

# **Epping Forest Local Plan**

## **Examination Hearing Statement**

### **Appendices**

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#### **Matter 15 – Places and Sites (Policies P1-P15)**

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Prepared by Strutt & Parker on behalf of Countryside Properties Ltd (19LAD0095)

April 2019

**Appendix A – Suggested Modifications to Policy 6**

**Appendix B – Transport Note prepared by Iceni**

**Appendix C – North Weald Bassett Masterplan Area – Constraints and Concept Plan prepared by Terrence O'Rourke**

**Appendix D – Green Belt and Landscape Review Note prepared by David Jarvis Associates**

**Appendix A – Suggested Modifications to Policy 6**

## APPENDIX A – Suggested Modifications to Policy P6

### Policy P6

It is considered that amendments can be made to Policy P6 to ensure that it is positively prepared, justified, avoid unnecessary duplication and deal with matters arising since submission of the LPSV. The proposed changes relevant to Countryside Properties' interests are highlighted in yellow with comments in red are set out below. The suggested modifications take into account the summary update to the SoCG between EFDC and ECC (EB1508A):

A. Proposals for development on allocated sites should accord with the **site specific** requirements ~~set out in Appendix 6 below~~: **[please refer to Issue 1 – Q1 of Hearing Statement]**

#### Residential Sites

B. In accordance with Policy SP 2 the following sites are allocated:

- (i) NWB.R1 Land at Bluemans – Approximately 223 homes
- (ii) NWB.R2 Land at Tylers Farm – Approximately 21 homes
- (iii) NWB.R3 Land south of Vicarage Lane – Approximately 728 homes
- (iv) NWB.R4 Land at Chase Farm – Approximately 27 homes
- (v) NWB.R5 Land at The Acorns, Chase Farm – Approximately 51 homes

C. No change proposed.

D. No change proposed.

E. No change proposed.

Sustainable Transport Choices **[introduced by EB1508A subsequent headings are changed accordingly]**

F. In accordance with Policy T 1, all development proposals must **“demonstrate or”** **[remove – it would not be possible to demonstrate unless development is implemented]** include the need to make provision for, improve and promote use of links to/enhance existing, cycling and walking networks and access to passenger transport services. The Strategic Masterplans for North Weald Bassett and North Weald Airfield must incorporate measures to promote and encourage the use of sustainable methods of transportation and provide viable alternatives to private car use **to ensure impacts on the wider road network are similar to existing traffic levels, especially at sensitive locations in Epping.** **[This takes into account EFDC's position as set out in EB1508A]** Such measures are to be planned in consultation with Essex County Council (and relevant passenger transport providers) through the production of the Strategic Masterplans to provide for The proposed measures need to be underpinned by feasibility evidence that demonstrates the delivery of modal shift away from single occupancy private car use by way of sustainable travel measures.

## Infrastructure Requirements

**G.** Infrastructure requirements ~~must be delivered~~ [having regard to the SoCG 7.1, it is agreed between EFDC and the landowners that the infrastructure requirements will be set out within the Strategic Masterplan] ~~will be delivered~~ at a rate and scale to meet the needs that arise from the proposed development, in accordance with ~~the Strategic Masterplan informed by the~~ Infrastructure Delivery Plan. Specifically, development in North Weald Bassett will be expected to contribute proportionately towards the following infrastructure items:

- (i) A new primary school;
- (ii) Appropriate provision of health facilities;
- (iii) Highways and junction upgrades;
- (iv) Local upgrades to the existing waste water network and drainage infrastructure;
- (v) Potential upgrades to existing water, gas and telecommunications infrastructure; and
- (vi) The ~~improvement and~~ [To accord with NPPF, this requirement can only relate to the Masterplan Area rather than the whole settlement] provision of open space throughout the Masterplan Area ~~settlement~~.

**H.** The Council will only permit planning applications that contribute towards the delivery of those infrastructure items set out above and in the Infrastructure Delivery Plan, unless subsequent iterations of the Infrastructure Delivery Plan or discussions with providers determine that these items are no longer required.

## Air Pollution

**I.** ~~The development of the allocated sites within North Weald Bassett have the potential to produce air pollution that could impact upon air quality in the District, including Epping Forest. In accordance with Policy DM 2 and Policy DM 22, all proposals on sites which require a Transport Assessment/Transport Statement will be required to undertake an air quality assessment that identifies the potential impact of the development, together with contributions towards air quality monitoring.~~ [These requirements are provided by policies DM2 and DM22; this is unnecessary repetition]

## Recreational Pressure

**I.** Due to their proximity to Epping Forest development of the allocated sites within North Weald Bassett will be required to make a contribution to the access management and monitoring of visitors to the Forest ~~and provision of natural green space~~ in accordance with Policy DM 2.

## Flood Risk

**L.** ~~In accordance with Policy DM 15, development on residential or traveller allocations must be located wholly within Flood Zone 1.~~ [These requirements are provided for by DM15; this is unnecessary repetition]

## North Weald Bassett Masterplan Area

**J.** Development proposals in relation to sites NWB.R1, NMB.R2, NWB.R3, NWB.R4 and NWB.R5, NWB.T1 must comply with a Strategic Masterplan for the North Weald Bassett Area which has been formally endorsed by the Council.

**K.** In addition to the requirements set out above, the Strategic Masterplan must make provision for:

- (i) a minimum of 1,050 homes and 5 Traveller pitches;
- (ii) local centre including, retail, community and appropriate provision of health facilities;
- (iii) addressing surface water flooding;
- (iv) new primary school;
- (v) adequate levels of public open space to be provided on the site;
- (vi) Conservation or enhancement of the heritage assets at careful design that mitigates any potential impact upon the Grade II Listed Buildings at St Andrews Church, The Cottage [This suggested change takes into account HE comments. The buildings are specifically referred to] and Bluemans Farm/Tyler's Farmhouse; [Bluemans Farm no longer exists];
- (vii) new and improved Public Rights of Way and cycle linkages with the surrounding area; suggested wording Provision of footpath and cycle linkages within the site and to the surrounding area"
- (viii) careful design and layout to ensure that where sensitive land uses are proposed near the intermediate High Pressure Gas Pipeline they accord with the requirements set out in the HSE's Land Use Planning Methodology;
- (ix) the need to upgrade/widen the existing Vicarage Lane West access in order to ensure a safe access point which has sufficient capacity for the development it serves; and
- (x) the continued protection of those trees benefitting from a Tree Preservation Order, and other identified veteran trees.

**L.** The Masterplan and subsequent applications should be considered and informed by the Quality Review Panel.

**Appendix B – Transport Note prepared by Iceni**



## TRANSPORT NOTE

Project: **North Weald Masterplan Area**  
Date: **25th April 2019**  
Title: **EFDC Local Plan Examination - Matter 15 – Places and Sites (Policy P6)**

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### **Policy P6: North Weald Bassett (NWB)**

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- 1.1 As part of the MIQ, the Inspector has raised two queries in regard to North Weald as follows;

#### **General Matters**

**1. Highways England has commented that the level of growth proposed here is likely to have an impact upon Junction 7 of the M11. Is this proposed to be mitigated by the provision of Junction 7a, or is something more required?**

**2. Is improved/increased public transport provision necessary to accommodate the scale of development proposed here and in Thornwood? Should Part F make reference to the need to deliver this type of infrastructure? (NWB PC).**

- 1.2 This Transport Note provides a response to the questions raised by the Inspector in relation to Policy P6 and the General Matters 1 and 2, in regard to the M11 Junctions 7 and 7A and Sustainable Transport.

