



Catesby Estates

# North Weald Bassett, Epping Forest

## Highways and Transport Opportunities

February 2019

# North Weald Bassett, Epping Forest

## Highways and Transport Opportunities

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# CONTENTS

1	INTRODUCTION	1
2	SITE AUDIT	2
2.1	Local Road Network	2
2.2	Pedestrian and Cycle Network	3
2.3	Bus Accessibility	4
2.4	Rail and London Underground Accessibility	5
2.5	Local Amenities and Facilities	6
3	PLANNING CONTEXT	8
3.1	Introduction	8
3.2	The North Weald Masterplan	8
3.3	Epping Forest Local Plan	9
3.4	Epping Forest Infrastructure and Delivery Plan	10
4	DEVELOPMENT STRATEGY	12
4.1	Introduction	12
4.2	Access	12
5	SUMMARY	13
5.1	Summary	13

APPENDIX A - MASTERPLAN

APPENDIX B – AMENITIES PLAN

APPENDIX C – OPPORTUNITIES AND CONSTRAINTS DIAGRAM

APPENDIX D – SITE ALLOCATIONS

# 1 Introduction

mode transport planning (mode) has been appointed by Catesby Estates to provide highways and transportation evidence to the examination of the Epping Forest Local Plan and specifically, in the response to the March 2018 Site Selection Report (EB805A) which states the site was removed as an allocation due to its “more outlying location to the west of the village” (page B2, SR-0003). This report considers the former allocation SR-0003 to be in a central location within the village and more sustainably located than many saved allocations.

It is envisaged that the proposals could be delivered across two land parcels either side of Church Lane, with the western land parcel comprising of 80 dwellings and the eastern land parcel comprising of 150 dwellings. The site is proposed to be accessed via a newly formed four-armed roundabout junction on Church Lane, which will provide access to both parcels of land. A secondary walking/cycling access is also being promoted on the southern extent of the site to connect the site to North Weald Bassett village centre. An indicative masterplan showing the development proposals is included in **Appendix A**.

The site has historically been promoted for residential development within the emerging Epping Forest District Plan and was consistently included in every spatial scenario for development in the NWB masterplan study (September 2014) (EB1003B) commissioned by Epping Forest.

The scope of this report is to identify the existing access opportunities between the site and surrounding area and also explore how the site can tie in with the future vision for the North Weald Bassett area.

The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location and Strategic Highway



## 2 Site Audit

### 2.1 Local Road Network

The site is located to the east and west of Church Lane and north of North Weald Bassett village that is accessed via Church Lane. The local roads surrounding the site are shown in **Figure 2.1** and described in more detail below.

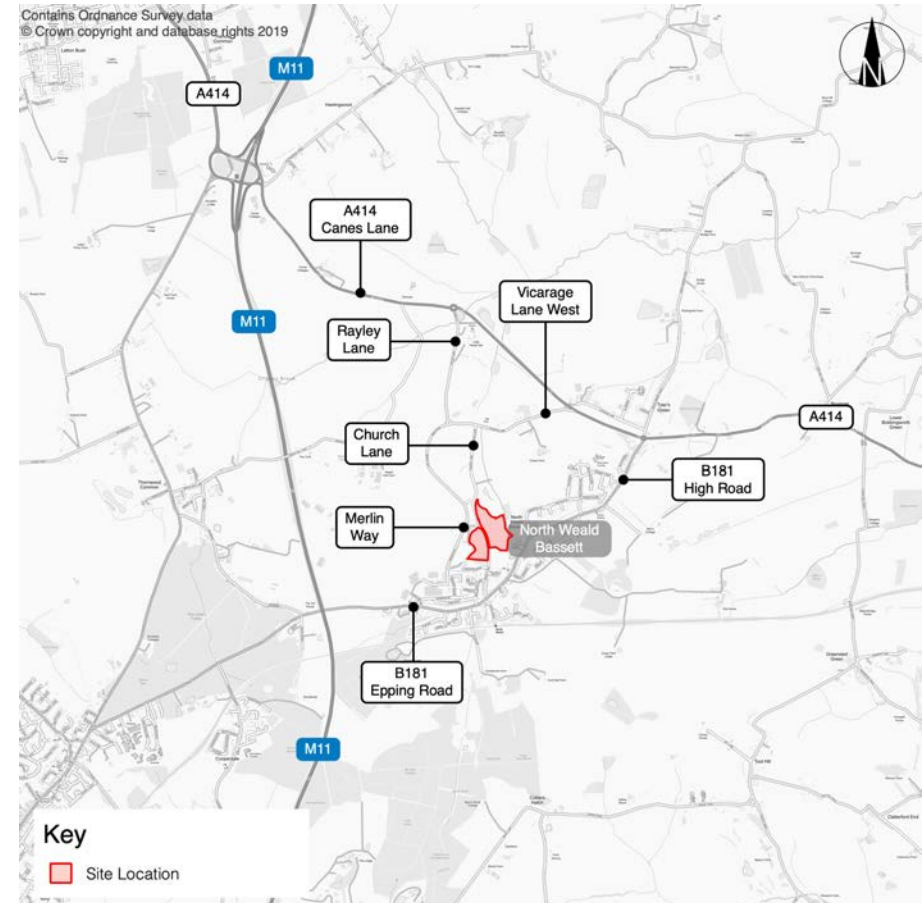
The B181 High Road is a single carriageway subject to a 30mph speed limit., which provides a link west to Epping and west towards the A414.

