

EPPING FOREST DISTRICT LOCAL PLAN EXAMINATION

DRAFT STATEMENT OF COMMON GROUND BETWEEN EPPING FOREST DISTRICT COUNCIL AND ESSEX COUNTY COUNCIL

SUMMARY UPDATE – DATED 18 MARCH 2019

EPPING (pages 116-118)

Infrastructure Requirements

- 5.20 The supporting text to Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential, traveller and employment growth across the District. The full infrastructure needs for Epping are set out in the Infrastructure Delivery Plan.

Town Centre

- 5.21 Policy E 2 identifies Epping as a Town Centre. This reflects the Council's aspiration for the centre to remain a successful destination, maintaining and enhancing its existing retail offer along with other leisure and entertainment amenities.
- 5.22 In accordance with Policy E 2, the Council has designated specific Primary and Secondary retail frontage areas.
- 5.23 Reflecting the National Planning Policy Framework, the Council will also support the weekly market that currently takes place within the Town.

Sustainable Transport Choices

- 5.23a A key consideration for development proposals in Epping, including for the South Epping Masterplan Area, is to ensure that new development provides opportunities to access jobs, services, education and leisure opportunities through walking, cycling and public transport. This will include the provision of safe and convenient routes to key destinations, including to Epping London Underground Station. Measures should provide viable alternatives to private car use, and prevent the establishment of unsustainable travel behaviour. The proximity of Epping Station to the South of Epping Masterplan area is such that access to the station should be facilitated so as to promote sustainable transport choices and discourage private car use. In addition, the design and layout

of development coming forward within the Masterplan area should maximise opportunities for residents and visitors to make internal trips by means other than the car.

Policy P 1 Epping

- A. Proposals for development on allocated sites should accord with the site specific requirements set out in Appendix 6.

Residential Sites

- B. In accordance with Policy SP 2 the following sites are allocated for residential development:
- (i) EPP.R1 Land South of Epping, West – Approximately 450 homes
 - (ii) EPP.R2 Land South of Epping, East – Approximately 500 homes
 - (iii) EPP.R3 Epping London Underground Car Park – Approximately 89 homes
 - (iv) EPP.R4 Land at St Johns Road – Approximately 34 homes
 - (v) EPP.R5 Epping Sports Centre – Approximately 43 homes
 - (vi) EPP.R6 Cottis Lane Car park – Approximately 47 homes
 - (vii) EPP.R7 Bakers Lane Car Park – Approximately 31 homes
 - (viii) EPP.R8 Land and part of Civic Offices – Approximately 44 homes
 - (ix) EPP.R9 Land at Bower Vale – Approximately 50 homes
 - (x) EPP.R10 Land to rear of High Street – Approximately 6 homes
 - (xi) EPP.R11 Epping Library – Approximately 11 homes

Employment Sites

- C. In accordance with Policy E 1 the following existing sites are designated for employment uses:
- (i) EPP.E1 Land at Eppingdene
 - (ii) EPP.E2 Land at Coopersale Hall
 - (iii) EPP.E3 Falconry Court
 - (iv) EPP.E4 Bower Hill Industrial Estate

Sustainable Transport Choices

D. In accordance with Policy T 1, all development proposals must demonstrate opportunities to access jobs, services, education and leisure opportunities by means other than the car, both within Epping and to the Harlow and Gilston Garden Town will be provided and promoted. This will 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.

Infrastructure Requirements

D.E. Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with the Infrastructure Delivery Plan. Specifically, development proposals in Epping will be expected to contribute proportionately towards the following infrastructure items:

- (i) New primary school;
- (ii) Appropriate provision of health facilities;
- (iii) The provision of walking and cycling facilities, providing linkages both within the site and to external attractors;
- (iv) Enhancements to public transport provision or other initiatives which reduce the need to travel by car;
- ~~(iii)~~(v) Highways and junction upgrades;
- ~~(iv)~~(vi) Upgrades to Lindsey Street electricity substation;
- ~~(v)~~(vii) Necessary upgrades to existing waste water infrastructure; and
- ~~(vi)~~(vii) Appropriate provision of green infrastructure and open space throughout the settlement.

