

South Nazeing

Concept Framework Plan Document

October 2024

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Table of Contents

1. A Shared Vision for South Nazeing
2. Site Context
3. Site Analysis
4. Urban Design Strategy
5. Landscape Strategy
6. Access Strategy
7. Sustainability Principles
8. Public Consultation
9. Infrastructure Delivery
10. Appendix



Site plan (aerial photography - Google earth)

1. *A Shared Vision for South Nazeing*

Enhancing Green Infrastructure



Reinforce green edges to the South and East of sites

Provide varied amenity spaces which interact with existing green infrastructure

Maintain and protect existing Biodiversity on site

Develop coherent and interconnected SuDs Strategy

High Quality Sustainable New Homes



Minimise embodied carbon through sustainable material choices

Learn from character and heritage assets with local context to provide homes that are rooted in their surroundings

Encourage interaction by promoting pedestrian focused public realm between new homes

Improved Connectivity



Safe, new pedestrian and vehicular accesses into site from St Leonards Road

Focus on active travel discouraging car dominated streets

Linking site with surrounding settlements with key east west and north south access routes



Lovedon Fields - John Pardey Architects, photo by Jim Stephenson

Enhancing Green Infrastructure

Areas of well-connected green spaces and a strong 'green edge' to the east will provide a setting for exemplary high-quality development, while ensuring the project is sensitively embedded in the landscape. The extensive open spaces, which include play areas as well as cycling and walking routes, are a key element underpinning the South Nazeing framework plan. Every effort has been made to retain existing trees and hedgerows, where possible, to provide visual containment and reflect the wider landscape characteristics.



Abode at Great Kneighton by Proctor and Matthews Architects

High Quality Sustainable Homes

The South Nazeing proposal will deliver a high-quality, future living environment, benefiting from integrated and accessible green spaces. The proposal will provide much-needed market and affordable homes of varying scales and tenures, with the exact housing mix to be determined at the detailed design stage. The proposed dwellings will be carefully positioned, taking into account the site's topography and green infrastructure, with new homes designed around existing and enhanced green corridors.