Vicarage Lane West connects from the northern extent of Church Lane, routing east there is no through access. To the west Vicarage Lane West connects to a 3-armed roundabout, the other arms are Merlin Way which provides a route to North Weald Airfield and industrial units. To the north Rayley Lane routes north to meet the A414 and Canes Lane a 3-armed roundabout.

The A414 connects to the B181 via a four-armed roundabout, the roundabout has pedestrian crossing provision on the west arm of the roundabout. Traveling west the A414 provides access to junction 7 of the M11 and travelling east the A414 heads towards Chelmsford.

More strategic destinations such as Epping, Harlow, London Stansted Airport, Chelmsford and north-east London are easily accessible from North Weald via the wider strategic road network.

Figure 2.1: Local Road Network



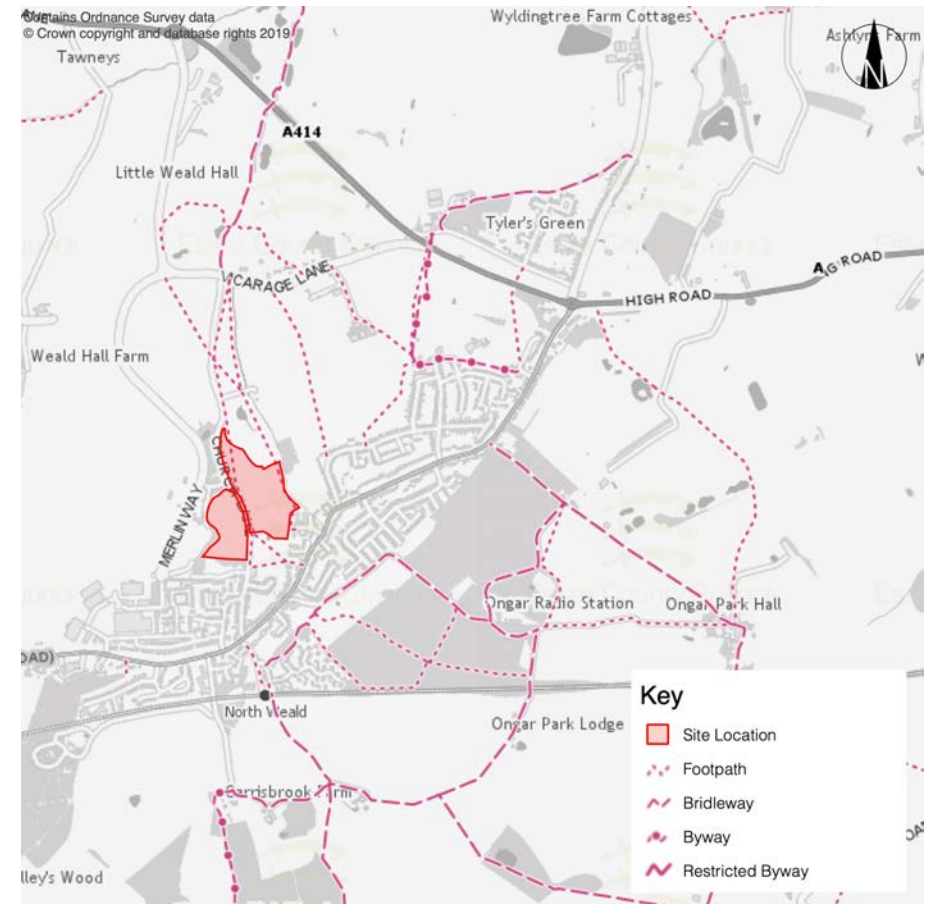
## 2.2 Pedestrian and Cycle Network

It is strongly contested that as opposed to having an “outlying” position as argued by the council as a reason for de-selecting the site for allocation, the site has a uniquely central position.

Access to the site can also be gained using the local pedestrian and cycle networks. The location of the development could encourage walking as part of trips to local areas and longer distance multi modal trips. There are footways on each side of the B181 High Road, with two zebra crossing points along the B181 High Road which provides a safe and convenient crossing location for pedestrians. Church Lane has a public footpath running adjacent the eastern side of the road running from the end of the footway at the south of Church Lane north to the footway along Vicarage Lane West. The proposals will provide new pedestrian and cycle links between Church Lane and Vicarage Lane West.

**Figure 2.2** shows a range of pedestrian footpaths and on-road and off-road cycle routes in the area. Currently there are no dedicated off-street cycleways in the vicinity of the site, therefore all cycle trips would be required to utilise the local road network. Expansion of the cycle infrastructure could give new residents a strong and safe route to local amenities and employment. Furthermore, promotion of cycling using these routes, along with proposals for a wider expansion of the local cycle network, would create high quality links to local rail/tube stations.

Figure 2.2: Local Public Rights of Way



Source: Essex Highways, Essex County Council website

## 2.3 Bus Accessibility

There are a number of existing bus services that operate in close proximity of the site, their routes are illustrated on **Figure 2.3**.

