



MINUTES

Meeting: PLANNING

30th September 2024

Time: 6.45pm

Venue: PARISH HALL, THORNWOOD COMMON

PRESENT

Councillors: (10) A Buckley, Chairman, A Tyler, Mrs S Jackman, MBE, R Spearman, P Etherington, N Born, D Wood, C Kinnear, T Blanks, A Irvine

Officers in Attendance (2)

Susan De Luca – Clerk to the Council

Adriana Jones – Principal Administrative Officer

Members of the Public (4)

Members of the Press (1)

P24.39 APOLOGIES FOR ABSENCE (4)

Councillors B Clegg, N Bedford. S Hawkins and M Stroud.

P24.40 OTHER ABSENCES

Nil.

P24.41 DECLARATIONS OF INTEREST

Declarations of Interest were received from Cllr R Spearman in any matters relating to the Local Plan,

P24.42 CONFIRMATION OF MINUTES

The minutes of the previous Planning Committee meeting held on 21st August were circulated at the meeting and were **AGREED** and signed as a true record.

P24.43 REPRESENTATIONS FROM MEMBERS OF THE PUBLIC

There was one representation from the public on item: EPF/1605/24.

P24.44 PLANNING APPLICATIONS

The following comments on Planning Applications were **AGREED**:

No	Application Number	Location	Proposal
1	EPF/1675/24 <i>Robin Hellier</i>	Adjacent 68, York Road North Weald Bassett	"TPO/EPF/92/10 T1 & T2: Lime - Crown reduce by up to 25%, as specified. Crown lift by up to 5.2m, as specified. Crown thin by up to 15%, as specified. T3: London Plane - Crown reduce by up to 30%, as specified. Crown lift by up to 5.2m, as specified. Cro"
The Parish Council has NO OBJECTION subject to the Tree Officer deeming the work necessary			
2	EPF/1605/24 <i>Sukhvinder Dhadwar</i>	Land to the west of Tyler's Green & South of A414 North Weald Bassett	Outline application with all matters reserved except access for the erection of up to 195 dwellings and 5

			gypsy and traveller pitches and associated parking and landscaping
<p>Before commenting on the application itself, the Parish Council would like to draw the attention of the District Council, Developers, Site Promoters, and Residents of North Weald Bassett Parish, to the Position Statement Published by the Parish Council in January 2024. First and foremost, the Position Statement should be taken as being the primary position of the Parish Council.</p> <p>Whilst the Parish Council accepts this site is allocated for development, it must OBJECT to this application on the following grounds:</p> <p>1. Access from A414 - The Parish Council does not support the proposed permanent site access from the A414. Whilst it is accepted this may be a temporary requirement until such time as the new roundabout off the A414 is created, it should be a condition that this northern access off the A414 is closed as soon as access via the new roundabout is available. This is for reasons of highway safety. Furthermore, the Parish Council feels the suggested ghost island is not necessary (for use as a right hand turn into said access point), given it is only a short distance for vehicles to travel eastbound to the roundabout at the Talbot, and drive back so they can enter the site with a left hand turn only. This could be managed by way of a Routing Management Plan, and would be a safer option than what is being proposed. There should be a 'No Right Hand Turn' restriction at this location into the development. The creation of the ghost island will add to the already prevalent difficulty residents face crossing the A414 at this location using footpath 93. It would also negate the need for additional disruptive road works on the A414. Policy T1 Sustainable Transport Choices, parts C and E(i) of the EFDC Local Plan apply.</p> <p>2. Surface Water - The proposed SUDs strategy does not accord with the proposed Green and Blue infrastructure detailed in Figure 6.4 - Green and blue infrastructure framework (illustrative and indicative) – within the Strategic Masterplan Framework (SMF). There are two areas of SUDs that are missing (see Appendix 2). The applicant has not demonstrated that the proposed SUDs provision is adequate to enable these two areas of SUDs to be omitted from the drainage scheme, and as such there are concerns regarding flooding at these locations. The current proposals are contrary to the SMF. In addition, the Parish council would not support the proposed connection to the narrow surface water drains in Blackhorse Lane, and the applicant should agree a surface water drainage strategy with Thames Water either in conjunction with the developers of NWB.R3, or to be located along the A414. Policies DM5 Green and Blue Infrastructure (parts A(iii) and B(ii)), and SP2 (parts A(vii) and (xiv)), apply.</p> <p>3. Access via Blackhorse Lane - The Parish Council does not support the provision of a pedestrian / cycleway into the development from Blackhorse Lane. Whilst the SMF mentions of this access point (page 85 stating that 'pedestrian connections should be retained from the existing points of PRoW at Queens Road and Blackhorse Lane'), it is proposed to divert Footpath number 93, and as such its access point will no longer be on Blackhorse Lane. In addition, this access point is not recorded within the SMF as being required within any of the following SMF access maps:</p> <ul style="list-style-type: none"> • Figure 3.37 - Combined opportunities • Figure 4.3 - Visioning principles and masterplan drivers (page 59 Enhanced Public Rights of Way and active travel) • Figure 5.2 - Landscape character, green spaces and green and blue infrastructure mandatory principles plan (illustrative block layout) • Figure 6.7 - Proposed modified and stopped-up footpaths • Figure 6.9 - Key destination routes • Figure 6.11 - Pedestrian/cycle integration with existing village • Figure 6.23 - Placemaking and wayfinding framework <p>Given the location of Byway 78, and its connection to the proposed newly realigned Footpath 93, the access point into / from Blackhorse lane serves no real purpose and is in fact superfluous and should be removed. This proposal is contrary to the SMF, and Policy DM9 High Quality Design Part J. For clarification, the Parish Council supports the diversion of footpath 93.</p>			