Horsted Park by Proctor & Matthews Architects

Improved Connectivity

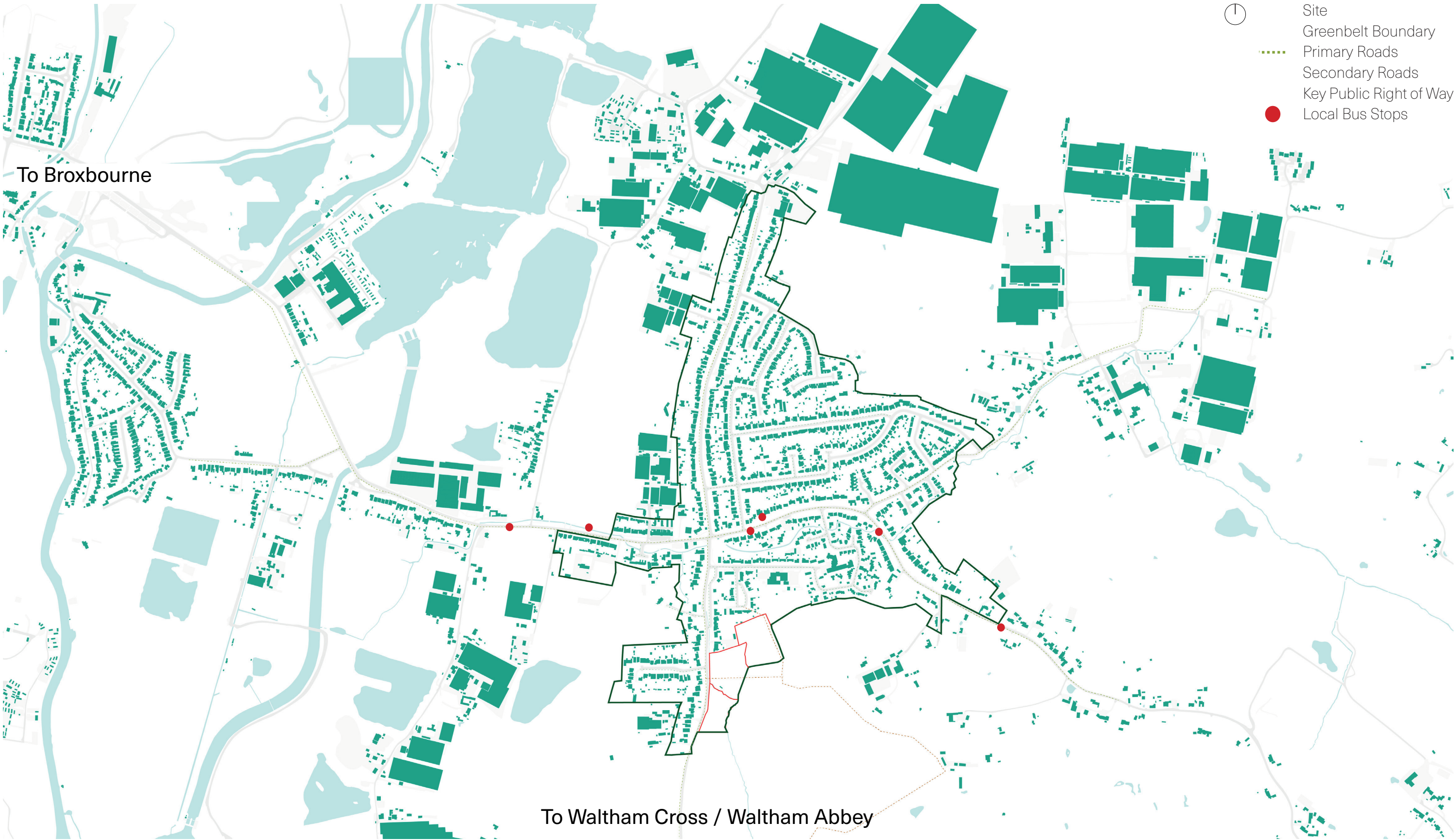
Every effort has been made to maximize cyclist and pedestrian connectivity within the site, while improving links to the surrounding area. Existing Public Rights of Way on the site will be retained and enhanced. The design strategy underpinning the masterplan aims to create a pedestrian-friendly environment using shared surfaces between buildings. The proposed access strategy, combined with an active frontage and traffic calming features on St Leonards Road frontage, will improve road safety and enhance wider pedestrian and cycle connections.

2. Site Context

2.1

Site Context

Site Location Plan



Site Location

2.2 Site Context

Land Ownership

The site is divided between three landowners whose land is being brought forward by two promoters. A collaboration agreement is in place between the parties to deliver a comprehensive and holistic development that will be sold to a single housebuilder or developer.



Site plan (aerial photography - Google earth)

2.3 Site Context
Site Photography



View 1 (photo by Jas Bhalla Works)



View 2 (photo by Jas Bhalla Works)



View 3 (photo by Jas Bhalla Works)



View 4 (photo by Jas Bhalla Works)

2.4

Site Context

Designations & Planning Policy Context

The Site is allocated in full in the Epping Forest District Local Plan (adopted March 2023) for a residential end use and is identified in the Local Plan as NAZE R1, NAZE R3 and NAZE R4 (referred to as R1, R3, and R4 in this document).

Policy SP1 of the adopted Epping Forest Local Plan (2023) sets out the Council’s overarching Spatial Development Strategy for the District throughout the Plan Period, i.e. up to 2033. This includes the distribution of housing, of which, 188 are afforded to Nazeing. With a minimum capacity of 93 dwellings, the South Nazeing allocation, i.e. this Site, accounts for a significant proportion of this provision, and its delivery is fundamental to the Council achieving its housing targets and overarching vision for Nazeing.

Local Plan Policy P10 explains that the development of allocated site, which includes South Nazeing parcels R1, R3 and R4, should accord with the site-specific policy requirements set out within Part Two of the Local Plan. Criterion H of Policy P10 further notes that “planning applications in relation to sites NAZE. R1, NAZE. R3 and NAZE.R4 should be accompanied and have regard to a Concept Framework Plan...” Which will be taken into account as an “...important material consideration in the determination of any planning applications ” (Policy P10, the Local Plan 2023).