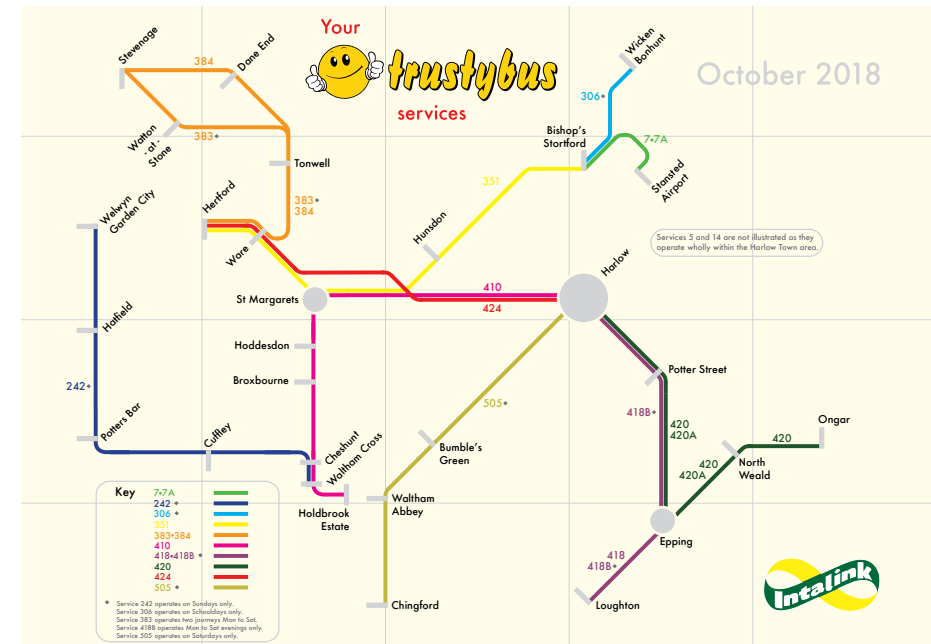
The nearest bus stops located on the B181 High Road are approximately 350m from the centre of the site and can be reached on foot within around five minutes. These stops are served by the 420, 420A and 620 services, which are operated by Trusty Bus and First in Essex respectively providing routes between Ongar, North Weald and Harlow. A ten-minute walk south leads to a further bus stop on Station Road. This stop is served by 339 service. A summary of bus timetables at these stops is shown in **Table 2.1**, additionally, a 'Trusty Bus' route map has been included at **Figure 2.3**.

As noted below there are between 1 to 2 buses per hour in North Weald Bassett, which demonstrates a sustainable location.

**Table 2.1: Summary of Bus Services and Average Frequencies (per hour)**

Service	Route		Weekday	Saturday	Sunday
339	Shenfield Epping	–	-	2	2
420	Harlow Ongar	–	2	1	1
420A	Harlow – North Weald		2	2	-
620	Loughton Ingatestone	-	School Service	-	-

**Figure 2.3: Trusty Bus Route Map**



## 2.4 Rail and London Underground Accessibility

There are train and underground links within a commutable bus journey from the site (services outlined in previous section), to Epping London Underground Station and Harlow Town Railway Station. These are closest railway and underground stations to the site, Epping Underground Station being approximately 4.3km from the site; Harlow Town Railway Station being approximately 8.5km from the site. The London Underground station is managed and run by TfL. With Harlow Town Railway station managed by Greater Anglia and benefits from car and cycle parking.

It is noted that the North Weald Bassett Masterplan 2014 (EB1003B) included suggestions for a park and ride facility or enhanced bus or hopper service to Epping Railway Station. These do not appear in the current Local Plan but Catesby would be happy to support these facilities or improved service.

The current services that can be accessed from Epping Underground Station is the underground services along the Central Line, linking Epping with Central London destinations with peak services every 3 minutes. Harlow Town Railway Station provides services to London Liverpool Street, Cambridge, Stansted Airport and Stratford every hour. These provide access to the local, wider and national destinations via further connections.

The rail and underground services available from Harlow Town and Epping are shown in **Figure 2.4 & 2.5**.

Figure 2.4: Greater Anglia Route Map

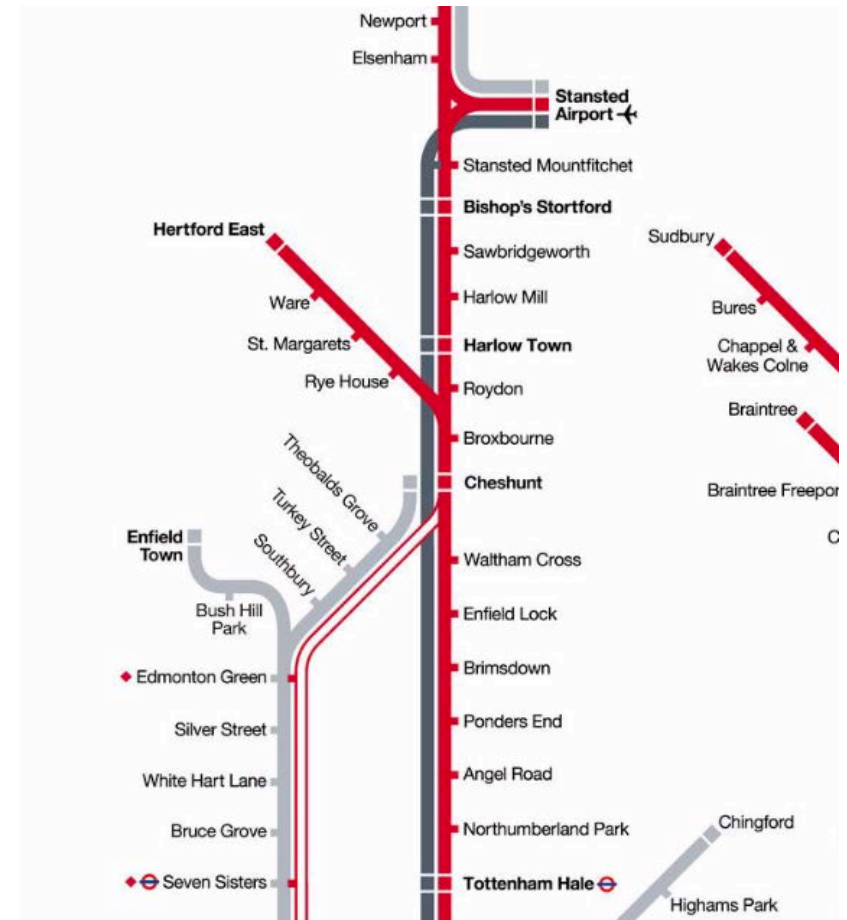


Figure 2.5: Central Line Underground Services



## 2.5 Local Amenities and Facilities

The site is situated north of the village of North Weald Bassett, where a wide range of facilities and amenities can be found on High Road.