E.F. Development proposals must contribute proportionately 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 requirements have changed.

Town Centre Uses

F.G. In accordance with Policy E 2, in Epping Town Centre, at least 70% of the ground floor Primary Retail Frontage and at least 20% of the ground floor Secondary Retail Frontage will be maintained in A1 use.

Air Pollution

G.H. The development of the allocated sites within Epping 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.

Recreational Pressure

H.I. Due to their proximity to Epping Forest, development of the allocated sites within Epping will be required to make a contribution to the access management and monitoring of visitors to the Forest in accordance with Policy DM 2.

Flood Risk

I.J. In accordance with Policy DM 15, development on residential allocations must be located wholly within Flood Zone 1.

South Epping Masterplan Area

J.K. Development proposals in relation to sites EPP.R1 and EPP.R2 must comply with a Strategic Masterplan for the South Epping Area which has been formally endorsed by the Council.

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

- (i) a minimum of 950 homes;
- (ii) a new neighbourhood centre to include community facilities, employment and retail use;
- (iii) a new primary school and early years childcare provision (which could be accommodated through the relocation of Ivy Chimneys Primary School);
- (iv) appropriate provision of health facilities, exploring the potential for a new health hub to include an integrated GP surgery, pharmacy and any other necessary health services;
- (v) new road access and internal road layout to support a bus corridor;
- (vi) a new vehicular, pedestrian and cycling bridge over the railway line;

- (vii) car clubs/car sharing or pooling arrangements, visitor parking and blue badge holders;
- (viii) minimising the impact upon the setting of the Grade II listed Gardners Farm and Grade II listed Farm Buildings;
- (ix) minimising the impact upon the BAP Priority Habitat within the site and nearby Local Wildlife Site;
- (x) incorporation of an appropriate buffer to protect the amenity of future residents with regards to noise and air quality from the M25 and an appropriate buffer from the High Voltage Transmission Cables and land impacted by the BPA Oil Pipeline constraints;
- (xi) careful design to avoid or reduce impacts on the ancient woodland which may include providing a buffer zone of semi-natural habitat between built development and the Ancient Woodland;
- (xii) the continued protection of those trees benefitting from a Tree Preservation Order;
- (xiii) the strengthening and/or creation of new Green Belt boundaries to the east and west of the site;
- (xiv) the integration, retention and improvements to the existing watercourse and Public Rights of Way, including the retention of the existing pedestrian footbridge over the M25, and enhanced linkages to Epping station;
- (xv) adequate levels of high quality public open space , including the replacement of Brook Road Informal Recreation Ground; and
- (xvi) contribute towards air quality monitoring within the Epping Forest.

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

N. The Strategic Masterplan for South Epping must incorporate measures to promote and encourage the use of sustainable methods of transportation and provide viable alternatives to single occupancy private car use. Such measures are to be planned in consultation with Essex County Council (and relevant passenger transport providers) through the production of the Strategic Masterplan. The proposed measures need to be underpinned by feasibility evidence that comprehensively demonstrates the delivery of modal shift away from single occupancy private car use by way of sustainable travel measures to ensure impacts on the wider road network are similar to existing traffic levels, especially at sensitive locations in Epping Forest.

Please note:

The concluding point highlighted above (that was suggested by ECC) for this section is not agreed by EFDC. This is because this wording is considered to impose an unreasonable requirement in light of national planning policy

NORTH WEALD BASSETT (pages 143-145)**Infrastructure Requirements**

- 5.98 The supporting text to Policy SP 2 confirms the importance of identifying and delivering key infrastructure to support residential and employment growth across the District. The infrastructure needs for North Weald Bassett are set out in Policy P 6 and the Infrastructure Delivery Plan.

Village Centre

- 5.99 The North Weald Bassett Masterplan identified the delivery of an improved centre and new smaller second centre at Tylers Green to support the proposed residential and employment development in the village. The Council will require new retail provision to be incorporated into planning proposals which support the delivery of the North Weald Bassett Masterplan. Any new retail development should accord with the requirements of Policy E 2.