Extract from EFDC Local Plan part One p.171



Epping Forest District Council Local Plan

3. Site Analysis

3.1 Site Analysis

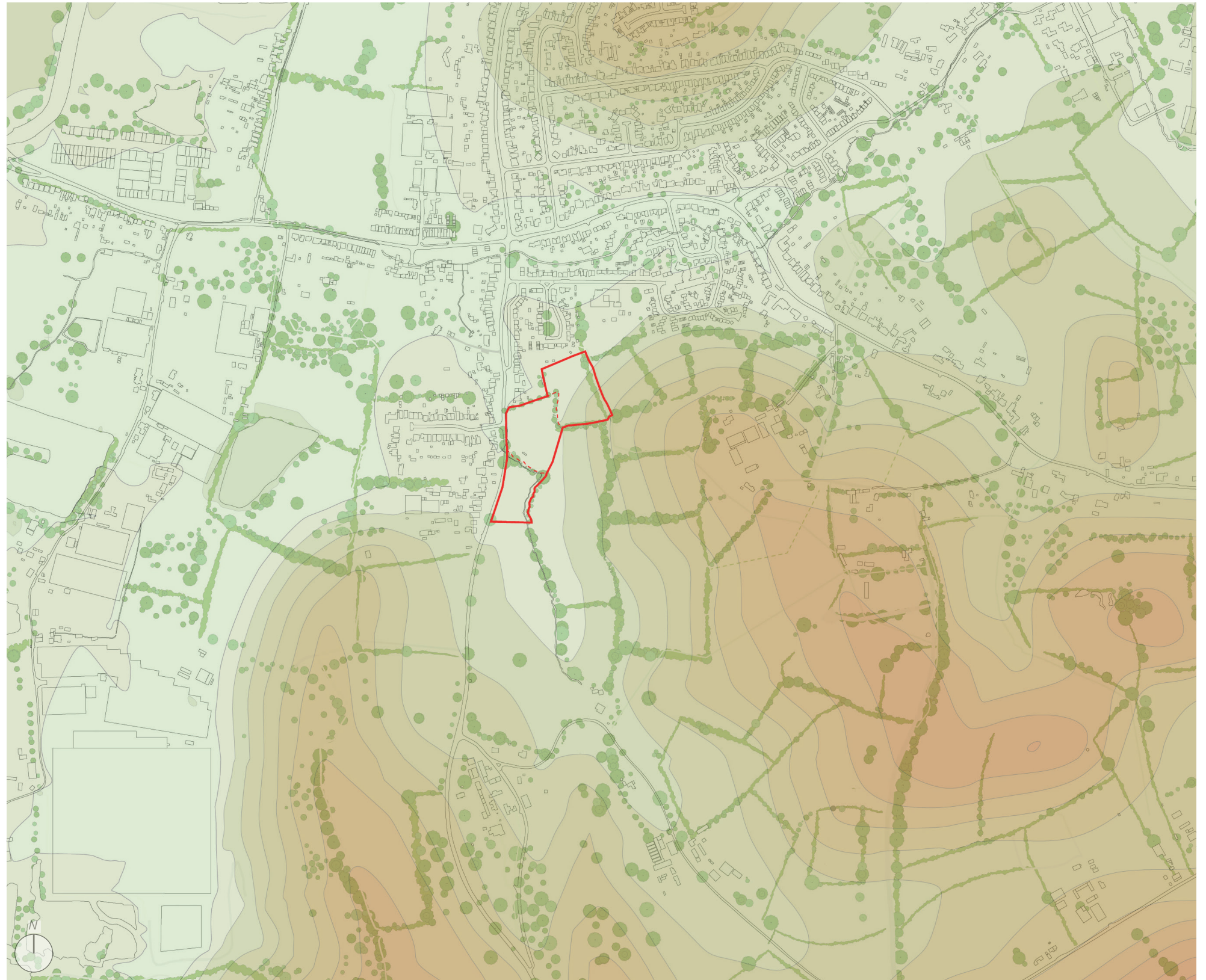
Topography

A key defining feature of the site's existing character is its topography. The terrain rises along the south-eastern edge of land parcel R3, which offers long views of the site across St Leonards Road.