4. Gypsy & Traveller pitches - The EFDC Local Plan was adopted in March 2023, within which was an identified need for 64 pitches, 5 of which would be on this site. Since this time, permission has been granted for an additional 3 pitches at Weald Hall Lane (EPF/0270/23), and a decision is awaited as to an extra 2 pitches at Woodside Place (EPF/0660/23). Should permission for the latter be granted, these would effectively supersede the need for the 5 pitches included under allocation NWB.T1, as they would have already been created in alternative locations. In addition, feedback the Parish Council has obtained from members of the Travelling Community suggests that there can be friction if different G&T family groups are located within close proximity to each other. In addition, whilst the Essex Design Guide encourages integration between both the settled and G&T communities, it is understood that both these communities prefer to live within their own space, and with a degree of separation between them. To locate a G&T site within such a large development of the settled community seems at odds with the wants and needs of both these groups, and the Parish Council suggests that given recent G&T pitch permissions in the parish, allocation NWB.T1 should be removed, as the quota has already been fulfilled within the already present G&T community in the Parish. Policies H1 Traveller Sites Development A(ii), and SP1 Spatial Development Strategy 2011-2033 part E(ii - making the best use of existing traveller sites through intensification and/or extension, and the review of personal permissions where appropriate) apply.

5. Foul Water – It is understood that Thames Water have confirmed that the Sewage Treatment Plant in North Weald does not have the capacity to deal with foul waste from this development site. The submitted plan do not indicate how foul waste will be managed on, and beyond, the site. Paragraph 4.127 of the EFDC Local Plan states that ‘development proposals should demonstrate that suitable arrangements are in place for foul water drainage and treatment, taking into account potential impacts on Groundwater Source Protection Zones in particular as well as the wider environment in general.’ This has not been demonstrated in the current proposals, which is contrary to Policy DM18 On-Site Management and Reuse of Waste Water and Water Supply in the EFDC Local Plan, Parts A and B.

6. Developable Area – The Parameter Plan for the developable area included within the application includes two areas which are not identified within the SMF (see appendix 3). Within the SMF, these two areas are allocated for either water infrastructure or play, and as such should not include any built dwellings as identified in the Indicative Masterplan. To do so would be contrary to the SMF and Policy DM9 High Quality Design Part J.