Manual for Streets (MfS) describes how walkable neighbourhoods typically have a range of facilities within a 10-minute walk (up to about 800 m) of residential areas. However, this is not an upper limit and the CIHT's Guidelines suggest that walking distances of up to 2,000 m are acceptable for many journey purposes. Therefore, walking offers the greatest potential to replace short car trips, particularly those under 2 km.

A summary of the existing local facilities of the site is shown in **Table 2.2**; this shows that the site is located within 1km of the majority of the facilities on offer within North Weald; with the furthest being the Harvester Public House at 1.6km. Table 2.2 shows that the majority of amenities are accessible by foot within a 10 minute walk, which reinforces the point that the site cannot be reasonably described as "outlying". The local amenities outlined in **Table 2.2** and the local bus stops have been plotted in **Figure 2.6** which can be found at **Appendix B**.

## North Weald Bassett, Epping Forest

## Highways and Transport Opportunities

Table 2.2: Local Amenities and Facilities

Amenity	Distance from Site
Supermarket (Co-op)	130m
Chemist	235m
GP	240m
Village Hall	240m
Post Office	290m
Kings Head PH	360m
Garage	400m
Library	440m
Heritage Railway	620m
Church of St Andrew	990m
Pre-school	990m
Queens Hall Community Centre	1100m
Petrol Station	1120m
St Andrews School	1150m
Harvester PH	1600m

The site is also immediately adjacent to the proposed employment uses at North Weald Airfield (allocation NWB.E4) that is identified for an additional 40,000m<sup>2</sup> of B1/B2/B8 use classes (paragraph 5.96 of the submission version of Local Plan)

The site at SR-0003 is therefore extremely well located for both day to day needs and has employment opportunities within walking distance.

## 3 Planning Context

### 3.1 Introduction

North Weald Bassett is located in the centre of the Epping Forest District, to the north east of Epping. Epping Forest District Council (EFDC) has produced a number of studies to consider the future of North Weald village. In 2014 the findings from these studies were integrated into a wider masterplan for the village which presents a long-term vision and aspirations for the village (EB1003B). The content of the North Weald Bassett masterplan has supposedly informed the proposals to improve North Weald Bassett, although Catesby contest that the de-selection of site SR-0003 is contrary to the findings of previous studies.

### 3.2 The North Weald Masterplan

The North Weald Masterplan identifies a vision for the settlement and provides a clear framework for future development and investment, including the future transport and movement considerations.

The masterplan study articulates a set of development principles, agreed by community stakeholders, which aim to:

- Preserve the discrete 'village-like' character of North Weald Bassett;
- Preserve and enhance settlement's relationship to the Greenbelt/countryside;
- Consolidate the structure of the settlement to make it more 'walkable' and accessible;

- Increase the range and quantity of local shops, leisure and community facilities, both in an augmented centre, and in other convenient locations elsewhere;
- Increase the range of types and quality of employment space within the settlement;
- Enhance the context of North Weald Airfield to help stimulate additional uses and activities which benefit residents; and
- Improve the quality of local public transport links and mitigate present highways issues.

As part of the study, the areas that were considered the most viable for future development were north of the village, to the east of the village centre. The key constraints and opportunities for North Weald Bassett are detailed within the North Weald Bassett masterplan (2014) at section 5.2 pages 102-103, which provide illustrative demonstrations of the constraints and opportunities which have been appended to this report at **Appendix C**.

These constraints and opportunities have been summarised below:

#### Identified Constraints

The key transport issues related to the site are:

- Flood risk, sewage works and local nature reserve;
- North Weald heritage railway, under used branch line;

- Poor walking, cycling and bus connections; and
- Poor connections from north of village.

### Identified Opportunities

The key transport opportunities related to the site are:

- Enhanced bus service;
- Potential Central Line reinstatement or Epping shuttle service;
- Improvements/Extensions to existing commercial centre with improved connectivity; and
- Potential capacity enhancement on local highway network.

## 3.3 Epping Forest Local Plan

Epping Forest District Council submitted a Local Plan a plan setting out their vision for enabling sustainable growth until 2033 for the District, including North Weald Bassett.

Within the Epping Forest Submitted Local Plan, a number of residential sites have been identified for allocation for approximately 1,050 homes.

The proposed allocations are predominately within the north east of the village centre and are not located as near to the village centre or the commercial regeneration compared to Catesby's site (SR-0003). The allocated land parcels, are shown in Epping Forest Local Plan map 5.12 Site Allocations in North Weald Bassett which has been appended to this report at **Appendix D**.

To assess the accessibility and sustainability of the proposed allocated sites when compared to Catesby's site at Church Lane, an assessment has been undertaken based on the local distances from the site to the key amenities within North Weald Bassett detailed in **Table 2.2**. The assessment is shown below in **Table 3.1 & 3.2**.