### **M11 Junction 7 and 7A**

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#### **Highways England Comments**

- 1.3 We are of the understanding that the Highways England comment referred to by the Inspector is as per the letter of 3rd February 2017 referenced within the Epping Forest District Council Representations to the Draft Local Plan Consultation 2016 (Regulation 18) as attached at **Appendix A1**, which states;

*'North Weald Bassett may have an impact at M11 J7 We will expect the developer to provide a Transport Assessment demonstrating their impact and putting forward suitable mitigation to address their impact.'*

- 1.4 The M11 J7A is proposed for construction beginning in 2020 and opening in 2022-23, at a cost of circa £50m which is fully funded as part of the governments Road Investment Strategy (RIS 1), a long-term programme for motorways and major roads across England. It is understood that such funding was originally identified for an improvement scheme produced for M11 Junction 7 as part of the RIS 1.



- 1.5 From discussions with both ECC and Highways England it is understood that although the M11 Junction 7A proposal may not fully address the potential impacts of growth on M11 Junction 7, proposed Interim and Full Improvement Schemes to M11 J7 have previously been designed to address growth within Harlow, such as the Latton Priory scheme and other garden town developments as part of further stages of the Road Investment Strategy

#### Traffic Impact from North Weald Sites

- 1.6 Having undertaken an assessment of likely vehicular trip assignment from the draft allocation sites in North Weald for residential development of 1,050 dwellings and the potential impact on M11 Junction 7, we set out the following in **Table 1.1** below which demonstrates the expected change in traffic flow at M11 Junction 7;

**Table 1.1 M11 Junction 7 Traffic Impact from North Weald Site Allocations**

<i>Peak Hour</i>	<b>2018<sup>1</sup></b>	<b>2023</b>				<b>2028</b>			
	<i>Observed Case</i>	<i>Base Case</i>	<i>Development Case</i>	<i>Additional trips<sup>2</sup></i>	<i>Percentage Impact</i>	<i>Base Case</i>	<i>Development Case</i>	<i>Additional trips<sup>2</sup></i>	<i>Percentage Impact</i>
AM	5,737	6,191	6,306	115	1.9%	6,440	6,555	115	1.8%
PM	6,031	6,457	6,572	115	1.8%	6,719	6,834	115	1.7%

Note: <sup>1</sup> Taken from 2018 Traffic Surveys

Note: <sup>2</sup> Based on 1,050 dwellings identified within Policy P6.

- 1.7 As can be seen from **Table 1.1**, the predicted number of trips (115 two-way vehicle movements) and percentage impact (1.7%-1.9%) on M11 J7 is expected to be negligible and in the order of two additional vehicles per minute during the AM and PM peaks. Therefore, the impact is expected to be indiscernible from daily fluctuations in traffic and unlikely to have any severe effects.
- 1.8 Nonetheless, further assessment would be undertaken as part of the requested Transport Assessment to support any planning application and would be fully reviewed by both ECC and HE.

#### Highways Apportionment

- 1.9 It should also be acknowledged that various junctions have been identified within the Epping Forest District Local Plan Infrastructure Delivery Topic Paper: Highways and Education Apportionment Addendum April 2019 (EB1101E) for sites identified within the Local Plan to make contributions towards highways infrastructure projects across Essex.
- 1.10 The junctions identified for the North Weald sites, which conforms with Part F (iii) of Policy P6, include the following, which consequently will help to address vehicular impact associated with the development of these sites;

- J1 – Wake Arms Roundabout, Epping Forest
- J2 – Talbot PH Roundabout, North Weald
- J8 – B1393 Thornwood Road Signalised Junction, Epping
- J9a – B1393 High Street / Station Road Roundabout, Epping
- J9b – B1393 High Street / St. John's Road Roundabout, Epping

- J11 – B1393 High Road / Bury Lane Roundabout, Epping

- 1.11 Further, it is proposed to upgrade the existing A414/Vicarage Lane West junction as part of development at North Weald, to improve vehicular access to and from the site. This conforms with Part K (ix) of Policy P6.
- 1.12 On the basis of the above, along with the discussions undertaken during the hearing held on the 21<sup>st</sup> March 2019 on this matter, we do not consider anything further is necessary beyond the mitigation measures already identified for M11 Junctions 7 and 7A.

### **Sustainable Transport**

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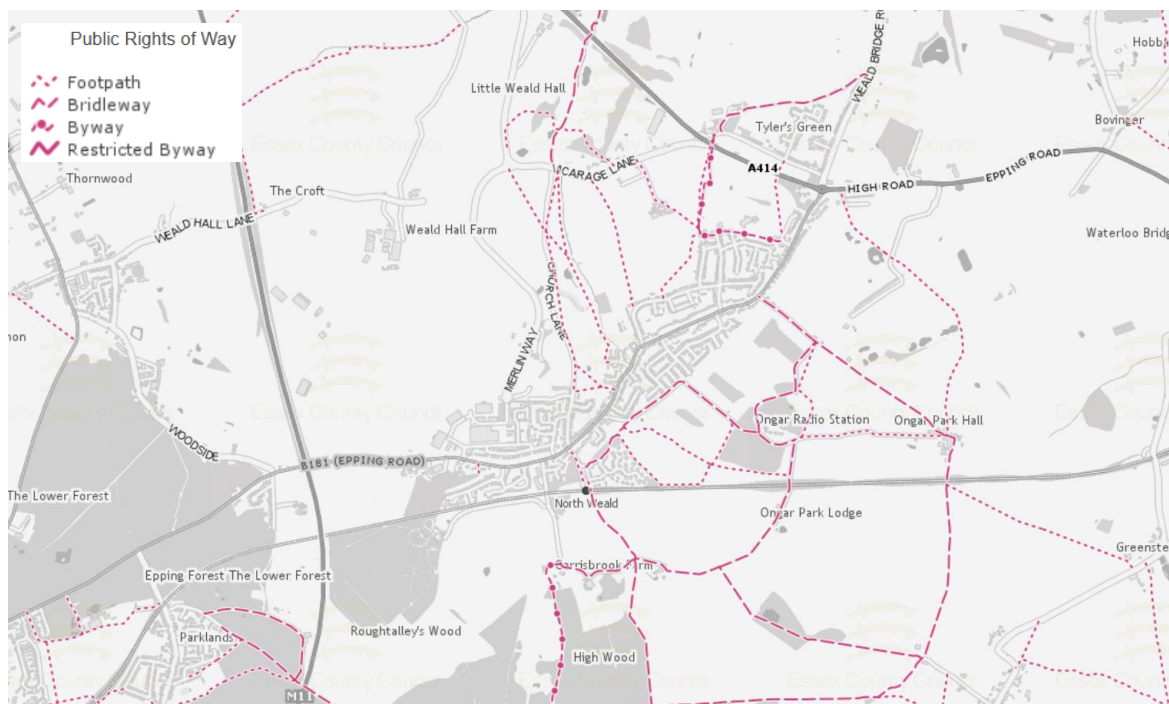
- 1.13 Both NPPF Policy and Policy T1 of the draft Local Plan identify the need to promote opportunities for sustainable transport and therefore it is not considered necessary for this to be specifically covered within Policy P6 also.
- 1.14 Further, the Transport Assessment Review (TAR) dated January 2019 and produced by ECC and Ringway Jacobs (EB503) sets out a transport strategy for mitigation of the development identified within the EFDC Local Plan up to 2033.
- 1.15 The allocated sites for North Weald are an extension of the existing settlement and located within an area with developed sustainable travel infrastructure. These include walking and cycle routes on the local High Street, a network of local footpaths and Public Rights of Ways (PRoWs) and existing bus services linking local communities to larger urban areas nearby.
- 1.16 From assessing the potential for development of the draft allocation sites within North Weald, a number of enhancements can be made to encourage sustainable travel and mitigate the impact on the transport network. These are set out in the Highway Proposals plan attached at **Appendix A2** and discussed below.

