Main Contractor Prelims	14.00%	1,306,176	
Main Contractor Overheads & Profit	10.00%	932,983	
Demolition		58,000	
Externals		770,983	
S106 Allowance	45.00 un 12,000.00 /un	540,000	
			4,074,633

Other Construction

Abnormals	290,500	290,500
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PROFESSIONAL FEES

All Professional Fees	10.00%	932,983	932,983
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DISPOSAL FEES

Sales Agent & Marketing Fee	3.00%	312,615	
Affordable Sales & Legals	1.00%	41,682	
Sales Legal Fee	27.00 un 750.00 /un	20,250	
			374,547

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)			
Land		(168,755)	
Construction		483,033	
Other		32,275	
Total Finance Cost			346,553

TOTAL COSTS

12,254,508

PROFIT

North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 2 Viability

2,334,192

Performance Measures

Profit on Cost%	19.05%
Profit on GDV%	16.00%
Profit on NDV%	16.00%

IRR	42.36%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 2 Cottis Lane Car Park Epping
Option 2 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jan 2021
Project Duration (Inc Exit Period)	24 months

Phase Phase 1



North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 1 Viability

Prepared for Quinn Estates
WITHOUT PREJUDICE

Development Appraisal
Prepared by Tim Mitford Slade MLE MRICS
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19 February 2019

North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 1 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m ²	Rate m ²	Unit Price	Gross Sales
1 bed apartments	6	300.00	5,900.00	295,000	1,770,000
2 bed apartments	10	750.00	5,700.00	427,500	4,275,000
3 bed apartments	2	164.00	5,500.00	451,000	902,000
1 bed apartments affordable	5	250.00	3,540.00	177,000	885,000
2 bed apartments affordable	7	525.00	3,420.00	256,500	1,795,500
3 bed apartments affordable	<u>1</u>	<u>82.00</u>	3,300.00	270,600	<u>270,600</u>
Totals	31	2,071.00			9,898,100

NET REALISATION

9,898,100

OUTLAY

ACQUISITION COSTS

Residualised Price (0.42 Ha 3,428,402.46 pHect)		1,439,929	
			1,439,929
Stamp Duty		61,496	
Agent Fee	1.50%	21,599	
Legal Fee	0.75%	10,799	
			93,895

CONSTRUCTION COSTS

Construction	m ²	Rate m ²	Cost	
1 bed apartments	300.00 m ²	1,236.44 pm ²	370,932	
2 bed apartments	750.00 m ²	1,236.44 pm ²	927,330	
3 bed apartments	164.00 m ²	1,236.44 pm ²	202,776	
1 bed apartments affordable	250.00 m ²	1,236.44 pm ²	309,110	
2 bed apartments affordable	525.00 m ²	1,236.44 pm ²	649,131	
3 bed apartments affordable	82.00 m ²	1,236.44 pm ²	101,388	
common areas	311.00 m ²	850.00 pm ²	264,350	
undercroft car park	<u>1,191.00 m²</u>	<u>600.00 pm²</u>	<u>714,600</u>	
Totals	3,573.00 m²		3,539,617	3,539,617

Contingency		5.00%	212,766	
Main Contractor Prelims		14.00%	595,745	
Main Contractor Overheads & Profit		10.00%	425,532	
Demolition			21,000	
Externals			543,704	
S106 Allowance	31.00 un	12,000.00 /un	372,000	
				2,170,747

Other Construction

Abnormals			151,000	
				151,000

PROFESSIONAL FEES

All Professional Fees		10.00%	425,532	
				425,532

DISPOSAL FEES

Sales Agent & Marketing Fee		3.00%	208,410	
Affordable Sales & Legals		1.00%	29,511	
Sales Legal Fee	18.00 un	750.00 /un	13,500	
				251,421

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)				
Land			119,483	
Construction			136,732	
Other			2,874	
Total Finance Cost				259,089

North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 1 Viability

TOTAL COSTS	8,331,231
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PROFIT	1,566,869
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Performance Measures

Profit on Cost%	18.81%
Profit on GDV%	15.83%
Profit on NDV%	15.83%

IRR	37.83%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 1 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jul 2020
Project Duration (Inc Exit Period)	18 months

Phase Phase 1



North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 2 Viability

Prepared for Quinn Estates
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**North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 2 Viability**

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	6	300.00	5,900.00	295,000	1,770,000
2 bed apartments	10	750.00	5,700.00	427,500	4,275,000
3 bed apartments	2	164.00	5,500.00	451,000	902,000
1 bed apartments affordable	5	250.00	3,540.00	177,000	885,000
2 bed apartments affordable	7	525.00	3,420.00	256,500	1,795,500
3 bed apartments affordable	<u>1</u>	<u>82.00</u>	3,300.00	270,600	<u>270,600</u>
Totals	31	2,071.00			9,898,100

NET REALISATION

9,898,100

OUTLAY

ACQUISITION COSTS

Residualised Price (Negative land)	(1,508,930)	(1,508,930)
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CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	300.00 m²	1,236.44 pm²	370,932	
2 bed apartments	750.00 m²	1,236.44 pm²	927,330	
3 bed apartments	164.00 m²	1,236.44 pm²	202,776	
1 bed apartments affordable	250.00 m²	1,236.44 pm²	309,110	
2 bed apartments affordable	525.00 m²	1,236.44 pm²	649,131	
3 bed apartments affordable	82.00 m²	1,236.44 pm²	101,388	
common areas	311.00 m²	850.00 pm²	264,350	
undercroft car park	<u>4,971.00 m²</u>	600.00 pm²	<u>2,982,600</u>	
Totals	7,353.00 m²		5,807,617	5,807,617

Contingency	5.00%	326,166	
Main Contractor Prelims	14.00%	913,265	
Main Contractor Overheads & Profit	10.00%	652,332	
Demolition		21,000	
Externals		543,704	
S106 Allowance	31.00 un 12,000.00 /un	372,000	
			2,828,467

Other Construction

Abnormals		151,000	
			151,000

PROFESSIONAL FEES

All Professional Fees	10.00%	652,332	
			652,332

DISPOSAL FEES

Sales Agent & Marketing Fee	3.00%	208,410	
Affordable Sales & Legals	1.00%	29,511	
Sales Legal Fee	18.00 un 750.00 /un	13,500	
			251,421

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)			
Land		(104,822)	
Construction		251,271	
Other		2,874	
Total Finance Cost			149,323

TOTAL COSTS

8,331,231

PROFIT

North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 2 Viability

1,566,869

Performance Measures

Profit on Cost%	18.81%
Profit on GDV%	15.83%
Profit on NDV%	15.83%
IRR	64.00%
Profit Erosion (finance rate 6.500%)	2 yrs 8 mths