**Table 3.1: Comparison Key**

Key	Colour	Score
0m-200m		+3
200m-400m		+2
400m-800m		+1
800m+		0

Based on the assessment within **Table 3.2**, it is evident that the Church Lane site would be more accessible than the current allocated land parcels. As set out, the suggestion the site is "outlying" seems extraordinary, especially compared to the proposed allocations.

It is recognised that the site is not as well located to local schools compared to NWB.R3 or NWB.R5. Nevertheless, the site is still within 1200m of the current nursery and primary schools and is accessible from the existing Public Right of Way Network, is adjacent to proposed employment uses and close (less than 800m) to the majority of other facilities.

Table 3.2: Comparison of Amenities

Amenity	Development Site	Site 1 (NWB.R3)	Site 2 (NWB.R5)	Site 3 (NWB.R1 & T1)
Supermarket (Co-op)	130m	705m	1300m	1300m
Chemist	235m	810m	1420m	1400m
GP	240m	540m	1140m	1120m
Village Hall	240m	815m	1420m	1410m
Post Office	290m	870m	1480m	1470m
Kings Head PH	360m	930m	1540m	1540m
Garage	400m	980m	1600m	1580m
Library	440m	510m	890m	860m
Heritage Railway	620m	1200m	1800m	1800m
Church of St Andrew	990m	130m	360m	720m
Pre-school	990m	130m	360m	720m
Queens Hall Community Centre	1100m	125m	255m	930m
Petrol Station	1120m	830m	670m	180m
St Andrews School	1150m	200m	330m	1000m
Harvester PH	1600m	1300m	1440m	430m
<b>Total Score</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>6</b>

### 3.4 Epping Forest Infrastructure and Delivery Plan

The Epping Forest Infrastructure Delivery Plan (IDP), 2017 Part A Report (Infrastructure Delivery Plan) (ref. EB1101A) acknowledges the public transport capacity and route constraints that contributed towards an increase in car usage, in direct opposition to the wider aspirations for sustainable growth.

The plan recognises the North Weald Bassett area as a key asset to enable sustainable growth in employment and housing. This growth potential will be unlocked by providing new and improved infrastructure, including new walking and cycling routes, and improvements to public transport services in line with the North Weald Bassett masterplan.

The submitted Local Plan identifies a range of infrastructure improvements to facilitate the growth aspirations in North Weald Bassett; including the Southern Rail Access, enhanced bus services, cycle infrastructure and pedestrian access that will contribute to a network of sustainable transport options, whilst easing congestion and encouraging active travel.

Proposed improvements in the local area outlined within the Epping Forest Infrastructure Delivery Plan (IDP), 2017 Part B Report (Infrastructure Delivery Schedule) (ref. EB1101B) include:

- Improvements to Junction 7 on the M11 - Project scoped and fully costed with Essex County Council (Ref. DW4 page 18 of the IDP [EB1101B]).

- Improved bus services between Epping and North Weald Bassett, including opportunity to convert the disused Epping – Ongar line into a bus rapid transport line to North Weald Bassett and future extension to Ongar, and potential Park and Ride at North Weald Bassett (Ref. DW7 page 18 of the IDP [EB1101B]).
- Improvements to walking and cycling infrastructure, particularly to improve access to rapid transit bus stops (Ref. NWB3 page 69 of the IDP [EB1101B]).
- Improvements to Talbot PH Roundabout, A414/Vicarage Lane junction (Ref. NWB4 page 69 of the IDP [EB1101B]).
- A414/Rayley Junction improvement (Ref. NWB5 page 70 of the IDP [EB1101B]).
- Improved bus services and frequency, particularly to Epping Town Centre (page A5 of the IDP [EB1101B]);
- Off-road cycling routes in rural parts of North Weald Bassett, linking to neighbouring towns (page A5 of the IDP [EB1101B]);
- The provision of real-time information technology at bus stops throughout the area to enable residents to manage their travel arrangements (page A5 of the IDP [EB1101B]);
- Major road improvements at Plain Junction to alleviate pressure between Epping and North Weald, and support growth at North Weald, Thornwood and South of Harlow (page A5 of the IDP [EB1101B]);
- Road interventions around Church Lane, as the road is narrow and regularly used as a rat-run. Development is likely to compound this so transport mitigations to address this should be considered (page A5 of the IDP [EB1101B]);
- Provision of a community hub, including library space and an office for North Weald Bassett Parish Council. Site yet to be identified (page A5 of the IDP [EB1101B]);
- Provision of sufficient new school places to accommodate the needs of the new population (page A5 of the IDP [EB1101B]);
- Provision of sufficient new health provision as part of any new development to accommodate the needs of the new population (page A5 of the IDP [EB1101B]);

## 4 Development Strategy

### 4.1 Introduction

The future accessibility improvements planned for North Weald Bassett place the site at Church Lane (SR-0003) in a prime location for future residential development.

With the potential reopening of the North Weald Railway Station and an enhanced bus network as part of the Airfield proposals as part of the Epping Forest Local Plan together with planned enhancement to pedestrian and cycle networks, the accessibility of the North Weald Bassett and hence the site at Church Lane presents an excellent opportunity to make journeys using sustainable modes.

### 4.2 Access

A newly constructed four-armed roundabout junction will be taken from Church Lane to access both the eastern and western parcels of the site. Two new residential cul-de-sacs will be provided within each parcel of land, leading to the parking area at the north. The roundabout will also act as a traffic calming feature along Church Lane, to ensure vehicles can safely access the site.

Within the development parcels, the internal road network will be designed to ensure that service and delivery vehicle can enter and egress the site suitably.