### **Pedestrian and Cycle Infrastructure**

#### *Pedestrians*

- 1.17 The village of North Weald includes a wide network of footways and pedestrian routes linking the local dwellings with a variety of amenities around the village. These footways are generally lit, and in a good state of maintenance.
- 1.18 Existing walking and cycling networks within North Weald link to the south and east of the site via Queens Road and School Green Lane and have the potential to be upgraded as part of the proposed development to ameliorate the links into the local High Street. These provide good level of access to the local amenities including shops and primary school. A plan showing all of the local amenities within North Weald is provided at **Appendix A2**.

- 1.19 Furthermore, Part F (i) and (ii) of Policy P6 identify a new primary school and provision of health facilities which will provide further amenities within walking distance and reduce the need for associated trips to be made by car.
- 1.20 In addition to the more formal footways in the built-up area, several public footpaths (also known as Public Rights of Way, PROWs) also exist, linking North Weald with a number of settlements nearby, as shown within **Plate 1** below:



**Plate 1 - Public Rights of Way within and around the Site**

- 1.21 It is proposed that a number of these PROWs would be upgraded, by merging and diverting these into more formal links, providing access for the new residents into High Road and the local area. It is considered that such formalising / diverting / and stopping up will form an actual improvement to these routes, through better facilities whilst also improving connectivity through the sites for existing residents of North Weald. This conforms with Part K (vii) of Policy P6.

#### Cycling Infrastructure

- 1.22 General improvements to the cycling network are identified within the ECC's TAR as follows (those considered applicable to North Weald underlined);

- Review existing route signage and lighting;
- Improve maintenance of existing routes (it is an aim of the overarching Essex Cycle Strategy to prioritise more frequent and improved maintenance of the cycle network);
- Prioritise improving cycle access and parking facilities in the town centres and at railway stations;
- Increase provision of direct and connected cycle routes in Waltham Abbey, Loughton/Buckhurst Hill and Epping;
- Fill obvious gaps in the existing cycle-route network (where the topography is cycle-friendly);
- Provide new infrastructure on key roads with cycle-friendly topography but no existing facilities;

- *Update the existing cycle map every two years taking on board innovation in cycle-map design and promote it and disseminate it widely through a range of channels and outlets; and*
- *Implement the recommended Flagship Route located in Waltham Abbey to provide east-west connection to existing routes in Hertfordshire, Waltham Cross railway station and the National Cycle Network.*

1.23 These items would be required as part of any development scheme and have the potential to be incorporated as part of the allocated sites within North Weald so as to conform with Part K (vii) of Policy P6. It is also worth noting that topography is becoming less critical with the increased use of electric and electrically assisted cycles.

## **Public Transport Infrastructure**

### **Bus**

1.24 General improvements to bus services are identified within ECC's TAR as follows (those considered applicable to North Weald underlined);

- Improved bus connectivity, service extensions and increased frequency between principal settlements and London Underground stations including Epping, Loughton, Chigwell, Harlow, North Weald, Waltham Abbey and Ongar;
- Creation of Sustainable Travel Corridors (STCs) to support Garden Town Communities at Harlow (as identified in the Harlow and Gilston Garden Town Transport Strategy);
- Real time passenger information and improved stop facilities;
- Upgraded fleet with lower / zero emission vehicles, improved passenger comfort and Wi-Fi access; and
- Options for bus priority on congested parts of the network including bus gates, bus transponder enabled signals and dedicated lanes; and
- Creation of routes and accessible stops within new developments or enhancement for sites within walking distance of existing bus routes.

1.25 Considering the above measures for mitigation, Figure 7.1 of the ECC TAR provides an overview of the potential improvements which can be made to the EFD infrastructure in terms of buses and cycles;

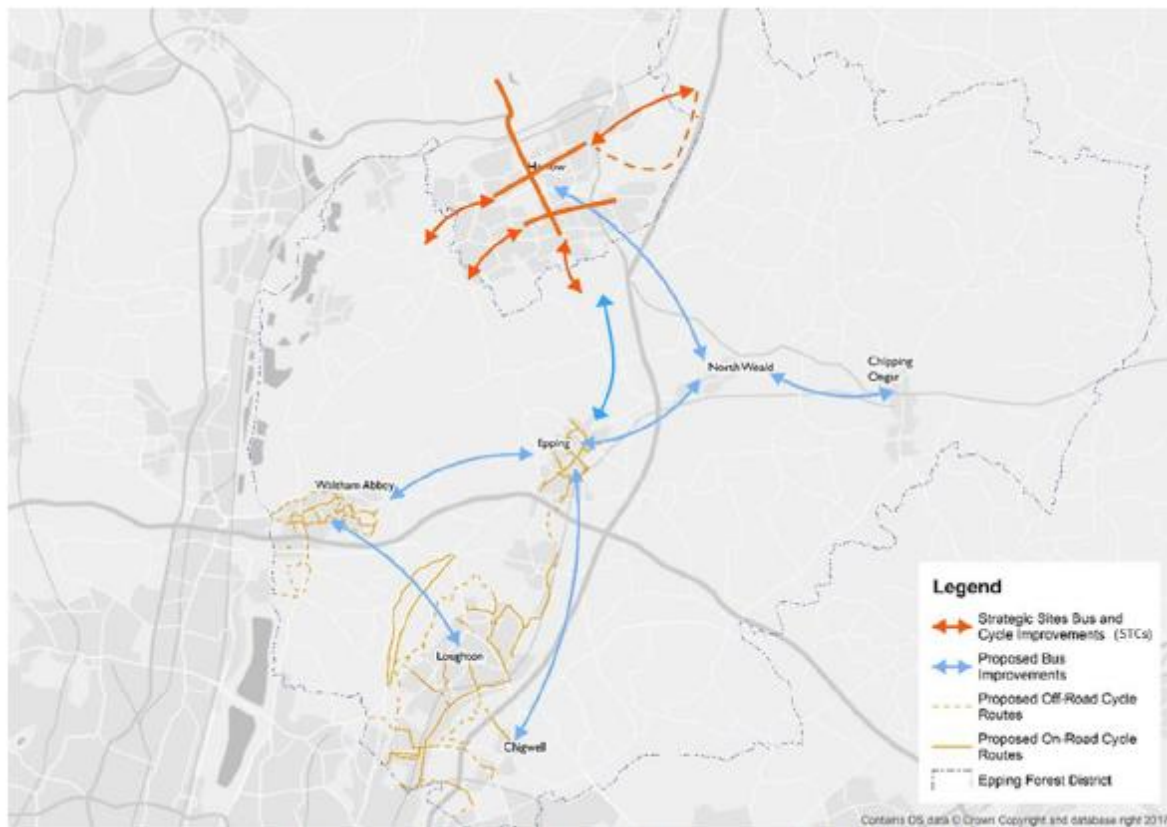


Figure 7-1 Overview of Potential Bus and Cycle Improvements and Wider Harlow Sustainable Travel Corridors (STCs)