North Weald Site Appraisals
Site 3 Bakers Lane Car Park Epping
Option 2 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jul 2020
Project Duration (Inc Exit Period)	18 months

Phase Phase 1



North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 1 Viability

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North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 1 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation

	Units	m ²	Rate m ²	Unit Price	Gross Sales
1 bed apartments	34	1,700.00	5,900.00	295,000	10,030,000
2 bed apartments	55	4,125.00	5,700.00	427,500	23,512,500
3 bed apartments	10	820.00	5,500.00	451,000	4,510,000
1 bed apartments affordable	24	1,200.00	3,540.00	177,000	4,248,000
2 bed apartments affordable	36	2,700.00	3,420.00	256,500	9,234,000
3 bed apartments affordable	6	492.00	3,300.00	270,600	1,623,600
Totals	165	11,037.00			53,158,100

NET REALISATION

53,158,100

OUTLAY

ACQUISITION COSTS

Residualised Price (1.62 Ha 4,002,861.55 pHect)		6,484,636	
			6,484,636
Stamp Duty		313,732	
Agent Fee	1.50%	97,270	
Legal Fee	0.75%	48,635	
			459,636

CONSTRUCTION COSTS

Construction	m ²	Rate m ²	Cost	
1 bed apartments	1,700.00 m ²	1,236.44 pm ²	2,101,948	
2 bed apartments	4,125.00 m ²	1,236.44 pm ²	5,100,315	
3 bed apartments	820.00 m ²	1,236.44 pm ²	1,013,881	
1 bed apartments affordable	1,200.00 m ²	1,236.44 pm ²	1,483,728	
2 bed apartments affordable	2,700.00 m ²	1,236.44 pm ²	3,338,388	
3 bed apartments affordable	492.00 m ²	1,236.44 pm ²	608,328	
common areas	1,656.00 m ²	850.00 pm ²	1,407,600	
undercroft car park	6,347.00 m ²	600.00 pm ²	3,808,200	
Totals	19,040.00 m²		18,862,388	18,862,388

Contingency		5.00%	1,096,461	
Main Contractor Prelims		14.00%	3,070,090	
Main Contractor Overheads & Profit		10.00%	2,192,921	
Demolition			111,000	
Externals			2,073,825	
S106 Allowance	165.00 un	12,000.00 /un	1,980,000	
				10,524,297

Other Construction

Abnormals			882,000	
				882,000

PROFESSIONAL FEES

All Professional Fees		10.00%	2,192,921	
				2,192,921

DISPOSAL FEES

Sales Agent & Marketing Fee		3.00%	1,141,575	
Affordable Sales & Legals		1.00%	151,056	
Sales Legal Fee	99.00 un	750.00 /un	74,250	
				1,366,881

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)				
Land			913,695	
Construction			1,606,943	
Other			1,348,775	
Total Finance Cost				3,869,413

North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 1 Viability

TOTAL COSTS 44,642,173

PROFIT 8,515,927

Performance Measures

Profit on Cost%	19.08%
Profit on GDV%	16.02%
Profit on NDV%	16.02%

IRR	16.36%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 1 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jul 2023
Project Duration (Inc Exit Period)	54 months

Phase Phase 1



North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 2 Viability

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North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 2 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m²	Rate m²	Unit Price	Gross Sales
1 bed apartments	34	1,700.00	5,900.00	295,000	10,030,000
2 bed apartments	55	4,125.00	5,700.00	427,500	23,512,500
3 bed apartments	10	820.00	5,500.00	451,000	4,510,000
1 bed apartments affordable	24	1,200.00	3,540.00	177,000	4,248,000
2 bed apartments affordable	36	2,700.00	3,420.00	256,500	9,234,000
3 bed apartments affordable	6	492.00	3,300.00	270,600	1,623,600
Totals	165	11,037.00			53,158,100

NET REALISATION

53,158,100

OUTLAY

ACQUISITION COSTS

Residualised Price (1.62 Ha 351,221.45 pHect)		568,979	
			568,979
Stamp Duty		17,949	
Agent Fee	1.50%	8,535	
Legal Fee	0.75%	4,267	
			30,751

CONSTRUCTION COSTS

Construction	m²	Rate m²	Cost	
1 bed apartments	1,700.00 m²	1,236.44 pm²	2,101,948	
2 bed apartments	4,125.00 m²	1,236.44 pm²	5,100,315	
3 bed apartments	820.00 m²	1,236.44 pm²	1,013,881	
1 bed apartments affordable	1,200.00 m²	1,236.44 pm²	1,483,728	
2 bed apartments affordable	2,700.00 m²	1,236.44 pm²	3,338,388	
3 bed apartments affordable	492.00 m²	1,236.44 pm²	608,328	
common areas	1,656.00 m²	850.00 pm²	1,407,600	
undercroft car park	14,447.00 m²	600.00 pm²	8,668,200	
Totals	27,140.00 m²		23,722,388	23,722,388

Contingency		5.00%	1,339,899	
Main Contractor Prelims		14.00%	3,751,717	
Main Contractor Overheads & Profit		10.00%	2,679,798	
Demolition			111,000	
Externals			2,082,590	
S106 Allowance	165.00 un	12,000.00 /un	1,980,000	
				11,945,004

Other Construction

Abnormals			882,000	
				882,000

PROFESSIONAL FEES

All Professional Fees		10.00%	2,679,798	
				2,679,798

DISPOSAL FEES

Sales Agent & Marketing Fee		3.00%	1,141,575	
Affordable Sales & Legals		1.00%	151,056	
Sales Legal Fee	99.00 un	750.00 /un	74,250	
				1,366,881

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)				
Land			78,910	
Construction			2,018,687	
Other			1,348,775	
Total Finance Cost				3,446,372

North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 2 Viability

TOTAL COSTS 44,642,172

PROFIT 8,515,928

Performance Measures

Profit on Cost%	19.08%
Profit on GDV%	16.02%
Profit on NDV%	16.02%

IRR	17.47%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 4 London Underground Car Park Loughton
Option 2 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Jul 2023
Project Duration (Inc Exit Period)	54 months

Phase Phase 1



North Weald Site Appraisals
Site 5 Debden London Underground Car Park
Option 1 Viability

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North Weald Site Appraisals
Site 5 Debden London Underground Car Park
Option 1 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation

	Units	m ²	Rate m ²	Unit Price	Gross Sales
1 bed apartments	40	2,000.00	6,000.00	300,000	12,000,000
2 bed apartments	69	5,175.00	5,800.00	435,000	30,015,000
3 bed apartments	6	492.00	5,600.00	459,200	2,755,200
1 bed apartments affordable	27	1,350.00	3,600.00	180,000	4,860,000
2 bed apartments affordable	46	3,450.00	3,480.00	261,000	12,006,000
3 bed apartments affordable	4	328.00	3,360.00	275,520	1,102,080
Totals	192	12,795.00			62,738,280