In terms of pedestrian and cycle access, a secondary access will be provided on the southern boundary of the site which will connect with the existing Public Right of Way Network dissecting the site. In addition, it is proposed that a new section of footway is constructed on Church Lane, connecting the access to the existing provision within North Weald Bassett. The new shared-use paths will be provided from the central park area linking with footways alongside the residential street. This

will provide a north to south connection, linking with existing off-site infrastructure on the B181 High Road.

## 5 Summary

### 5.1 Summary

This report has been undertaken to review the current accessibility of the site which was de-selected for allocation at Church Lane (SR-0003) and the emerging plans, policies and aspirations related to the North Weald Bassett area and more specifically, the proposed allocations within the Epping Forest Local Plan.

Catesby are promoting the site for residential uses across two land parcels, with access provided via Church Lane.

The Epping Forest Local Plan has a vision for the North Weald Bassett area to become a well-connected community where residents can live, work, and go to school. New housing development would be supported by enhanced pedestrian and cycle networks, giving North Weald Bassett residents more sustainable transportation options. With the potential reopening of the North Weald Railway Station and an enhanced bus network as part of the Airfield proposals, the North Weald Bassett Area would be well served by public transportation, reducing the need for residents to rely on private cars.

The Infrastructure Delivery Plan identifies how the Council will achieve their vision and sets out the Transport and Connectivity enhancements that will be promoted, including junction improvement and investment in to sustainable infrastructure. This includes an enhanced bus network, the junction improvements on the Talbot PH roundabout, A414/ Rayley Lane roundabout and A414/Vicarage Lane junction and the re-opening of the Epping to North Weald passenger railway line; as well as improving the network of walking and cycling routes will significantly increase accessibility.

The site at Church Lane could align with the Epping Forest Local Plan by promoting sustainable travel by integrating the site within the local Public Right of Way Network, contributing to bus service enhancements and delivering a comprehensive Travel Plan to promote and encourage sustainable travel and reduce reliance on the private car travel from the outset of occupation. This includes measures and incentives such as pool bikes, an on-site car club and discounted bus taster tickets.

The evidence which underpin the Local Plan, for instance the North Weald Bassett Masterplan Study (2014) (EB1003A) considers the vision for future growth of the settlement. The North Weald Bassett Masterplanning Study considers a variety of options (3 growth options and a series of spatial scenarios within each option<sup>9</sup>). The study was the subject of its own community consultation including engagement with Officers, the community, landowners and other key stakeholders. The document can therefore be regarded as robust. Indeed, the Council rely on it for the Site Selection Report 2018 (EB805A). The key point that is notable from the Masterplanning Study is that throughout all of the options and spatial scenarios (6 in total) there is a constant position that Catesby's Promotion Site SR-0003 is identified as a housing allocation for circa 200 – 270 dwellings. At no point does the study identify an option without the site as a housing allocation. This in Catesby's view is entirely correct and clearly reflective of the substantial evidence base underpinning the Plan.

The delivery of the site at Church Lane could build on the adjacent Airfield Masterplan, which has already committed to improvements to pedestrian and cycle routes and crossings, along with improvements to local bus stops and potential extensions to local bus services.

Overall, the site aligns well with the vision for the North Weald Bassett Area and is in an excellent location to provide a natural extension to the North Weald village.

## North Weald Bassett, Epping Forest

### Highways and Transport Opportunities

It is strongly contested that the site is very centrally located within North Weald Bassett and is within easy walking distance of the majority of the village's shops and facilities and incidentally, located closer to some of these facilities than other proposed allocations as shown at **Table 3.2** of this report. The reason for de-selecting the site as an allocation was that it is "outlying to the west of the village" as set out in Appendix B of the Site Selection report (EB805A) is patently incorrect and is not supporting by the Council's own evidence base.

## APPENDIX A - MASTERPLAN





- Gross site boundary
- Existing public footpaths
- Public footpaths to be diverted
- Proposed pedestrian routes
- Principle street with footways
- Shared surface streets
- Private drives
- Development frontage
- Proposed play space
- Proposed surface water attenuation features
- Proposed new tree planting
- Proposed open space

## APPENDIX B – AMENITIES PLAN



- Key
- Site Location
  - Bus Stop
  - Nursery School
  - Primary School
  - Health Centre/Pharmacy
  - Convenience Store
  - Library
  - Post Office
  - Restaurant/Public House
  - Community Centre
  - Petrol Station

Figure Title  
Local Facilities and Amenities

Figure Number  
Figure 2.6

Project Title  
North Weald Bassett

Project Number  
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## APPENDIX C – OPPORTUNITIES AND CONSTRAINTS DIAGRAMS