7. Housing Density – The applicant has identified within the Housing Density Parameter plan that the parcels where Medium Density is proposed should be 35-50dph, however this is contrary to the SMF which states that the Medium Density area should be 35-45dph. The proposals should be amended reflect the densities in SMF. In addition, EFDC Housing Mix Guidance Notes suggests that flats and apartment blocks are only appropriate in areas of between 60-90dph, which contradicts the SMF. These proposals are currently contrary to Policy DM9 High Quality Design Part J

8. St Andrews School – The Parish Council and Neighbourhood Plan Steering Group have both been extremely vocal about the need for additional vehicular drop off / pick up facilities to serve access to St Andrews School from the north, and thus would need to be included within this development site. The Parish Council has publicly stated it would not support the expansion of St Andrews School unless this was provided, the rationale being it does not want to see an exacerbation of the already prevalent parking and access problems experienced by residents of School Green Lane, Beamish Close and Blackhorse Lane. The application proposes a pedestrian and cycle access to the north of the school grounds, however there is no proposal for a specific vehicular drop off point. It is the Parish Councils understanding that ECC would not support this as it would ‘encourage parents to drive their children to school’, which is why such a facility has not been included by the applicant. Whilst the Parish Council understands that some children will walk to the school, in today’s modern society where it is not unusual that both parents work, many of the children will be brought to school by car for convenience. A failure to provide such a facility will simply make this problem worse, as parents will continue to park in local neighbourhood street causing friction between the school, parents, and the local community. Whilst the provision of a coach parking space has been created as part of the proposals, it

is unclear how this would be managed. The Parish Council suggests alterations should be made to the proposals to make this more of a formal drop off and collection point for children attending the school, coupled with a space / location for a coach to park. Paragraph 3.87 of the Local Plan states that the district faces a number of travel related challenges, recognising that the majority of new developments will still need to accommodate the car, and that environmental, road safety and community impacts occur if an appropriate balance is not adopted.

9. Trees – The Arboricultural Impact Assessment supplied as part of the proposals is flawed, and includes a number of errors (e.g. Tree T299 is listed as not requiring works in one section, but being felled in another, and Tree T300 being classified as a category C tree in the plan, but listed as being a Category B tree to be felled). These errors suggest there may be numerous other issues or errors within the report, and as such the Parish Council is not confident an adequate assessment of the trees on the site has been completed. In addition, there are numerous trees on the site which are subject to a TPO which have not been included in the report. Local Plan Policy DM9 High Quality Design Part F applies.

10. Play – The Illustrative Masterplan submitted as part of the application suggests a play area (the size of which is not defined) be located in the south eastern corner of the development site. This is not supported by the Parish Council, nor is this in the location identified within the SMF under Figure 6.33 - Framework plan (illustrative and indicative). The location proposed by the applicant is entirely unsuitable, being located directly adjacent to an existing property (Rectory House). The proposal should be amended to ensure compliance with the SMF, which shows an alternative location on the eastern boundary of St Andrews School. Policy DM9 High Quality Design Part I(v) also applies.

11. Health and Wellbeing – The Parish Council notes the response to this application by the NHS Integrated Care Board, which states that this development is expected to bring in another 468 new patient registrations, and that due to the quantum of development taking place in Epping Forest they are expecting applications to close surgery lists to increase. The Care Board state that this development will have an impact on primary health care provision in the Tyler's Green/North Weald Bassett area and its implications, if unmitigated, would be unsustainable for the NHS. They have requested a financial sum of £326,040, and they intend to focus this money on options at North Weald Surgery and/or The Limes Medical Centre and The Ongar Health Centre. This could be by way of relocation, expansion of space, internal reconfiguration and/or refurbishment of the existing premises

1 the patient records to offsite storage or digitisation of them to create the space needed for reconfiguration. The Parish Council hereby formally requests that a condition should be placed within the S106 agreement for these funds that they **MUST** be used for the direct benefit of North Weald Bassett residents, and not for either Ongar Health Centre, nor to digitise or arrange for off site storage of files, which is the function of the NHS to address. The funds used should be used directly for access to healthcare provision (doctors, mental Health, etc) for the residents of North Weald Bassett, and **NOT** for the overall benefit of the NHS.