NET REALISATION

62,738,280

OUTLAY

ACQUISITION COSTS

Residualised Price (1.66 Ha 6,342,082.38 pHect)		10,527,857	
			10,527,857
Agent Fee	1.50%	157,918	
Legal Fee	0.75%	78,959	
			236,877

CONSTRUCTION COSTS

Construction

	m ²	Rate m ²	Cost	
1 bed apartments	2,000.00 m ²	1,236.44 pm ²	2,472,880	
2 bed apartments	5,175.00 m ²	1,236.44 pm ²	6,398,577	
3 bed apartments	492.00 m ²	1,236.44 pm ²	608,328	
1 bed apartments affordable	1,350.00 m ²	1,236.44 pm ²	1,669,194	
2 bed apartments affordable	3,450.00 m ²	1,236.44 pm ²	4,265,718	
3 bed apartments affordable	328.00 m ²	1,236.44 pm ²	405,552	
common areas	1,919.00 m ²	850.00 pm ²	1,631,150	
undercroft car park	4,856.00 m ²	600.00 pm ²	2,913,600	
Totals	19,570.00 m²		20,365,000	20,365,000

Contingency		5.00%	1,184,428	
Main Contractor Prelims		14.00%	3,316,398	
Main Contractor Overheads & Profit		10.00%	2,368,856	
Demolition			83,000	
Externals			2,202,556	
S106 Allowance	192.00 un	12,000.00 /un	2,304,000	
				11,459,237

Other Construction

Abnormals			1,038,000	
				1,038,000

PROFESSIONAL FEES

All Professional Fees		10.00%	2,368,856	
				2,368,856

DISPOSAL FEES

Sales Agent & Marketing Fee		3.00%	1,343,106	
Affordable Sales & Legals		1.00%	179,681	
Sales Legal Fee	115.00 un	750.00 /un	86,250	
				1,609,037

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)				
Land			1,416,373	
Construction			1,792,178	
Other			1,893,018	
Total Finance Cost				5,101,570

North Weald Site Appraisals

Site 5 Debden London Underground Car Park

Option 1 Viability

TOTAL COSTS	52,706,432
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PROFIT	10,031,848
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Performance Measures

Profit on Cost%	19.03%
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Profit on GDV%	15.99%
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Profit on NDV%	15.99%
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IRR	15.15%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
Site 5 Debden London Underground Car Park
Option 1 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Dec 2023
Project Duration (Inc Exit Period)	59 months

Phase Phase 1



North Weald Site Appraisals
Site 5 Debden London Underground Car Park
Option 2 Viability

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North Weald Site Appraisals
Site 5 Debden London Underground Car Park
Option 2 Viability

Summary Appraisal for Phase 1

Currency in £

REVENUE

Sales Valuation	Units	m ²	Rate m ²	Unit Price	Gross Sales
1 bed apartments	40	2,000.00	6,000.00	300,000	12,000,000
2 bed apartments	69	5,175.00	5,800.00	435,000	30,015,000
3 bed apartments	6	492.00	5,600.00	459,200	2,755,200
1 bed apartments affordable	27	1,350.00	3,600.00	180,000	4,860,000
2 bed apartments affordable	46	3,450.00	3,480.00	261,000	12,006,000
3 bed apartments affordable	4	328.00	3,360.00	275,520	1,102,080
Totals	192	12,795.00			62,738,280

NET REALISATION

62,738,280

OUTLAY

ACQUISITION COSTS

Residualised Price (1.66 Ha 3,665,765.05 pHect)		6,085,170	
			6,085,170
Agent Fee	1.50%	91,278	
Legal Fee	0.75%	45,639	
			136,916

CONSTRUCTION COSTS

Construction	m ²	Rate m ²	Cost	
1 bed apartments	2,000.00 m ²	1,236.44 pm ²	2,472,880	
2 bed apartments	5,175.00 m ²	1,236.44 pm ²	6,398,577	
3 bed apartments	492.00 m ²	1,236.44 pm ²	608,328	
1 bed apartments affordable	1,350.00 m ²	1,236.44 pm ²	1,669,194	
2 bed apartments affordable	3,450.00 m ²	1,236.44 pm ²	4,265,718	
3 bed apartments affordable	328.00 m ²	1,236.44 pm ²	405,552	
common areas	1,919.00 m ²	850.00 pm ²	1,631,150	
undercroft car park	10,666.00 m ²	600.00 pm ²	6,399,600	
Totals	25,380.00 m²		23,851,000	23,851,000

Contingency		5.00%	1,358,728	
Main Contractor Prelims		14.00%	3,804,438	
Main Contractor Overheads & Profit		10.00%	2,717,456	
Demolition			83,000	
Externals			2,202,556	
S106 Allowance	192.00 un	12,000.00 /un	2,304,000	
				12,470,177

Other Construction

Abnormals			1,038,000	
				1,038,000

PROFESSIONAL FEES

All Professional Fees		10.00%	2,717,456	
				2,717,456

DISPOSAL FEES

Sales Agent & Marketing Fee		3.00%	1,343,106	
Affordable Sales & Legals		1.00%	179,681	
Sales Legal Fee	115.00 un	750.00 /un	86,250	
				1,609,037

FINANCE

Debit Rate 6.500%, Credit Rate 1.500% (Nominal)				
Land			818,673	
Construction			2,086,984	
Other			1,893,018	
Total Finance Cost				4,798,675

North Weald Site Appraisals
 Site 5 Debden London Underground Car Park
 Option 2 Viability

TOTAL COSTS **52,706,430**

PROFIT **10,031,850**

Performance Measures

Profit on Cost%	19.03%
Profit on GDV%	15.99%
Profit on NDV%	15.99%

IRR	15.65%
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Profit Erosion (finance rate 6.500%)	2 yrs 8 mths
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North Weald Site Appraisals
 Site 5 Debden London Underground Car Park
 Option 2 Viability

Project Timescale Summary

Project Start Date	Feb 2019
Project End Date	Dec 2023
Project Duration (Inc Exit Period)	59 months

Phase Phase 1



Appendix 6
Order of Cost Estimates of Selected Sites
Referred to Under Issue 1(6)