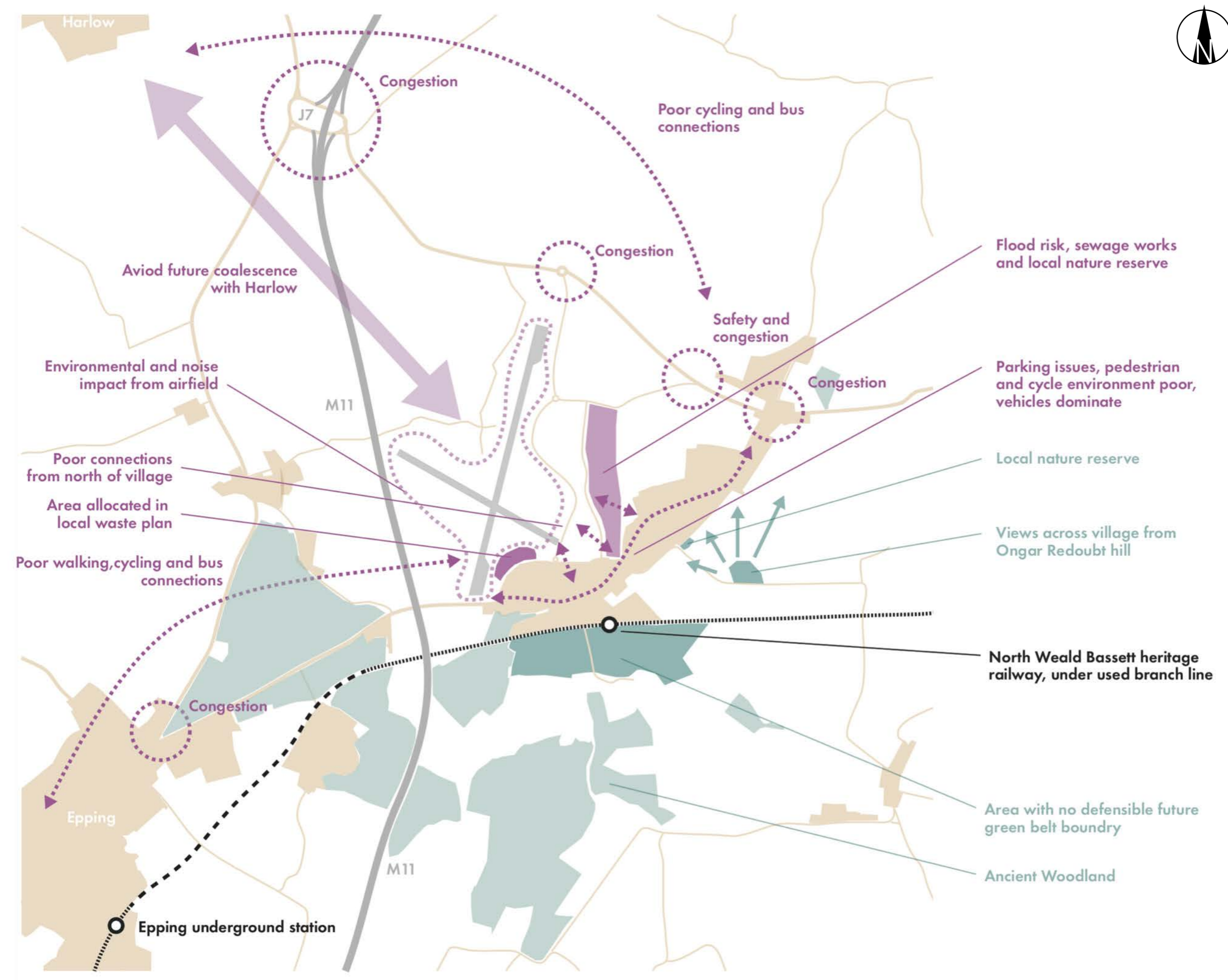


Figure Title  
Masterplanning Study  
Identified Constraints

Figure Number  
Figure 3.1

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North Weald Bassett

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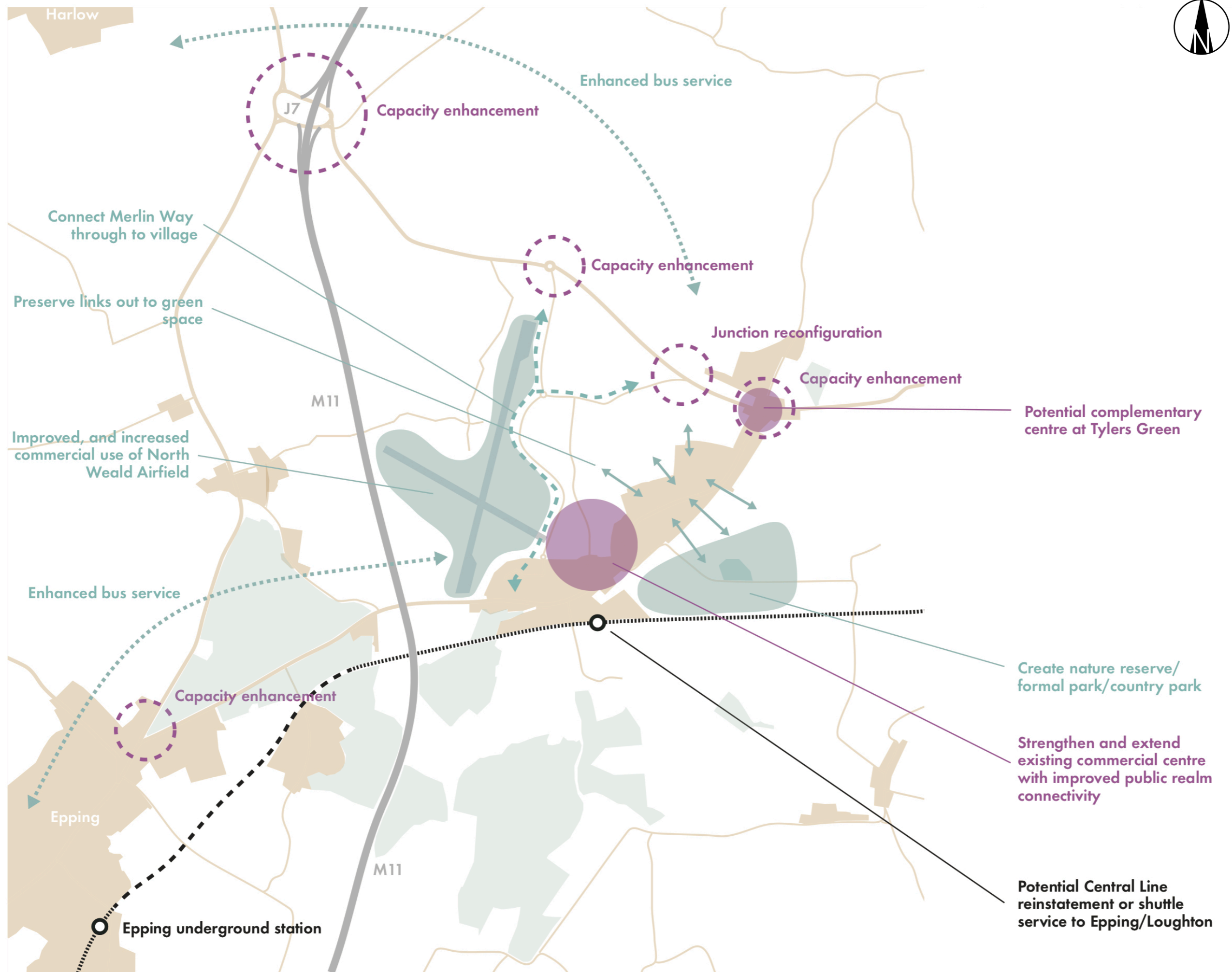