1.26 As can be seen from the above Figure 7-1, North Weald is expected to accommodate bus improvements between destinations such as Epping, Harlow and Chipping Ongar.

1.27 The village of North Weald is currently served by two existing bus routes, running along High Road, including services 339 and 420/420A. A summary of these services is provided within **Table 1.2** below:

**Table 1.2 Summary of Local Bus Services**

Ref	Operated by	Route	Weekday frequency	Saturdays frequency	Sundays frequency
339	London Vintage Bus Hire	Epping – North Weald – Ongar – Shenfield	Twice hourly during peaks	Twice hourly during peaks	Twice hourly during peaks
420/420A	Trustybus	Harlow – Thornwood – Epping – North Weald – Ongar	Twice hourly during peaks	Hourly service during peaks	Hourly service during peaks

Source: <https://www.traveline.info>

1.28 Epping Underground Station is also located approximately 5.8km to the south west of the site. While this exceeds the maximum desirable walking and cycling distance, it is attainable via a 12-minute bus journey on services 420 and 420A. Epping Underground Station provides Central Line services into central London with approximately 10 trains running per hour. Services terminate at either West Ruislip or Ealing Broadway.

- 1.29 Specialised services can be seen in routes 620 (provided by First Essex) and SB11 (provided by Essex Community Link / ECC). Route 620 provides a single school bus service in the morning peak hours, Monday to Friday. Initially starting at Ingatestone the route passes through Ongar, Bobbingworth, North Weald, Epping before ending in Loughton. The SB11 route is a Community Link service which uses ECC's in-house minibuss fleet and drivers to assist the local community with transport provision. It provides daily transport for passengers to day centres, community resource centre and respite establishments. This service runs on Mondays and Thursdays only, with a service passing the site around 11:00 heading toward Epping, and then the return service passing the site at 13:33 heading toward Matching Green.
- 1.30 Extending existing sustainable travel networks is considered feasible as part of the development of the allocated sites, particularly in terms of bus improvements. In order to undertake such measures, discussions with existing bus operators in the area have also been undertaken. Trustybus (part of Galleon Travel), the local operators of route 420 have been approached in regard to diverting the existing bus route, running between Harlow and North Weald to route into the site via the spine route. From initial discussions Trustybus confirm this would be feasible.
- 1.31 It is therefore proposed that as part of development in North Weald, funding would be made available for the operator to run an increased bus service frequency, providing additional services to the existing and new village residents. Correspondence from TrustyBus can be seen at **Appendix A2**, outlining the initial discussions and their support of the extension of their 420 service. A plan showing this indicative routing through the site, in relation to existing/proposed bus stops and surrounding PRoW can be seen at **Appendix A2**.

### Rail

- 1.32 A series of improvements to the rail infrastructure associated with Epping are proposed which will benefit growth at North Weald. These improvements as part of the National Rail, Crossrail and Underground services are identified below.
- 1.33 General improvements to the London Underground network are identified within the ECC's TAR as follows;
- *250 new Tube trains for the Piccadilly, Bakerloo, Central and Waterloo & City lines, with the first new trains serving the Piccadilly line from 2023;*
  - *More capacity with a faster, more frequent service;*
  - *More reliability as modern signalling systems will ensure fewer delays;*
  - *Walk-through carriages helping to ease extra demand at peak times;*
  - *Air-cooled carriages for a more comfortable journey; and*
  - *Improved accessibility with step-free access at platform level.*
- 1.34 The ECC TAR goes on to say that the advances in technology together with walk-through carriages mean that trains and signalling systems are capable of increased levels of automation, leading to an increase capacity by approximately 25% on the Central Line, equivalent to an additional 12,000 customers per hour.

- 1.35 It is suggested that Crossrail is anticipated to add 10% capacity to central London's rail network and reduce demand on existing London Underground services. The Crossrail route aligns closely with the east-west Central Line, particularly between Stratford and central London, which would potentially alleviate upstream demand pressures for commuters from the District. It should be noted that Transport for London has not objected to the level of growth proposed for Epping Forest District.
- 1.36 General improvements to the National Rail network are also identified as follows;  
*Greater Anglia plan improvements to introduce increased frequency and capacity over the next decade with longer single train design, improved stations, superfast Wi-Fi and flexible fare tariffs.*
- 1.37 The improvements to rail services will clearly be beneficial to Epping and prospective growth within North Weald.

### **Additional Measures**

#### *Car-Free / Alternative Fuels*

- 1.38 The ECC TAR refers to Policy T1 Sustainable Transport Choices which advises that 'Reduced car parking, including car free, development in sustainable locations will be supported' and 'Where practicable and within 400m of a railway station, the Council will seek reduced car parking, including car free, development'. ECC consider that this will reduce the overall need for car ownership and the number of car-based trips, while promoting the use of nearby and convenient sustainable travel options.
- 1.39 In addition, the ECC TAR refers to Policy T1 in regard to the provision of electric vehicle charging points in all new developments, with vehicle parking spaces to promote the use of low emission vehicles and support improvements in air quality.

#### *Travel Plans to promote sustainable transport choices.*

- 1.40 The ECC TAR promotes the need for a Transport Assessment/Statement and Travel Plans to help deliver and encourage sustainable travel, with paragraphs 7.6.1 to 7.6.3 of the ECC TAR setting this out. This includes the need to ensure that transport infrastructure will be sustainable, of a high quality and offer flexibility in the choice of travel modes.
- 1.41 The provision of supporting transport documents such as a TATS and Travel Plan is standard procedure with any development given the requirements of the NPPF and therefore is entirely expected to support any planning application.
- 1.42 It is our therefore our opinion that given the level of sustainable transport measures identified above, along with the discussions undertaken during the hearing held on the 21<sup>st</sup> March 2019 on this matter, suitable public transport provision can be implemented to support the scale of development proposed for North Weald.