Quinn Estates North Weald Site Appraisals Site 1 (Option 1) - London Underground Car Park, Epping Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	6857 m2	
	73781 ft2	
Construction Works Estimate	14,400,718.00	Total (A) - see details below
Contract Cost Estimate	14,400,718.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	14,400,718.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	80,000	Refer to build-up	12	1.08
1.02	Construction Works	10,190,192	Refer to build-up	1,486	138.11
1.03	Site Works	1,677,017	Refer to build-up	245	22.73
1.04	Site Abnormals	685,000	Refer to build-up	100	9.28
	Sub-Total	12,632,209		1,842	171
2	Main Contractor's Preliminaries Estimate	1,768,509	based on 14.0%	258	24
	Sub-Total	14,400,718		2,100	195
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		14,400,718		2,100	195
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	14,400,718		2,100	195
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	Excluded	0	0.00
6.2	Professional / Design Fees	-	Excluded	0	0.00
6.3	Surveys / Reports	-	Excluded	0	0
(B) Contract Cost Estimate (Total)		14,400,718		2,100	195
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	14,400,718		2,100	195
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	14,400,718		2,100	195
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		14,400,718		2,100	195

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					80,000.00	
1.1 - Demolitions						
1.1.1	Assume no works required				Excl	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance, incl. reduce level dig	16,000	m2	5.00	80,000.00	Allowance based on site area
2 - Construction Works					10,190,192.00	
2.1 - Dwellings						
2.1.1	Apartments (say 89nr units as draft allocation)					
	1 bed apartments - say 31nr @ 50m2 (35%)	1,550	m2	1,236.44	1,916,483.05	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 49nr @ 75m2 (55%)	3,675	m2	1,236.44	4,543,919.49	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 9nr @ 82m2 (10%)	738	m2	1,236.44	912,493.22	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	894	m2	850.00	759,900.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	3,429	m2	600.00	2,057,400.00	Assume undercroft parking beneath apartments
	Rounding				(4.00)	
3 - Site Works					1,677,017.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,400	m2	150.00	360,000.00	
b	Private roads and parking courts - say 10% of site area	1,600	m2	110.00	176,000.00	
c	Footpaths - say 10% of site area	1,600	m2	75.00	120,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	6,971	m2	30.00	209,130.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	9,029	m2	35.00	316,015.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	6,857	m2	30.00	205,710.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	100,000.00	100,000.00	Assume new substation required
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	89	nr	400.00	35,600.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	89	nr	200.00	17,800.00	Service trenching - reduced per unit as apartments
	Rounding				12.00	
4 - Site Abnormals					685,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,000	m2	30.00	480,000.00	
b	hotspots from fuel/oil spills	1	item	20,000.00	20,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	50,000.00	50,000.00	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	50,000.00	50,000.00	
b	Sheet piling / shoring up railway boundary	200	m	300.00	60,000.00	
c	Monitoring works	1	item	25,000.00	25,000.00	
Total					12,632,209.00	

Quinn Estates North Weald Site Appraisals Site 1 (Option 2) - London Underground Car Park, Epping Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	6857 m2	
	73781 ft2	
Construction Works Estimate	24,250,318.00	Total (A) - see details below
Contract Cost Estimate	24,250,318.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	24,250,318.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	80,000	Refer to build-up	12	1.08
1.02	Construction Works	18,830,192	Refer to build-up	2,746	255.22
1.03	Site Works	1,677,017	Refer to build-up	245	22.73
1.04	Site Abnormals	685,000	Refer to build-up	100	9.28
	Sub-Total	21,272,209		3,102	288
2	Main Contractor's Preliminaries Estimate	2,978,109	based on 14.0%	434	40
	Sub-Total	24,250,318		3,537	329
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		24,250,318		3,537	329
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	24,250,318		3,537	329
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		24,250,318		3,537	329
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	24,250,318		3,537	329
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	24,250,318		3,537	329
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		24,250,318		3,537	329

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					80,000.00	
1.1 - Demolitions						
1.1.1	Assume no works required				Excl	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance, incl. reduce level dig	16,000	m2	5.00	80,000.00	Allowance based on site area
2 - Construction Works					18,830,192.00	
2.1 - Dwellings						
2.1.1	Apartments (say 89nr units as draft allocation)					
	1 bed apartments - say 31nr @ 50m2 (35%)	1,550.00	m2	1,236.44	1,916,483.05	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 49nr @ 75m2 (55%)	3,675.00	m2	1,236.44	4,543,919.49	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 9nr @ 82m2 (10%)	738.00	m2	1,236.44	912,493.22	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	894.00	m2	850.00	759,900.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	3,429.00	m2	600.00	2,057,400.00	Assume undercroft parking beneath apartments
2.2.2	Car park - say 90% of site should station car park be retained	#####	m2	600.00	8,640,000.00	Currently has 534 nr spaces - re-build @ £15k/space = £8m
	Rounding				(4.00)	
3 - Site Works					1,677,017.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,400.00	m2	150.00	360,000.00	
b	Private roads and parking courts - say 10% of site area	1,600.00	m2	110.00	176,000.00	
c	Footpaths - say 10% of site area	1,600.00	m2	75.00	120,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	6,971.00	m2	30.00	209,130.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	9,029.00	m2	35.00	316,015.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	6,857.00	m2	30.00	205,710.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	100,000.00	100,000.00	Assume new substation required
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	89	nr	250.00	22,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	89	nr	400.00	35,600.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	89	nr	200.00	17,800.00	Service trenching - reduced per unit as apartments
	Rounding				12.00	
4 - Site Abnormals					685,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,000	m2	30.00	480,000.00	
b	hotspots from fuel/oil spills	1	item	20,000.00	20,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	50,000.00	50,000.00	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	50,000.00	50,000.00	
b	Sheet piling / shoring up railway boundary	200	m	300.00	60,000.00	
c	Monitoring works	1	item	25,000.00	25,000.00	
Total					21,272,209.00	

Quinn Estates

North Weald Site Appraisals

Site 2 (Option 1) - Cottis Lane Car Park, Epping

Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	3490 m2	
	37552 ft2	
Construction Works Estimate	7,188,644.00	Total (A) - see details below
Contract Cost Estimate	7,188,644.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	7,188,644.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	58,000	Refer to build-up	17	1.54
1.02	Construction Works	5,186,345	Refer to build-up	1,486	138.11
1.03	Site Works	770,983	Refer to build-up	221	20.53
1.04	Site Anormals	290,500	Refer to build-up	83	7.74
	Sub-Total	6,305,828		1,807	168
2	Main Contractor's Preliminaries Estimate	882,816	based on 14.0%	253	24
	Sub-Total	7,188,644		2,060	191
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		7,188,644		2,060	191
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	7,188,644		2,060	191
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		7,188,644		2,060	191
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	7,188,644		2,060	191
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	7,188,644		2,060	191
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		7,188,644		2,060	191