In addition to creating the potential for long views out of the site, the existing topography must inform potential residential layouts from a visual impact perspective. The higher parts of the site could be utilised for open space to avoid placing new development in areas of increased visibility.

The three parcels of land (R1, R3, and R4) are bounded by rows of mature trees and hedgerows. These linear forms of vegetation are a key defining feature of the surrounding area's landscape character and should inform the emerging concept framework.

The project aims to deliver a proposal that is in keeping with the existing typology, allowing the site to be properly integrated into the landscape. Our goal is to limit the amount of cut and fill on-site and to create a site condition that aligns with the development of the surrounding community.

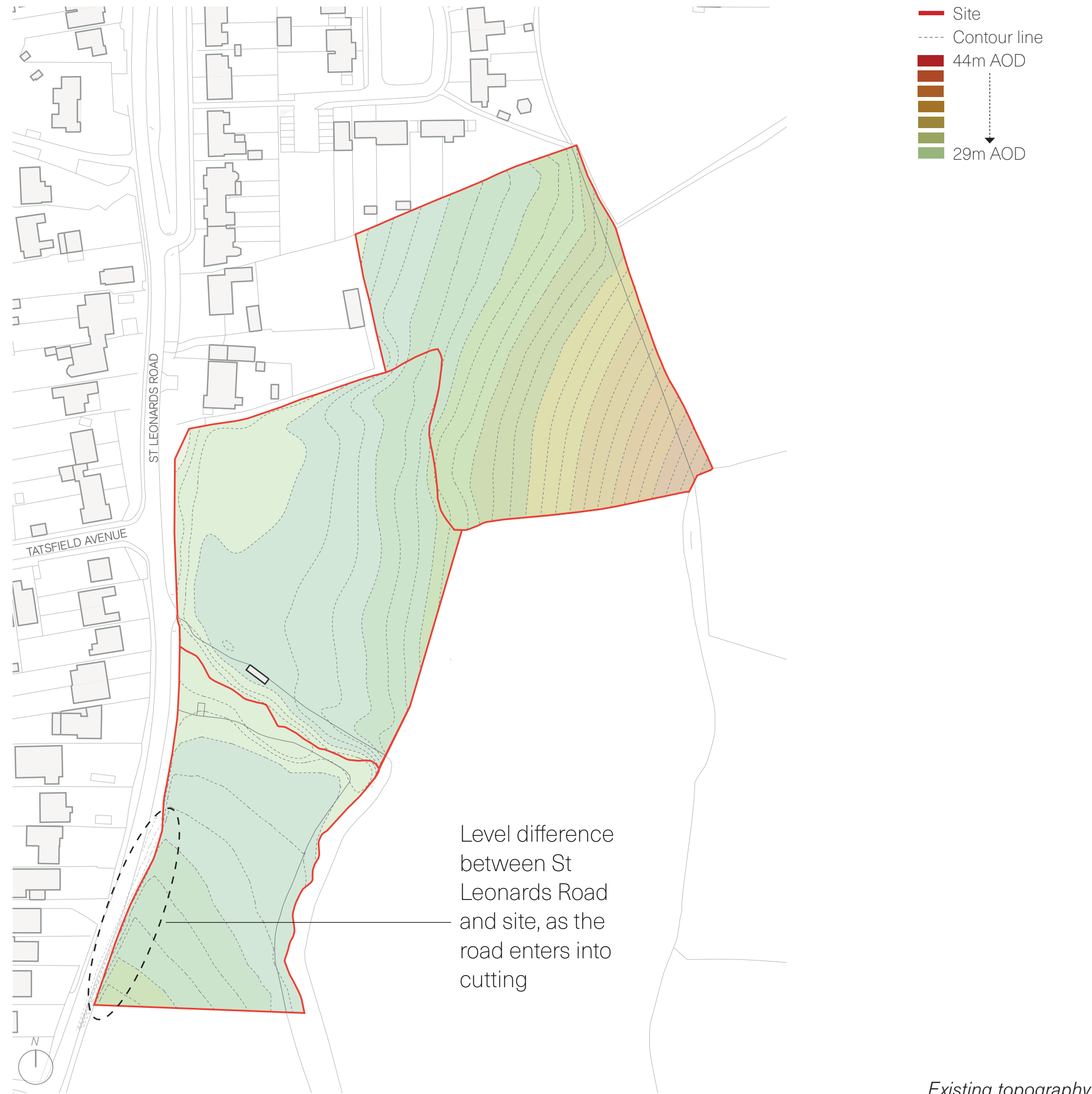


Site topography wider map

3.2 Site Analysis
Topography

At a local level, St Leonards Road and the brook located between R1 and R4 both sit in cuttings. Given the vehicular speeds along St Leonards Road, this level change will help reduce the impact of unwanted noise on new homes. Towards the southern edge of R4, the level difference must be considered when locating any new access from St Leonards Road into the site.

Emerging design solutions should avoid the need for large amounts of “cut and fill” or groundwork to the existing landscape, as these are likely to damage the existing green infrastructure along the eastern boundary of the site.



3.3 Site Analysis

Flooding

The site slopes are steep as illustrated by the spacing between contours set out on the previous page. Whenever a high intensity or long duration rainfall event occurs (particularly when the ground is baked, frozen or saturated), water will run off these slopes very quickly to the main channel, and come downstream towards the site onto areas where development and hardstanding is present such as St Leonards Road.

This results in a large volume of water that exceeds channel capacity coming downstream causes flooding in low spots such as the section of road a short distance north of the site.

It's important to note due to the shear area draining via the watercourse, this is clearly an existing issue for which the site contributes very little by way of discharge and volume of water, and therefore not able to remedy.

Any development of the site should be designed to ensure that run off rates from the site itself will not be increased, and should aspire to provide as much betterment to the current situation as can reasonably be achieved.



Flooding occurs in low spots such as the section of St Leonards Road particularly when the ground is baked, frozen, or saturated. The rate of rainwater run off is increased by large amounts of hard standing within built up areas. (Photo by Jas Bhalla Works)

3.4 Site Analysis

Boundary Condition

There are three clear boundary conditions on the site, informed by St Leonards Road to the west, private residential gardens to the north, and green hedgerows, trees, and fields along the eastern boundary. Each boundary presents a specific condition, and any forthcoming proposal should provide a distinct contextual response to each.