## **A1. HIGHWAYS ENGLAND CORRESPONDENCE**



## Epping Forest District Council Representations to the Draft Local Plan Consultation 2016 (Regulation 18)

Stakeholder ID	4625	Name	Highways England
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Method	Letter
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Date	3/2/2017
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This document has been created using information from the Council's database of responses to the Draft Local Plan Consultation 2016. Some elements of the full response such as formatting and images may not appear accurately. Should you wish to review the original response, please contact the Planning Policy team: [ldfconsult@eppingforestdc.gov.uk](mailto:ldfconsult@eppingforestdc.gov.uk)

### Letter or Email Response:

Thank you for consulting us upon your local plan on the 31 October 2016 We welcome the opportunity to input in to your plan. As you are aware Highways England are responsible for maintaining and operating the Strategic Road Network, which within Epping Forests administrate area is the M25 and M11, and just outside the District is the A120. All of these routes are under increasing pressure from traffic growth, this is recognised with in your plan and we welcome the fact that improvements to public transport and sustainability of transport systems feature highly in your plan, which when actuated will go some way to mitigating the impact to traffic by development. It was announced in the Roads Investment Strategy published December 2014 that the M11 Junction 7 would be improved and that the technology along the M11 between Junction 8 and Junction 14, Cambridge would be upgraded, as noted in your plan. Highways England have been working with yourselves, other Districts, Essex and Hertfordshire County Council's on your local plan and there is a memorandum of understanding setting out the authorities positions This will be updated as the plan progresses. Turning to the sites highlighted by the draft Local Plan we have the following comments: Harlow Latton Priory this is likely to have a direct impact upon M11 J7 We will expect the developer to provide a Transport Assessment demonstrating their impact and putting forward suitable mitigation to address their impact. West Summers on its own is unlikely to have a severe impact upon the M11 or its junctions West Katheryn's on its own is unlikely to have a severe impact upon the M11 or its junctions East of Harlow: Development here is likely to have a severe affect upon the M11 and particularly Junction 7. I note these proposals are reliant upon the delivery of a new motorway junction - M11 Junction 7a. Essex County Council have investigated options to improve Harlow's road network. Their strategic options appraisal show that a new junction 7a on the M11 is the optimum solution to overcome these problems. Essex County Council will aim to submit a planning application for Junction 7a by Winter 2016/17. Options for funding are currently be explored. Bucklhust Hill Unlikely to have a severe affect upon the M11 Chigwell May affect M11 J5 We will expect the developer to provide a Transport Assessment demonstrating their impact and putting forward suitable mitigation to address their impact. Chipping Ongar Unlikely to affect the strategic road network Coopers Dale Unlikely to affect the strategic road network Epping This scale of development on its own is unlikely to have a severe effect upon the M11 or M25 Fyfeild Unlikely to affect the strategic road network High Ongar Unlikely to affect the strategic road network Loughton May affect the M11 J5 We will expect the developer to provide a Transport Assessment demonstrating their impact and putting forward suitable mitigation to address their impact. Nazing Unlikely to affect the strategic road network North Weald Basset may have an impact at M11 J7 We will expect the developer to provide a Transport Assessment demonstrating their impact and putting forward suitable mitigation to address their impact. Roydon Unlikely to affect the strategic road network Stappleford Abbots Unlikely to affect

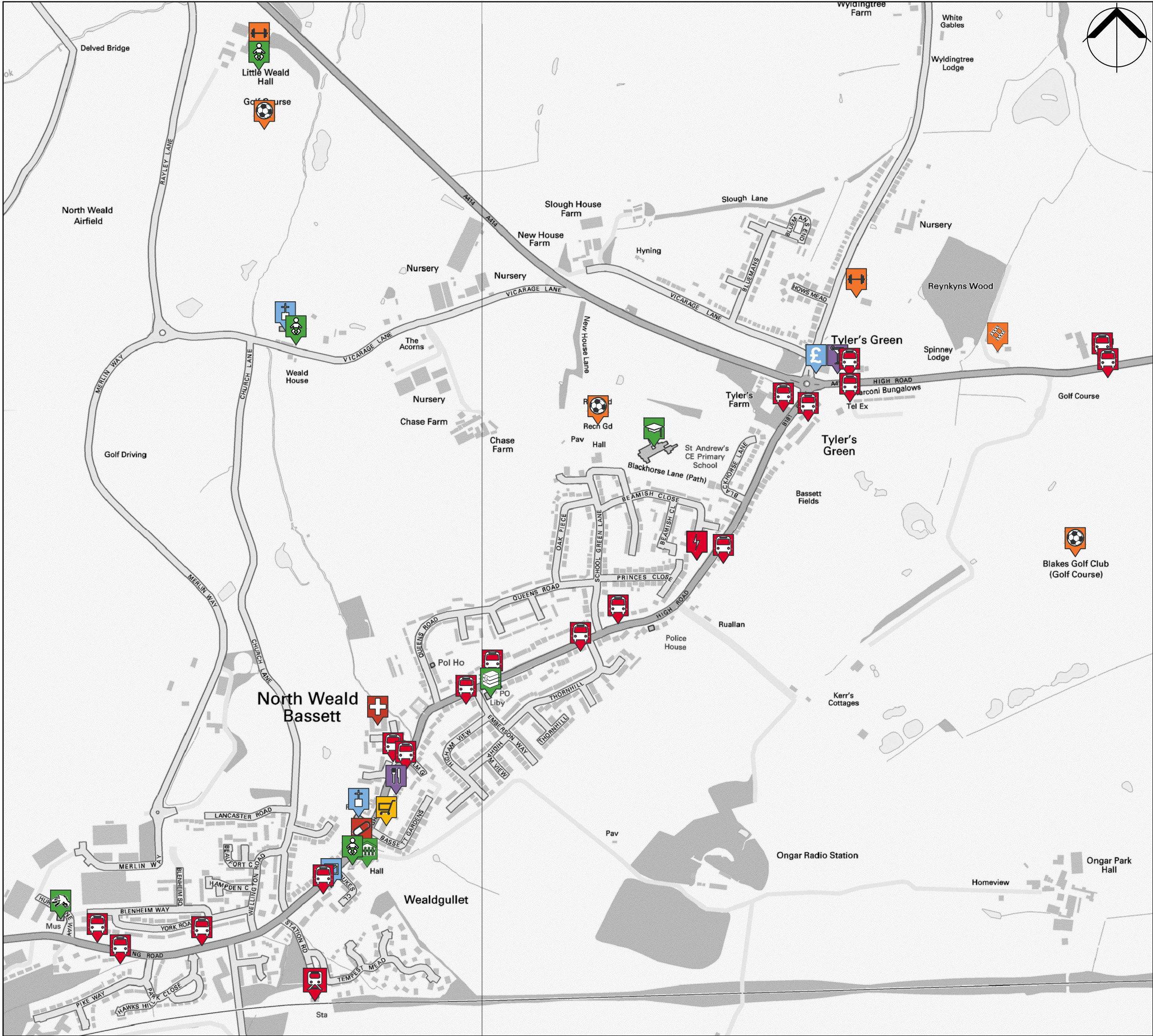
### Response to the Draft Local Plan Consultation 2016 (Regulation 18)

Stakeholder ID	4625	Name	Highways England
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the strategic road network Sheering Unlikely to affect the strategic road network Theydon Boys Unlikely to affect the strategic road network Thornwood Unlikely to affect the strategic road network Waltham Abbey Development here could affect the M25 junction 25 and J26 I am concerned about the cumulative effect of growth to transportation both locally but also the impact to neighbouring district areas. We will continue to work with Epping Forest District Council, neighbouring districts, Essex County Council, Hertfordshire County Council and developers to consider the potential impact to transportation and to ensure our roads continue to operate. I support proposals for more sustainable transport systems.