Quinn Estates
North Weald Site Appraisals
Site 2 (Option 1) - Cottis Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					58,000.00	
1.1 - Demolitions						
1.1.1	Removal of car park equipment, light columns and buried services	1	item	30,000.00	30,000.00	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	5,600	m2	5.00	28,000.00	Allowance based on site area
2 - Construction Works					5,186,345.00	
2.1 - Dwellings						
2.1.1	Apartments (say 45nr units as draft allocation)					
	1 bed apartments - say 15nr @ 50m2 (35%)	750	m2	1,236.44	927,330.51	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 25nr @ 75m2 (55%)	1,875	m2	1,236.44	2,318,326.27	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 5nr @ 82m2 (10%)	410	m2	1,236.44	506,940.68	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	455	m2	850.00	386,750.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	1,745	m2	600.00	1,047,000.00	Assume undercroft parking beneath apartments
	Rounding				(2.00)	
3 - Site Works					770,983.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	840	m2	150.00	126,000.00	
b	Private roads and parking courts - say 10% of site area	560	m2	100.00	56,000.00	
c	Footpaths - say 10% of site area	560	m2	75.00	42,000.00	
d	Upgrade to entrance to site / entrance road	1	it	50,000.00	50,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	1,895	m2	30.00	56,850.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	3,705	m2	35.00	129,675.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	3,490	m2	30.00	104,700.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	75,000.00	75,000.00	Assume new substation required
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	45	nr	400.00	18,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	45	nr	200.00	9,000.00	Service trenching - reduced per unit as apartments
	Rounding				8.00	
4 - Site Abnormals					290,500.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	5,600	m2	30.00	168,000.00	
b	hotspots from fuel/oil spills	1	item	30,000.00	30,000.00	
					-	
4.1.2	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary (270m)	270	m	200.00	54,000.00	
b	Secure boundaries (secure by design)	270	m	50.00	13,500.00	
c	Tree surgery / maintenance	1	item	25,000.00	25,000.00	
Total					6,305,828.00	

Quinn Estates
North Weald Site Appraisals
Site 2 (Option 2) - Cottis Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	3490 m2	
	37552 ft2	
Construction Works Estimate	10,636,004.00	Total (A) - see details below
Contract Cost Estimate	10,636,004.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	10,636,004.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	58,000	Refer to build-up	17	1.54
1.02	Construction Works	8,210,345	Refer to build-up	2,353	218.64
1.03	Site Works	770,983	Refer to build-up	221	20.53
1.04	Site Anormals	290,500	Refer to build-up	83	7.74
	Sub-Total	9,329,828		2,673	248
2	Main Contractor's Preliminaries Estimate	1,306,176	based on 14.0%	374	35
	Sub-Total	10,636,004		3,048	283
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		10,636,004		3,048	283
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	10,636,004		3,048	283
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		10,636,004		3,048	283
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	10,636,004		3,048	283
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	10,636,004		3,048	283
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		10,636,004		3,048	283

Quinn Estates
North Weald Site Appraisals
Site 2 (Option 2) - Cottis Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					58,000.00	
1.1 - Demolitions						
1.1.1	Removal of car park equipment, light columns and buried services	1	item	30,000.00	30,000.00	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	5,600	m2	5.00	28,000.00	Allowance based on site area
2 - Construction Works					8,210,345.00	
2.1 - Dwellings						
2.1.1	Apartments (say 45nr units as draft allocation)					
	1 bed apartments - say 15nr @ 50m2 (35%)	750	m2	1,236.44	927,330.51	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 25nr @ 75m2 (55%)	1,875	m2	1,236.44	2,318,326.27	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 5nr @ 82m2 (10%)	410	m2	1,236.44	506,940.68	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	455	m2	850.00	386,750.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	1,745	m2	600.00	1,047,000.00	Assume undercroft parking beneath apartments
2.2.2	Car park - say 90% of site should station car park be retained	5,040	m2	600.00	3,024,000.00	Currently has 213 nr spaces - re-build @ £15k/space = £3.2m
	Rounding				(2.00)	
3 - Site Works					770,983.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	840	m2	150.00	126,000.00	
b	Private roads and parking courts - say 10% of site area	560	m2	100.00	56,000.00	
c	Footpaths - say 10% of site area	560	m2	75.00	42,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	1,895	m2	30.00	56,850.00	
d	Upgrade to entrance to site / entrance road	1	it	50,000.00	50,000.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	3,705	m2	35.00	129,675.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	3,490	m2	30.00	104,700.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	75,000.00	75,000.00	Assume new substation required
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	30,000.00	30,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	45	nr	400.00	18,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	45	nr	200.00	9,000.00	Service trenching - reduced per unit as apartments
	Rounding				8.00	
4 - Site Abnormals					290,500.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	5,600	m2	30.00	168,000.00	
b	hotspots from fuel/oil spills	1	item	30,000.00	30,000.00	
4.1.2	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary (270m)	270	m	200.00	54,000.00	
b	Secure boundaries (secure by design)	270	m	50.00	13,500.00	
c	Tree surgery / maintenance	1	item	25,000.00	25,000.00	
Total					9,329,828.00	

Quinn Estates

North Weald Site Appraisals

Site 3 (Option 1) - Bakers Lane Car Park, Epping

Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	2382 m2	
	25630 ft2	
Construction Works Estimate	4,851,066.00	Total (A) - see details below
Contract Cost Estimate	4,851,066.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	4,851,066.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	21,000	Refer to build-up	9	0.82
1.02	Construction Works	3,539,617	Refer to build-up	1,486	138.10
1.03	Site Works	543,704	Refer to build-up	228	21.21
1.04	Site Anormals	151,000	Refer to build-up	63	5.89
	Sub-Total	4,255,321		1,786	166
2	Main Contractor's Preliminaries Estimate	595,745	based on 14.0%	250	23
	Sub-Total	4,851,066		2,037	189
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		4,851,066		2,037	189
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	4,851,066		2,037	189
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		4,851,066		2,037	189
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	4,851,066		2,037	189
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	4,851,066		2,037	189
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		4,851,066		2,037	189

Quinn Estates
North Weald Site Appraisals
Site 3 (Option 1) - Bakers Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition						21,000.00
1.1 - Demolitions						
1.1.1	Assume no works required				Excl	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	4,200	m2	5.00	21,000.00	Allowance based on site area
2 - Construction Works						3,539,617.00
2.1 - Dwellings						
2.1.1	Apartments (say 31nr units as draft allocation)					
	1 bed apartments - say 11nr @ 50m2 (35%)	550	m2	1,236.44	680,042.37	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 17nr @ 75m2 (55%)	1,275	m2	1,236.44	1,576,461.86	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 3nr @ 82m2 (10%)	246	m2	1,236.44	304,164.41	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	311	m2	850.00	264,350.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	1,191	m2	600.00	714,600.00	Assume undercroft parking beneath apartments
	Rounding				(2.00)	
3 - Site Works						543,704.00
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	630	m2	150.00	94,500.00	
b	Private roads and parking courts - say 10% of site area	420	m2	110.00	46,200.00	
c	Footpaths - say 10% of site area	420	m2	75.00	31,500.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	1,539	m2	30.00	46,170.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	2,661	m2	35.00	93,135.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	2,382	m2	30.00	71,460.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	50,000.00	50,000.00	Assume new substation required
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	20,000.00	20,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	20,000.00	20,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	45	nr	400.00	18,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	45	nr	200.00	9,000.00	Service trenching - reduced per unit as apartments
	Rounding				(11.00)	
4 - Site Abnormals						151,000.00
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	4,200	m2	30.00	126,000.00	
b	hotspots from fuel/oil spills	1	item	25,000.00	25,000.00	
					-	
Total					4,255,321.00	