Figure Title  
Masterplanning Study  
Identified Opportunities

Figure Number  
Figure 3.2

Project Title  
North Weald Bassett

Project Number  
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## APPENDIX D – SITE ALLOCATIONS



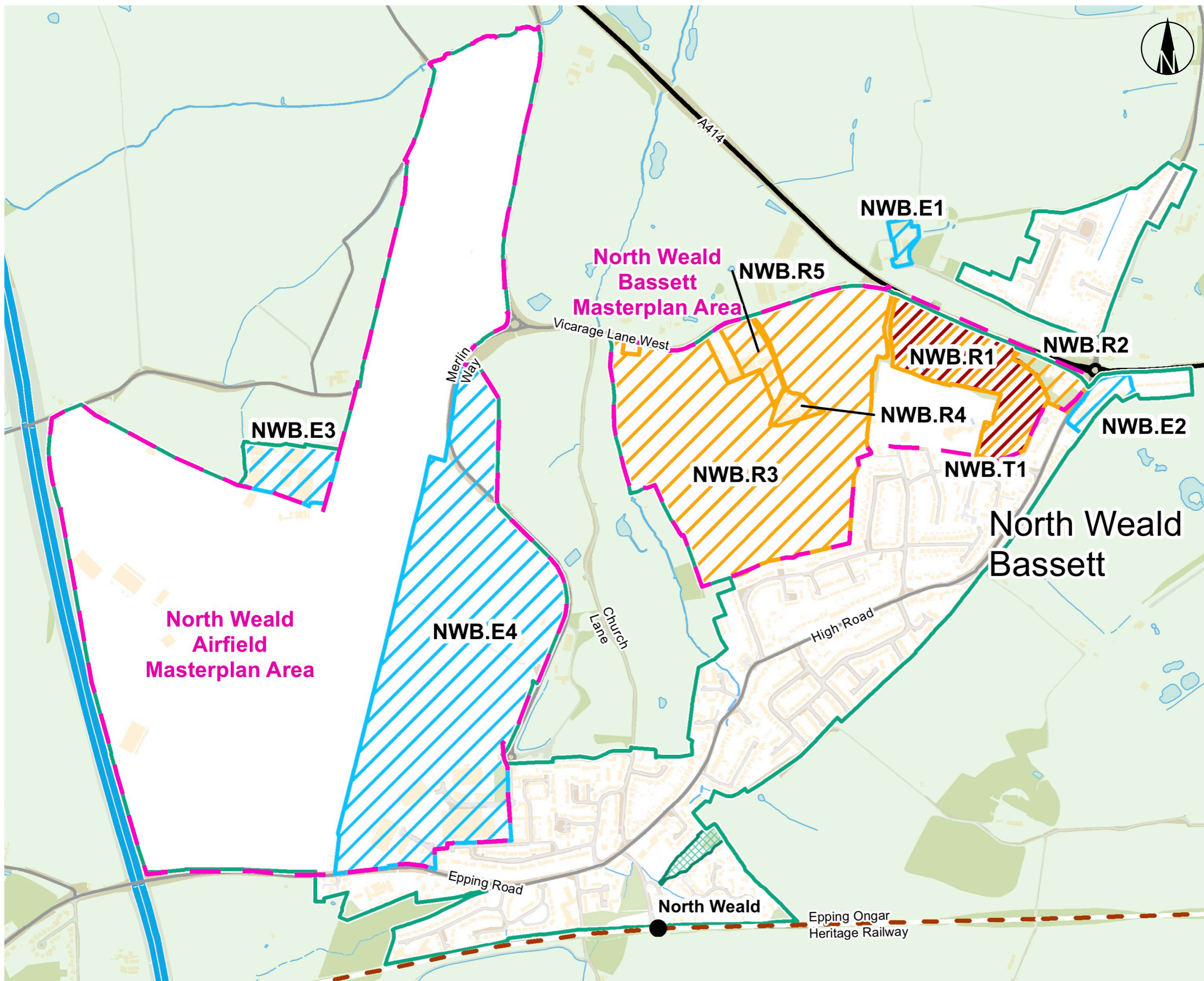


Figure Title  
Epping Forest Local Plan  
Allocated Land Parcels

Figure Number  
Figure 3.3

Project Title  
North Weald Bassett

Project Number  
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