## **A2. PROPOSED TRANSPORT INFRASTRUCTURE**





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KEY:

PHARMACY

DOCTORS/HOSPITAL

DENTIST

SHOPPING AREA

SUPERMARKET

RESTAURANT/CAFE/TAKEAWAY

PUB/BAR

RECREATIONAL AREA

LEISURE CENTRE

PARK

ENTERTAINMENT

BANK

POST OFFICE

PLACE OF WORSHIP

EDUCATION

CHILDCARE

LIBRARY

MUSEUM AND CULTURAL

COMMUNITY SPACE

BUSINESS PARK/EMPLOYMENT HUB

INDUSTRIAL ESTATE

BUS STOP

ELECTRIC VEHICLE CHARGING POINT

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CLIENT

COUNTRYSIDE PROPERTIES

PROJECT

NORTH WEALD BASSETT

TITLE

LOCAL AMENITIES PLAN

DRAWN BY

MB

CHECKED BY

JM

APPROVED BY

ME

18/02/2019

18/02/2019

SCALE @ A3

NTS

DATE

18/02/2019

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19

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-

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Mike England  
Iceni Projects Limited  
Da Vinci House  
44 Saffron Hill  
London  
EC1N 8FH

Dear Sirs,

**a. Proposed Mixed Use Development, North Weald – Public Transport Provision**

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I am writing this letter following our meeting on 13<sup>th</sup> February 2019, in relation to proposed development at North Weald, in accordance with Policy P6 of the Epping Forest District Council Plan allocation sites for in excess of 1,000 dwellings.

Our TrustyBus Service number 420 currently runs from Harlow to Epping and then to Ongar via North Weald, travelling along the B181 High Road passing North Weald. The purpose of the meeting was to discuss the possible re-routing and service improvements that could be made to the 420 to provide a high-quality bus connection for the proposed development.

This development proposal presents an excellent opportunity to expand and enhance our service provision, and it is realistic to expect that such a service can be viable and self-sustaining given the levels of activity associated with the proposed development, and that the uses proposed suggest both peak demand (e.g. commuters) and off-peak demand (e.g. in relation to the sports and education facilities).

We support the proposals to re-route the 420 service from the B181 High Road along the A414 into the area of proposed development. Bus stops can then be provided, ensuring all the proposed dwellings are within a suitable walk distance of a bus stop.

Dependant on demand, the frequency of the 420 service can be increased to a bus every 15 minutes. Demand will be calculated directly from our existing ticket sale system. The service also has the potential to be increased on Saturdays and Sundays. On weekdays, the service can be extended to run from 5am to midnight in order to support early morning and later evening commuters, dependent on customer demand.

There is also the potential to extend the existing 420 bus route to Harlow train station, instead of terminating at Harlow bus station. This will provide a direct TrustyBus connection from the development site to Harlow train station as well as Epping underground station. This will also benefit our existing customers and local residents, as well as residents and visitors to the new development. These opportunities to enhance the existing service clearly confirms the sustainability credentials of proposed development at North Weald, notably as it is immediately adjacent to an existing and viable public transport route.

We also discussed several additional improvements that would be considered as part of this proposal:

- We are in support of improving the vehicles themselves to provide an executive service for our customers. This can be at a similar level to our existing executive coaches and include measures such as the provision of onboard Wi-Fi and USB sockets;
- The TrustyBus ticket sale app will be continued and the development of real time arrival app is currently being investigated.
- Contactless card payments.

Development branding of buses and the bus emissions standards were also discussed, and we are in support of providing a sustainable, low emission (e.g. hybrid), environmentally friendly bus service.

A phased approach in providing the new and improved bus service can be co-ordinated with TrustyBus as the development is built out.

To conclude, we are in full support of the proposed development at North Weald, as it offers the opportunity for the re-routing and improvement of our existing 420 TrustyBus service, enhancing and endorsing the sustainability benefits of the proposal. Further research and investigation will be carried out into feasibility and costings, and the productive dialogue will continue as the project progresses.

Yours Sincerely,

A handwritten signature in dark ink, appearing to read 'Mark Bowden', with a stylized flourish at the end.