Quinn Estates
North Weald Site Appraisals
Site 3 (Option 2) - Bakers Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	2382 m2	
	25630 ft2	
Construction Works Estimate	7,436,586.00	Total (A) - see details below
Contract Cost Estimate	7,436,586.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	7,436,586.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	21,000	Refer to build-up	9	0.82
1.02	Construction Works	5,807,617	Refer to build-up	2,438	226.59
1.03	Site Works	543,704	Refer to build-up	228	21.21
1.04	Site Anormals	151,000	Refer to build-up	63	5.89
	Sub-Total	6,523,321		2,739	255
2	Main Contractor's Preliminaries Estimate	913,265	based on 14.0%	383	36
	Sub-Total	7,436,586		3,122	290
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		7,436,586		3,122	290
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	7,436,586		3,122	290
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		7,436,586		3,122	290
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	7,436,586		3,122	290
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	7,436,586		3,122	290
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		7,436,586		3,122	290

Quinn Estates
North Weald Site Appraisals
Site 3 (Option 2) - Bakers Lane Car Park, Epping
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition						21,000.00
1.1 - Demolitions						
1.1.1	Assume no works required				Excl	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	4,200	m2	5.00	21,000.00	Allowance based on site area
2 - Construction Works						5,807,617.00
2.1 - Dwellings						
2.1.1	Apartments (say 31nr units as draft allocation)					
	1 bed apartments - say 11nr @ 50m2 (35%)	550	m2	1,236.44	680,042.37	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 17nr @ 75m2 (55%)	1,275	m2	1,236.44	1,576,461.86	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 3nr @ 82m2 (10%)	246	m2	1,236.44	304,164.41	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	311	m2	850.00	264,350.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	1,191	m2	600.00	714,600.00	Assume undercroft parking beneath apartments
2.2.2	Car park - say 90% of site should station car park be retained	3,780	m2	600.00	2,268,000.00	Currently has 141nr spaces - re-build @ £15k/space = £2.1m
	Rounding				(2.00)	
3 - Site Works						543,704.00
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	630	m2	150.00	94,500.00	
b	Private roads and parking courts - say 10% of site area	420	m2	110.00	46,200.00	
c	Footpaths - say 10% of site area	420	m2	75.00	31,500.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	1,539	m2	30.00	46,170.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	2,661	m2	35.00	93,135.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	2,382	m2	30.00	71,460.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	50,000.00	50,000.00	Assume new substation required
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	20,000.00	20,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	20,000.00	20,000.00	
b	Site distribution	45	nr	250.00	11,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	45	nr	400.00	18,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	10,000.00	10,000.00	
b	Site distribution	45	nr	200.00	9,000.00	Service trenching - reduced per unit as apartments
	Rounding				(11.00)	
4 - Site Abnormals						151,000.00
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	4,200	m2	30.00	126,000.00	
b	hotspots from fuel/oil spills	1	item	25,000.00	25,000.00	
					-	
Total					6,523,321.00	

Quinn Estates
North Weald Site Appraisals
Site 4 (Option 1) - London Underground Car Park, Loughton
Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019
Gross Internal Floor Area	12693 m2
	136577 ft2
Construction Works Estimate	24,999,312.00 Total (A) - see details below
Contract Cost Estimate	24,999,312.00 Total (B) - see details below
Project Cost Estimate (Exc. VAT)	24,999,312.00 Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	111,000	Refer to build-up	9	0.81
1.02	Construction Works	18,862,396	Refer to build-up	1,486	138.11
1.03	Site Works	2,073,825	Refer to build-up	163	15.18
1.04	Site Anormals	882,000	Refer to build-up	69	6.46
	Sub-Total	21,929,221		1,728	161
2	Main Contractor's Preliminaries Estimate	3,070,091	based on 14.0%	242	22
	Sub-Total	24,999,312		1,970	183
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		24,999,312		1,970	183
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	24,999,312		1,970	183
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		24,999,312		1,970	183
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	24,999,312		1,970	183
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	24,999,312		1,970	183
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		24,999,312		1,970	183

Quinn Estates
North Weald Site Appraisals
Site 4 (Option 1) - London Underground Car Park, Loughton
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					111,000.00	
1.1 - Demolitions						
1.1.1	Removal of car park equipment, light columns and buried services	1	item	30,000.00	30,000.00	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	16,200	m2	5.00	81,000.00	Allowance based on site area
2 - Construction Works					18,862,396.00	
2.1 - Dwellings						
2.1.1	Apartments (say 165nr units as draft allocation)					
	1 bed apartments - say 58nr @ 50m2 (35%)	2,900	m2	1,236.44	3,585,677.97	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 91nr @ 75m2 (55%)	6,825	m2	1,236.44	8,438,707.63	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 16nr @ 82m2 (10%)	1,312	m2	1,236.44	1,622,210.17	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	1,656	m2	850.00	1,407,600.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	6,347	m2	600.00	3,808,200.00	Assume undercroft parking beneath apartments
3 - Site Works					2,073,825.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,430	m2	150.00	364,500.00	
b	Private roads and parking courts - say 10% of site area	1,620	m2	110.00	178,200.00	
c	Footpaths - say 10% of site area	1,620	m2	75.00	121,500.00	
d	Upgrade to entrance to site / entrance road	1	lt	50,000.00	50,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	4,183	m2	30.00	125,490.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	12,017	m2	35.00	420,595.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	12,693	m2	30.00	380,790.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	125,000.00	125,000.00	Assume new substation required
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	35,000.00	35,000.00	
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	35,000.00	35,000.00	
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	165	nr	400.00	66,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	15,000.00	15,000.00	
b	Site distribution	165	nr	200.00	33,000.00	Service trenching - reduced per unit as apartments
4 - Site Abnormals					882,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,200	m2	30.00	486,000.00	
b	hotspots from fuel/oil spills	1	item	30,000.00	30,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	100,000.00	100,000.00	
					-	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	100,000.00	100,000.00	
b	Monitoring works	1	item	45,000.00	45,000.00	
4.1.3	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary / railway	400	m	150.00	60,000.00	
b	Boundary fencing adjacent railway tracks	200	m	130.00	26,000.00	
c	Secure boundaries (secure by design)	200	m	50.00	10,000.00	
d	Tree surgery / maintenance	1	item	25,000.00	25,000.00	
Total					21,929,221.00	