It is also noted that the East of England Ambulance Service have requested a financial sum of £72,345 for the impact of this development. They state that funding would be allocated toward the creation of a new Ambulance Hub at Harlow including EV charging provision to support NHS Carbon Net Zero target. This is where ambulances will start and finish before transferring to response post/ambulance station in the area of the development. Once again, the Parish Council would like a condition placed on the S106 agreement for these funds that they are used to directly benefit the healthcare of the residents of North Weald Bassett, and not to assist the NHS in meeting any carbon neutral targets it has set itself. Informatives:

- The Parish Council would support a speed reduction along the A414 between the Talbot Roundabout and the new development roundabout to be 30MPH.
- The Parish council would expect to see the latest ECC parking standards adhered to as part of any reserved matters application, with parking designed and evidenced in accordance with the Design Guidelines for North Weald Bassett.

- The Design and Access statement suggests a possible design of homes which includes parking courts, which would not be supported. The developers should review the Design Guidelines for North Weald Bassett when designing the housing layout as part of any reserved matters application.
- The Parish Council supports the principle of improving access to the Memorial Playing Fields from the development, suggesting that this be agreed in conjunction with the Queens Hal Charity Trustees.
- The Parish Council questions the validity of the expected Peak Hour traffic movements to and from the site which are included within the Transport Assessment submitted as part of the application. The proposals are for 195 homes (estimate 468 individual persons), and to suggest that the maximum number of vehicle movements would be 65 in any one hour simply does not resonate with the current village of North Weald Bassett.
- The Parish Council will expect to see full details of the improvements to bus services included as part of any Reserved Matters application.
- There are number of errors in the submitted draft heads of terms, which should be rectified including paras 2.4 (the name of the school), and 2.7 (wording missing after 'new'), and 2.11 (suggests only one play area however there are two proposed). There is also a conflict in terms of which party is expected to fund utility upgrades, with the draft heads of terms stating that the utility providers have a statutory duty to fund and supply any required upgrades, but section 4.17 of the EFDC Infrastructure Delivery Plan stating that it is 'anticipated that developers would meet the cost of local upgrades in accordance with the charging schedule proposed by Defra'. This could be clarified and agreed .

The Parish Council would wish to Speak at a Plans Committee to submit its concerns.

3	EPF/1771/24 <i>Mohinder Bagry</i>	3 Smiths Court Thornwood	Garage Conversion
The Parish Council has No Objection to this application but is concerned at the potential loss of Parking Spaces			
4	EPF/1780/24 <i>Samuel Finnis</i>	Brambles Tye Vicarage Lane North Weald Bassett	Extension of Existing Front and Rear Dormers
The Parish Council has No Objection to this application			

c) Applications received for information only where comments are not normally accepted (these are copied exactly as they appear on EFDC's Weekly Lists).

No	Application Number	Location	Proposal
1	EPF/1691/24 <i>Caroline Brown</i>	11 Woodfield Terrace High Road Thornwood,	Application for approval of details reserved by condition 2 'Regulation 77 of the Conservation of Habitats and Species regulation 2017' on planning permission EPF/0152/21 (Prior Approval for the proposed change of use from shop (Class A1) to dwellinghouse
NOTED			
2	EPF/1709/24 <i>Muhammad Rahman</i>	North Weald Airfield Epping Road North Weald Bassett	Application for approval of details reserved by Condition 8 (CEMP: Biodiversity) on EPF/2478/23 (Construction and Operation of an Operations Hub comprising commercial vehicle fleet parking (including offices, storage, and vehicle maintenance hangers) and associated infrastructure including fuel island, vehicular access, internal roads and paths, parking, cycle/bin

			store, security fencing/gates/barriers, lighting, and landscaping)
NOTED			

P24.45 DECISIONS BY EPPING FOREST DISTRICT

Members ***NOTED*** the decisions received from Epping Forest District Council which had previously been circulated.

P24.46 FFDC LICENCES & CONSULTATIONS

Applications – Nil.

P24.47 ANY OTHER MATTERS RELATING TO PLANNING

Nil.

Meeting Closed: 8.41pm

Signed Date