Mark Bowden  
Commercial Director

**Appendix C – North Weald Bassett Masterplan Area – Constraints and Concept Plan prepared by Terrence O'Rourke**

# North Weald Bassett Masterplan Area

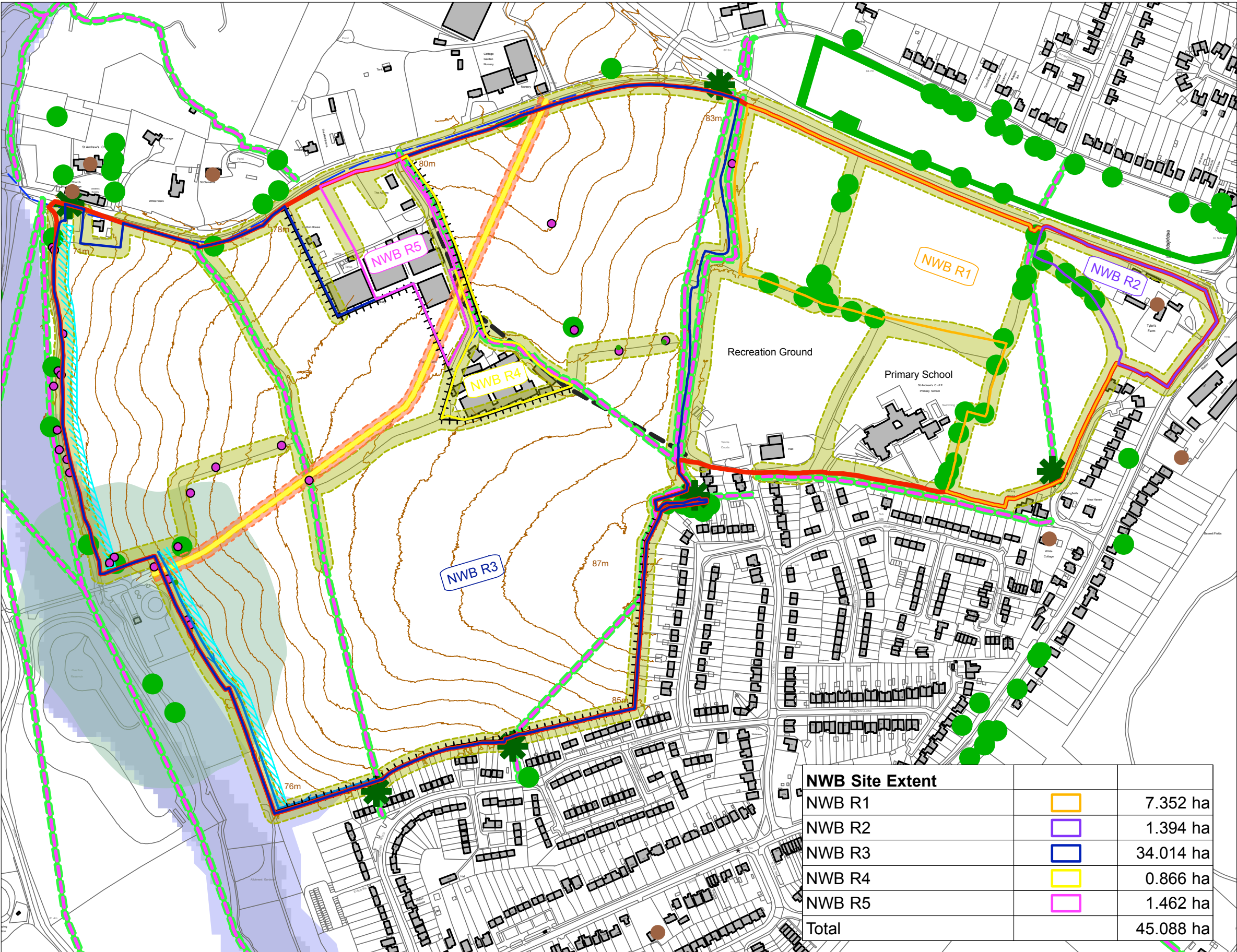


## The site and surrounding features

### Constraints Plan

- Masterplan area
- Gas main easement - 3m\*
- Gas main easement - 7.5m\*  
\* Gas main surveyed by Lightsource surveys. 3m zone prohibits excavations/buildings etc. 7.5m zone also has restrictions - refer to detailed information
- 1m contours (NWB.R3 site)
- Overhead power lines
- BT above ground
- Stream 10m buffer
- TPO and veteran trees
- Hedges (retain and protect)
- Listed building
- Public Right of Way 2.5m buffer
- Public Right of Way
- Rights access points
- WWTW odour plume (Odournet 3\*)  
\* Odournet are UKAS and MCERTS accredited air quality consultants. Odournet 3 is an area surveyed unlikely to constitute significant pollution.
- Mature tree
- Running water
- Fence
- Tree with high bat roost potential/high ecological value
- EA flood zone 3
- EA flood zone 2

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NWB Site Extent		
NWB R1		7.352 ha
NWB R2		1.394 ha
NWB R3		34.014 ha
NWB R4		0.866 ha
NWB R5		1.462 ha
Total		45.088 ha

Plan is shown for information only - not to scale

Note: This area total refers to the five allocated sites only, not the North Weald Bassett Masterplan Area



# North Weald Bassett Masterplan Area



## Draft Illustrative Concept Plan

Informed by baseline studies, workshops with North Weald Bassett Neighbourhood Plan Steering Group, EFDC and ECC to date

Proposals for strategic elements of the Masterplan Area to show broad concepts for land uses, connectivity and key site requirements to assist preferred options.

- Masterplan area
- Potential development areas
- Main pedestrian and/or cycle routes
- Proposed vehicular links
- Proposed vehicular links - suitable for bus access
- Existing facilities/hubs
- Respect the setting of Heritage Buildings
- Views of Andrew's church and Airfield Control Tower/respect setting of Heritage Buildings
- Sensitive edge treatment where existing housing abuts site
- Potential area of new open space
- North Weald Airfield employment area

Note: Location of proposed primary school/ local centre to be confirmed through detailed masterplan and consultation process

**Indicative capacity**  
Potential development areas = approx. 31ha  
Based upon potential development area of 31 ha, a density of 33.8dph\* would achieve 1050 units.

\*Note: This is not a net developable area as it will include proposed attenuation/open space and play areas, the primary street and other infrastructure (junctions), local centre/primary school etc.





**Appendix D – Green Belt and Landscape Review Note prepared by David Jarvis Associates**

## Green Belt and Landscape Review Note

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1. My name is Paul Gibbs, I am a Chartered Landscape Architect and Director of David Jarvis Associates Limited. DJA is instructed by Countryside Properties to provide advice on matters relating to landscape and Green Belt at North Weald Bassett.
2. DJA is a Registered Practice with the Landscape Institute with considerable experience of these matters.
3. As part of the work undertaken, we have provided advice on landscape issues within the Local Plan and Green Belt in particular.
4. I have read and assessed many Green Belt reviews. The approach taken by Epping Forest District Council in the preparation of their Green Belt Reviews is consistent with that undertaken for other Local Plans. The methodology used is sound, arising from its logical continuation of a Stage 1 Review and has been applied appropriately.
5. This note has been provided to assist in the Epping Forest Local Plan Examination, and in respect of Policy P6 Question 7 of Matter 15 of the Examination in particular. Question 7 reads “*What effect would the development of the following sites have on the purposes of the Green Belt: NWB.E3 & E4; and NWB.R1-R5 & T1?*”
6. It identifies elements of the EFDC’s evidence base considered of particular relevance in consideration of the effect the development of NWB.E3 and E4 and NWB.R1-R5 & T1 would have on the purposes of the Green Belt. It also provides commentary on these issues.
7. I have undertaken a review of the Green Belt Assessments (EB704AB and EB705B) to consider the effect on the purposes of the Green Belt.
8. The land to the north of NWB is, with the exception of the Green Belt, free of any significant landscape constraints.

## Green Belt and Landscape Review Note

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### Settlement Edge Landscape Sensitivity Study

9. In the Examination Hearing Statement submitted by Strutt and Parker in respect of Matter 4 , a review of the Settlement Edge Landscape Sensitivity Study<sup>1</sup> (SELSS) was provided to support the statement.
10. The NWB Masterplan Area forms only a part of Area 2 in the SELSS study and would have a correspondingly reduced effect on the Green Belt.
11. Of the six areas tested, Area 2, within which NWB.E3 and E4 and NWB.R1-R5 & T1 lie, scores best. Area 2 makes only a moderate contribution to the openness of the Green Belt and a limited contribution in preventing neighbouring towns from merging into one another.

### North Weald Bassett Masterplanning Study (2014)

12. North Weald Bassett Masterplanning Study (2014)<sup>2</sup> confirmed at page 110 and by reference to the Landscape Sensitivity Study that “any development in the location of the site would probably have a lesser impact on the aim and purposes of the Green Belt; in particular, this is because it has a limited role in preventing neighbouring towns from merging. Indeed, the settlement to the east and the airfield and M11 to the west means that this pocket of land is isolated from other nearby settlements.”

### Stage 1 Green Belt Review

13. The Stage 1 Green Belt Review (September 2015)<sup>3</sup> confirmed that land to the north of North Weald Bassett, Parcel DSR-010, within which NWB.E3 and E4 and NWB.R1-R5 & T1 lie, makes a relatively strong – strong aggregated contribution to the purposes of the Green Belt.

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<sup>1</sup> EB712

<sup>2</sup> EB14

<sup>3</sup> EB704A and B

**Green Belt and Landscape Review Note**

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14. The Stage 1 assessment of Parcel DSR-010 concludes the following:

- a. It makes a moderate contribution to Purpose 1 to check the unrestricted sprawl of large built-up areas.
- b. It makes a relatively weak contribution to Purpose 2 to prevent neighbouring towns merging into one another
- c. It makes a strong contribution to Purpose 3 to assist in safeguarding the countryside from encroachment.
- d. It makes no contribution to Purpose 4 to preserve the special character of historic towns.