Quinn Estates
North Weald Site Appraisals
Site 4 (Option 2) - London Underground Car Park, Loughton
Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019
Gross Internal Floor Area	12693 m2
	136577 ft2
Construction Works Estimate	30,549,704.00 Total (A) - see details below
Contract Cost Estimate	30,549,704.00 Total (B) - see details below
Project Cost Estimate (Exc. VAT)	30,549,704.00 Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	111,000	Refer to build-up	9	0.81
1.02	Construction Works	23,722,396	Refer to build-up	1,869	173.69
1.03	Site Works	2,082,590	Refer to build-up	164	15.25
1.04	Site Anormals	882,000	Refer to build-up	69	6.46
	Sub-Total	26,797,986		2,111	196
2	Main Contractor's Preliminaries Estimate	3,751,718	based on 14.0%	296	27
	Sub-Total	30,549,704		2,407	224
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		30,549,704		2,407	224
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	30,549,704		2,407	224
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		30,549,704		2,407	224
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	30,549,704		2,407	224
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	30,549,704		2,407	224
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		30,549,704		2,407	224

Quinn Estates
North Weald Site Appraisals
Site 4 (Option 2) - London Underground Car Park, Loughton
Cost Plan RIBA Stage 0 Revision -

Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					111,000.00	
1.1 - Demolitions						
1.1.1	Removal of car park equipment, light columns and buried services	1	item	30,000.00	30,000.00	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	16,200	m2	5.00	81,000.00	Allowance based on site area
2 - Construction Works					23,722,396.00	
2.1 - Dwellings						
2.1.1	Apartments (say 165nr units as draft allocation)					
	1 bed apartments - say 58nr @ 50m2 (35%)	2,900	m2	1,236.44	3,585,677.97	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 91nr @ 75m2 (55%)	6,825	m2	1,236.44	8,438,707.63	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 16nr @ 82m2 (10%)	1,312	m2	1,236.44	1,622,210.17	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	1,656	m2	850.00	1,407,600.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 50% of 2 storey apartments above	6,347	m2	600.00	3,808,200.00	Assume undercroft parking beneath apartments
2.2.2	Car park - say 50% of site should station car park be retained	8,100	m2	600.00	4,860,000.00	Currently has 292nr spaces - re-build @ £15k/space = £4.38m
3 - Site Works					2,082,590.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,430	m2	150.00	364,500.00	
b	Private roads and parking courts - say 10% of site area	1,620	m2	110.00	178,200.00	
c	Footpaths - say 10% of site area	1,620	m2	75.00	121,500.00	
d	Upgrade to entrance to site / entrance road	1	lt	50,000.00	50,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	2,430	m2	30.00	72,900.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	13,770	m2	35.00	481,950.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	12,693	m2	30.00	380,790.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	125,000.00	125,000.00	Assume new substation required
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	35,000.00	35,000.00	
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	35,000.00	35,000.00	
b	Site distribution	165	nr	250.00	41,250.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	165	nr	400.00	66,000.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	15,000.00	15,000.00	
b	Site distribution	165	nr	200.00	33,000.00	Service trenching - reduced per unit as apartments
4 - Site Abnormals					882,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,200	m2	30.00	486,000.00	
b	hotspots from fuel/oil spills	1	item	30,000.00	30,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	100,000.00	100,000.00	
					-	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	100,000.00	100,000.00	
b	Monitoring works	1	item	45,000.00	45,000.00	
4.1.3	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary / railway	400	m	150.00	60,000.00	
b	Boundary fencing adjacent railway tracks	200	m	130.00	26,000.00	
c	Secure boundaries (secure by design)	200	m	50.00	10,000.00	
d	Tree surgery / maintenance	1	item	25,000.00	25,000.00	
Total					26,797,986.00	

Quinn Estates

North Weald Site Appraisals

Site 5 (Option 1) - Debden London Underground Car Park

Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	14714 m2	
	158323 ft2	
Construction Works Estimate	27,004,954.00	Total (A) - see details below
Contract Cost Estimate	27,004,954.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	27,004,954.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	83,000	Refer to build-up	6	0.52
1.02	Construction Works	20,365,000	Refer to build-up	1,384	128.63
1.03	Site Works	2,202,556	Refer to build-up	150	13.91
1.04	Site Abnormals	1,038,000	Refer to build-up	71	6.56
	Sub-Total	23,688,556		1,610	150
2	Main Contractor's Preliminaries Estimate	3,316,398	based on 14.0%	225	21
	Sub-Total	27,004,954		1,835	171
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		27,004,954		1,835	171
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	27,004,954		1,835	171
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		27,004,954		1,835	171
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	27,004,954		1,835	171
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	27,004,954		1,835	171
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		27,004,954		1,835	171

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Ref	Description	Qty	Unit	Rate	Total	Comments/Notes
1 - Demolition					83,000.00	
1.1 - Demolitions						
1.1.1	Assume no works required				Excl	Car park site therefore no demolition
1.2 - Spot Items						
1.2.1	General site clearance	16,600	m2	5.00	83,000.00	Allowance based on site area
2 - Construction Works					20,365,000.00	
2.1 - Dwellings						
2.1.1	Apartments (say 192nr units as the draft allocation)					
	1 bed apartments - say 67nr @ 50m2 (35%)	3,350	m2	1,236.44	4,142,076.27	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	2 bed apartments - say 115nr @ 75m2 (60%)	8,625	m2	1,236.44	10,664,300.85	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	3 bed apartments - say 10nr @ 82m2 (5%)	820	m2	1,236.44	1,013,881.36	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
	Common areas - say 15%	1,919	m2	850.00	1,631,150.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 33% of 3 storey apartments above	4,856	m2	600.00	2,913,600.00	Assume undercroft parking beneath apartments
	Rounding				(8.00)	
3 - Site Works					2,202,556.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,490	m2	150.00	373,500.00	
b	Private roads and parking courts - say 10% of site area	1,660	m2	110.00	182,600.00	
c	Footpaths - say 10% of site area	1,660	m2	75.00	124,500.00	
d	Upgrade to entrance to site / entrance road	1	lt	50,000.00	50,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	5,934	m2	30.00	178,020.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	10,666	m2	35.00	373,310.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	14,714	m2	30.00	441,420.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	125,000.00	125,000.00	Assume new substation required
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	40,000.00	40,000.00	
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	40,000.00	40,000.00	
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	192	nr	400.00	76,800.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	15,000.00	15,000.00	
b	Site distribution	192	nr	200.00	38,400.00	Service trenching - reduced per unit as apartments
	Rounding				6.00	
4 - Site Abnormals					1,038,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,600	m2	30.00	498,000.00	
b	hotspots from fuel/oil spills	1	item	25,000.00	25,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	100,000.00	100,000.00	Whole length of site runs adjacent railway tracks
					-	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	100,000.00	100,000.00	
b	Sheet piling / shoring up railway boundary	500	m	300.00	150,000.00	
c	Monitoring works	1	item	50,000.00	50,000.00	
4.1.3	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary	1	item	50,000.00	50,000.00	
b	Boundary fencing adjacent railway tracks	500	m	130.00	65,000.00	
				Total	23,688,556.00	