Sustainable Transport Choices

- 5.99a A key element to supporting the Vision for North Weald Bassett is to ensure that new development provides opportunities to access jobs, services, education and leisure opportunities through walking, cycling and public transport. Measures should provide viable alternatives to single occupancy private car use, and prevent the establishment of unsustainable travel behaviour. This will include the co-ordinated provision of safe and convenient sustainable routes to key destinations within, between and beyond the Masterplan areas, and maximising opportunities for existing residents within North Weald Bassett to benefit from new opportunities that the Masterplan areas provide without having to use their cars to ensure impacts on the wider road network are similar to existing traffic levels, especially at sensitive locations in Epping. In doing so it is recognised that sustainable access to Epping London Underground Station will continue to be needed and that the more strategic focus for employment and service provision within Harlow should be recognised and reflected in the detailed sustainable transport infrastructure planning for North Weald Bassett. As well as the interventions identified more innovative sustainable solutions will be sought and the two Masterplan Areas should not be considered in isolation in developing co-ordinated sustainable transport choices opportunities.

Please note:

The point highlighted above (that was suggested by ECC) for this section is not agreed by EFDC. This is because this wording is considered to impose an unreasonable requirement in light of national

planning policy

POLICY P 6 North Weald Bassett

- A. Proposals for development on allocated sites should accord with the site specific requirements set out in Appendix 6.

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

Employment Sites

- C. In accordance with Policy E 1 the following existing sites are designated for employment uses:
- (i) NWB.E1 – New House Farm, Vicarage Lane
 - (ii) NWB.E2 – Tylers Green Industrial Estate
 - (iii) NWB.E3 – Weald Hall Farm and Commercial Centre
- D. In accordance with Policy SP 2 and Policy E 1 the following site is designated for employment uses with a further allocated expansion for B Use Class employment uses:
- (i) NWB.E4 – North Weald Airfield

Traveller Sites

- E. In accordance with Policy SP 2 the following sites are allocated for Traveller Accommodation:
- (i) NWB.T1 Land west of Tylers Green – up to 5 pitches

Sustainable Transport Choices

- F. In accordance with Policy T 1, all development proposals must demonstrate 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. Such measures are to be planned in consultation with Essex County Council (and relevant passenger transport providers) through the production of the Strategic Masterplans. 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.

Please note:

The point highlighted above (that was suggested by ECC) for this section is not agreed by EFDC. This is because this wording is considered to impose an unreasonable requirement in light of national planning policy

Infrastructure Requirements

F.G Infrastructure requirements must be delivered at a rate and scale to meet the needs that arise from the proposed development, in accordance with 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) The provision of walking and cycling facilities, providing linkages both within the site and to external attractors;
- (iv) Enhancements to public transport provision or other initiatives which reduce the need to travel by car;
- ~~(iii)~~(v) Highways and junction upgrades;
- ~~(iv)~~(vi) Local upgrades to the existing waste water network and drainage infrastructure;
- ~~(v)~~(vii) Potential upgrades to existing water, gas and telecommunications infrastructure; and
- ~~(vi)~~(viii) The improvement and provision of open space throughout the settlement.

G.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

H.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.

Recreational Pressure

I.J. 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 in accordance with Policy DM 2.

Flood Risk

J.K. In accordance with Policy DM 15, development on residential or traveller allocations must be located wholly within Flood Zone 1.

North Weald Bassett Masterplan Area

K.L. 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.

L.M. 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) careful design that mitigates any potential impact upon the Grade II Listed Buildings at Bluemans Farm/Tyler's Farmhouse;
- (vii) new and improved Public Rights of Way and cycle linkages with 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.

M.N. The Masterplan and subsequent applications should be considered and informed by the Quality Review Panel.

North Weald Airfield Masterplan

N.O. Development proposals at North Weald Airfield must comply with a Masterplan for the North Weald Airfield.

O.P. In addition to the requirements set out in parts A-K, the Strategic Masterplan must make provision for:

- (i) a Leisure Centre and other community uses to the east of the main runway;
- (ii) retention and expansion of aviation uses to the west of the main runway;
- (iii) provision for c.10ha of additional employment land of B1, B2, B8 uses to the east; and
- (iv) a new access from Epping Road to service the west of the site.

P.Q. The Masterplan and subsequent applications should be considered and informed by the Quality Review Panel.