15. The Stage 1 Review concluded that land around North Weald Bassett should be the subject of further review at Stage 2. The identified land is bounded by absolute constraints to the north, the M11 to the west and the Epping to Ongar Heritage railway track to the south. The remaining land to the east is defined by a 1km buffer and tracks. This area includes both parcels DSR-010 and DSR-011.

**Stage 2 Green Belt Review**

16. The Stage 2 Green Belt Review<sup>4</sup> by LUC was published by EFDC in August 2016.

17. The Stage 2 Review subdivides the Stage 1 parcels into smaller areas to provide a finer level of assessment. Parcel DSR-010 to the north west of North Weald Bassett has been subdivided into Parcels 010.1-010.5. NWB.R1, NWB.T1 and NWB.R2 lie within Parcel 010.1, NWB.R3-R5 lie within Parcel 010.2 and NWB.E3 and E4 lie within Parcels 010.3 and 010.4, the airfield.

18. The boundaries used to define the Stage 2 parcels seem sensible.

19. The assessment of Parcel 010.1 concludes the following:

- a. It makes no contribution to Purpose 1 to check the unrestricted sprawl of large built-up areas.

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<sup>4</sup> EB705A and B

**Green Belt and Landscape Review Note**

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- b. It makes no contribution to Purpose 2 to prevent neighbouring towns merging into one another.
- c. It makes a relatively weak contribution to Purpose 3 to assist in safeguarding the countryside from encroachment.
- d. It makes no contribution to Purpose 4 to preserve the special character of historic towns.

20. This is summarised as causing low harm to the Green Belt.

21. The assessment of Parcel 010.2 concludes the following:

- a. It makes no contribution to Purpose 1 to check the unrestricted sprawl of large built-up areas.
- b. It makes a moderate contribution to Purpose 2 to prevent neighbouring towns merging into one another.
- c. It makes a moderate contribution to Purpose 3 to assist in safeguarding the countryside from encroachment.
- d. It makes no contribution to Purpose 4 to preserve the special character of historic towns.

22. This is summarised as causing moderate harm to the Green Belt.

23. The assessment of Parcels 010.3 and 010.4 concludes the following:

- a. It makes no contribution to Purpose 1 to check the unrestricted sprawl of large built-up areas.
- b. It makes a moderate contribution to Purpose 2 to prevent neighbouring towns merging into one another.
- c. It makes a relatively strong contribution to Purpose 3 to assist in safeguarding the countryside from encroachment.
- d. It makes no contribution to Purpose 4 to preserve the special character of historic towns.

24. This is summarised as causing high harm to the Green Belt.

## Green Belt and Landscape Review Note

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25. Within the Stage 1 report the area covered by DSR-010 was far larger than Parcel 010.2; it was assessed as making a relatively weak contribution to Purpose 2. It is unreasonable to suggest that the smaller area covered by Parcel 010.1, in the part of DSR-010 furthest away from Harlow can now make a higher contribution.
26. The assessment in the Technical Annex makes mention of the wooded land south of Harlow. This wooded landscape creates “strong visual separation” between Harlow and Parcel 010.2. The land south of the wooded landscape has some intervisibility with 010.2 but that is not relevant to Purpose 2. Purpose 2 considers the merging of neighbouring towns, and not two areas of landscape. By that test the contribution Parcel 010.2 makes to the Green Belt should be reduced to weak.
27. This is supported in the Technical Appendix under Consideration of Alternative Boundaries “The field adjacent to houses on *Queen’s Road and Oak Piece* [the site], *contained to the west by a belt of trees alongside Gullet Brook and to the north by a fairly weak hedgerow, is considered to make a ‘relatively weak’ contribution to Purposes 2 and 3. The full length of Gullet Brook between the settlement edge and Vicarage Lane West could form an alternative parcel boundary...*”. On this basis the site scores more favourably overall, reducing the level of harm caused by the release of parcel to low.
28. Figure 4.5 of the Stage 2 Review shows in aggregated form the potential level of harm to the Green Belt associated with release of parcels, when scored against Purposes 1, 2, 3 and 4. This identifies Parcel 010.1 as likely to cause low harm if released from the Green Belt, Parcel 010.2 as likely to cause moderate harm if released from the Green Belt and Parcel 010.3 as likely to cause high harm if released from the Green Belt. Of the ten parcels assessed around North Weald Bassett Parcels 010.1 and 010.2 emerge as among the most suitable for development. Parcel 010.1 is small and enclosed by the existing settlement on three sides; unsurprisingly it scores marginally better than Parcel 010.2.

## Green Belt and Landscape Review Note

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29. At 4.11 of the Stage 2 report it states that *“given the rural nature of the District, the majority of the District's Green Belt performs strongly against purpose 3”*, to assist in safeguarding the countryside from encroachment. A subsequent test is performed excluding Purpose 3. This has the effect of appearing to reduce the level of harm of more parcels around the District, see Figure 4.6.
30. In excluding Purpose 3, Parcel 010.1 emerges as likely to cause no harm if released from the Green Belt, and Parcels 010.2, 010.3 and 010.4 as likely to cause moderate harm if released from the Green Belt.
31. NWB.R1, T1 and R2 form only part of Parcel 010.1 south of the A414. Consequently, the harm assessed in the Stage 2 Green Belt Review would be reduced.
32. NWB.R3-5 form only part of Parcel 010.2, east of Gullet Brook, the Alternative Boundary Scenario. Consequently, the harm assessed in the Stage 2 Green Belt Review would be reduced to low.
33. NWB E3 and E4 cover a relatively small part of the NWB Airfield, Parcels .10.3 and 010.4. NWB.E3 lies over an area already in employment use. The development of NWB.E3 would be unlikely to result in any further effects on the Green Belt. Development of NWB.E4 lies on the eastern side of the airfield along Merlin Way. Consequently, the harm assessed in the Stage 2 Green Belt Review would be reduced.

### Summary

34. In summary, the NWB Masterplan Area contains NWB.R1-5 and T1. This area is well enclosed and acts as infill, defined by NWB to the south and east, Gullet Brook to the west and Vicarage Lane / A414 to the north, and is separated from the airfield by Church Lane and Gullet Brook and associated road and stream side vegetation. It would form a logical extension to settlement.
35. The other Areas around the edge of the settlement would be properly classed as outward extensions of the village.



**Green Belt and Landscape Review Note**

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36. The NWB Masterplan Area must be viewed in the context of the further development of the airfield for employment uses. The NWB Airfield Masterplan Area contains NWB.E3 and E4 which have been identified for employment development. NWB.E3 is an existing site designated for employment uses. NWB.E4 is designated for employment uses with a further allocated expansion for B Use Class employment uses.

37. The release of the NWB Masterplan Area from the Green Belt would result in low harm to the purposes of the Green Belt as evidenced by EFDC's own evidence base. Its allocation is supported by the Green Belt Review.

**Paul Gibbs DipLA DipUD CMLI**

**Director**

**David Jarvis Associates**