Quinn Estates North Weald Site Appraisals Site 5 (Option 2) - Debden London Underground Car Park Cost Plan RIBA Stage 0 Revision -

COST SUMMARY

Base Date of Cost Plan	11-Feb-2019	
Gross Internal Floor Area	14714 m2	
	158323 ft2	
Construction Works Estimate	30,978,994.00	Total (A) - see details below
Contract Cost Estimate	30,978,994.00	Total (B) - see details below
Project Cost Estimate (Exc. VAT)	30,978,994.00	Total (C) - see details below

Elemental Cost Summary

Ref	Description	Total (£)	Notes	£/m2	£/sqft
1	Construction Works				
1.01	Demolition	83,000	Refer to build-up	6	0.52
1.02	Construction Works	23,851,000	Refer to build-up	1,621	150.65
1.03	Site Works	2,202,556	Refer to build-up	150	13.91
1.04	Site Abnormals	1,038,000	Refer to build-up	71	6.56
	Sub-Total	27,174,556		1,847	172
2	Main Contractor's Preliminaries Estimate	3,804,438	based on 14.0%	259	24
	Sub-Total	30,978,994		2,105	196
3	Main Contractor's Overheads & Profit	-	based on 0.0%	0	0
(A) Construction Works Estimate (Total)		30,978,994		2,105	196
4	Inflation				
4.1	Tender Inflation Estimate	-	Excluded	0	0.00
4.2	Construction Inflation Estimate	-	Excluded	0	0.00
5	Risk Allowances Estimate				
5.1	Design Development Risks Estimate	-	Excluded	0	0.00
5.2	Construction Risks Estimate	-	Excluded	0	0.00
5.3	Dayworks	-	Excluded	0	0
	Sub-Total	30,978,994		2,105	196
6	Main Contractor Fees / Surveys				
6.1	Pre Construction Fees	-	N/A	0	0.00
6.2	Professional / Design Fees	-	N/A	0	0.00
6.3	Surveys / Reports	-	N/A	0	0
(B) Contract Cost Estimate (Total)		30,978,994		2,105	196
7	Project/Design Team Fees				
7.1	Client Direct Consultant Fees	-	Excluded	0	0.00
7.2	Other Fees / Surveys	-	Excluded	0	0
	Sub-Total	30,978,994		2,105	196
8	Other Development / Project Costs				
8.1	Client Direct Costs	-	Excluded	0	0.00
8.2	Loose Fittings and Equipment	-	Excluded	0	0
	Sub-Total	30,978,994		2,105	196
9	Employer Risk Allowance	-	Excluded	0	0.00
(C) Project Cost Estimate (excl VAT)		30,978,994		2,105	196

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2 - Construction Works					23,851,000.00	
2.1 - Dwellings						
2.1.1	Apartments (say 192nr units as the draft allocation)					
	1 bed apartments - say 67nr @ 50m2 (35%)	3,350	m2	1,236.44	4,142,076.27	BCIS: 1-2 Storey, Median; Reduced by 18% for Prelims / OHP
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	Common areas - say 15%	1,919	m2	850.00	1,631,150.00	Allowance
2.2 - Undercroft Car Park						
2.2.1	Car park - say 33% of 3 storey apartments above	4,856	m2	600.00	2,913,600.00	Assume undercroft parking beneath apartments
2.2.2	Car park - say 35% of site should station car park be retaine	5,810	m2	600.00	3,486,000.00	Currently has 206nr spaces - re-build @ £15k/space = £3.1m
	Rounding				(8.00)	
3 - Site Works					2,202,556.00	
3.1 - External Works						
3.1.1	Roads & Footpaths					
a	Adoptable roads - say 15% of site area	2,490	m2	150.00	373,500.00	
b	Private roads and parking courts - say 10% of site area	1,660	m2	110.00	182,600.00	
c	Footpaths - say 10% of site area	1,660	m2	75.00	124,500.00	
d	Upgrade to entrance to site / entrance road	1	it	50,000.00	50,000.00	
3.1.2	Landscaping					
a	Private gardens / landscaping / fencing etc	5,934	m2	30.00	178,020.00	
3.2 - Drainage						
3.2.1	Surface water drainage - roofs and hardpaved areas	10,666	m2	35.00	373,310.00	Includes site attenuation
3.2.2	Foul water drainage - area of units	14,714	m2	30.00	441,420.00	
3.3 - Incoming Services						
3.3.1	Electric					
a	Incoming supply	1	item	125,000.00	125,000.00	Assume new substation required
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
3.3.2	Gas					
a	Incoming supply	1	item	40,000.00	40,000.00	
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
3.3.3	Water					
a	Incoming supply	1	item	40,000.00	40,000.00	
b	Site distribution	192	nr	250.00	48,000.00	Service trenching - reduced per unit as apartments
c	Infrastructure charge	192	nr	400.00	76,800.00	
3.3.4	Telecoms					
a	Incoming supply	1	item	15,000.00	15,000.00	
b	Site distribution	192	nr	200.00	38,400.00	Service trenching - reduced per unit as apartments
	Rounding				6.00	
4 - Site Abnormals					1,038,000.00	
4.1 - Abnormals						
4.1.1	Contamination; removal of hazardous material					Allowance based on site area
a	tarmac surfacing	16,600	m2	30.00	498,000.00	
b	hotspots from fuel/oil spills	1	item	25,000.00	25,000.00	
c	historic site use (railway station, goods and coal yard)	1	item	100,000.00	100,000.00	Whole length of site runs adjacent railway tracks
					-	
4.1.2	Railway Line					
a	Works adjacent railway (increased construction costs)	1	item	100,000.00	100,000.00	
b	Sheet piling / shoring up railway boundary	500	m	300.00	150,000.00	
c	Monitoring works	1	item	50,000.00	50,000.00	
4.1.3	Boundary treatment					
a	Deep piled foundations adjacent tree lined boundary	1	item	50,000.00	50,000.00	
b	Boundary fencing adjacent railway tracks	500	m	130.00	65,000.00	
Total					27,174,556.00	