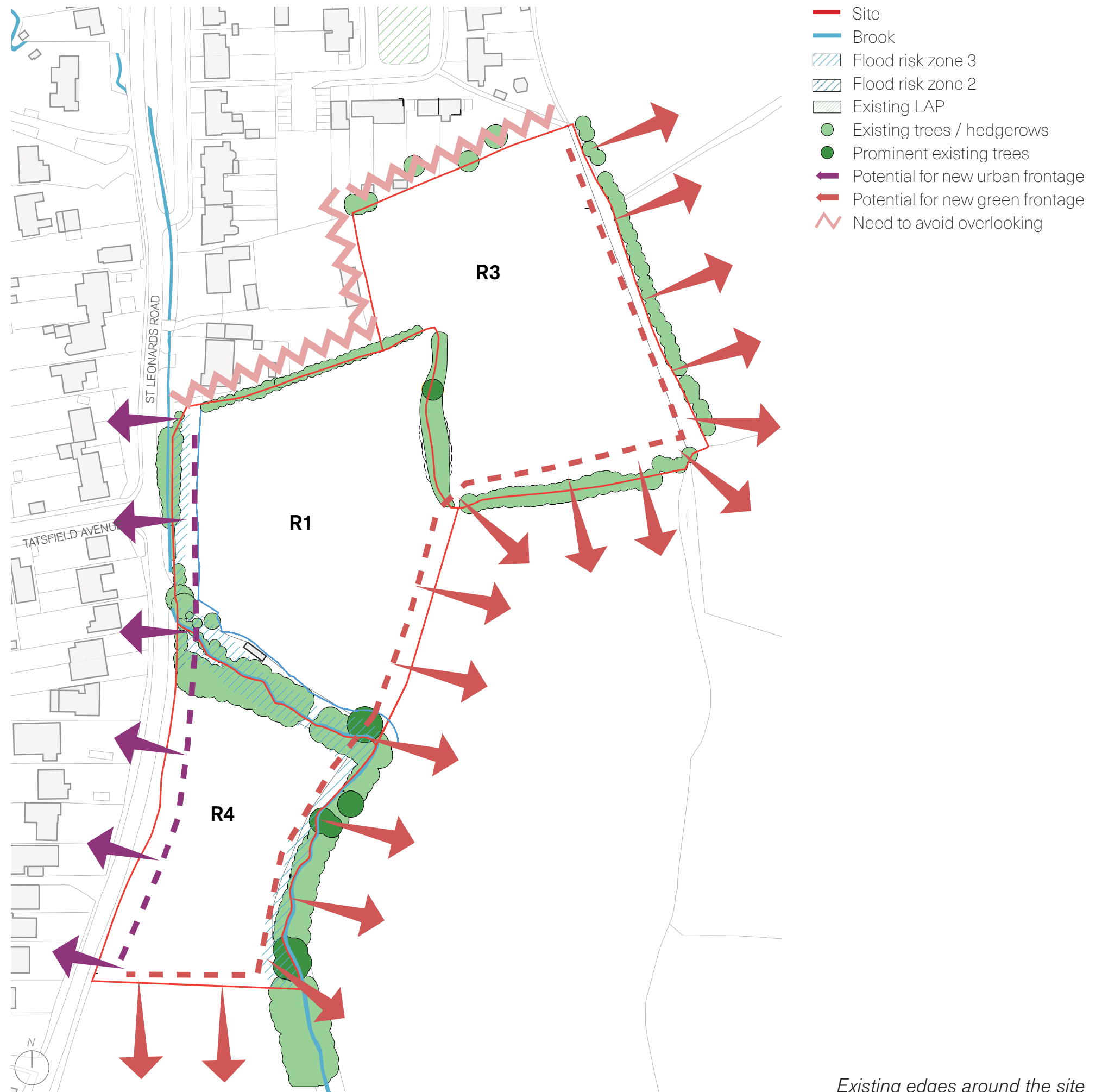
Potential new green edge



Potential new urban frontage



Need to avoid overlooking onto existing homes
Note: All photos by Jas Bhalla Works



Existing edges around the site

3.5 Site Analysis

Ecology and biodiversity

The majority of the site has historically been used for arable food production. Due to modern farming techniques, this land currently has limited ecological value. However, there is significant potential for improvement. The field boundaries, where thick mixed deciduous hedging is present, and around the watercourse, are likely to be ecologically richer.

The proposal seeks to enhance the current ecological value of the arable land through a series of provisions, such as planting species of wildlife value, creating grasslands with shrubs and trees, establishing hedgerows with gaps between them. It also offers the opportunity for further structural hedge planting along the southern boundary of parcel R4 and the eastern boundary of parcel R1.

The enhancement of the existing green and blue infrastructure and the creation of new green links has the potential to provide significant ecological benefits, helping the scheme achieve a “net gain” in biodiversity of at least 10%, as required by national planning policy.



*A view of the brook along St Leonards Road
(Photo by Jas Bhalla Works)*



Existing ecology and biodiversity

3.6 Site Analysis

Views to the Landscape

A key defining feature of the site's existing character is its topography. The terrain rises along the south-eastern edge of land parcel R3, providing expansive views of the site across St Leonards Road. This elevation offers opportunities for long outward views, which should inform residential layouts from a visual impact perspective. Utilising the higher parts of the site for open space can help minimise the visual impact of new developments in areas with greater visibility.

At a local level, both St Leonards Road and the brook situated between parcels R1 and R4 lie within cuttings. The level difference near the southern edge of R4 must be taken into account when planning any new access from St Leonards Road into the site.



View 1 (photo by Jas Bhalla Works)



View 2 (photo by Jas Bhalla Works)



View 3 (photo by Jas Bhalla Works)



View 4 (photo by Jas Bhalla Works)

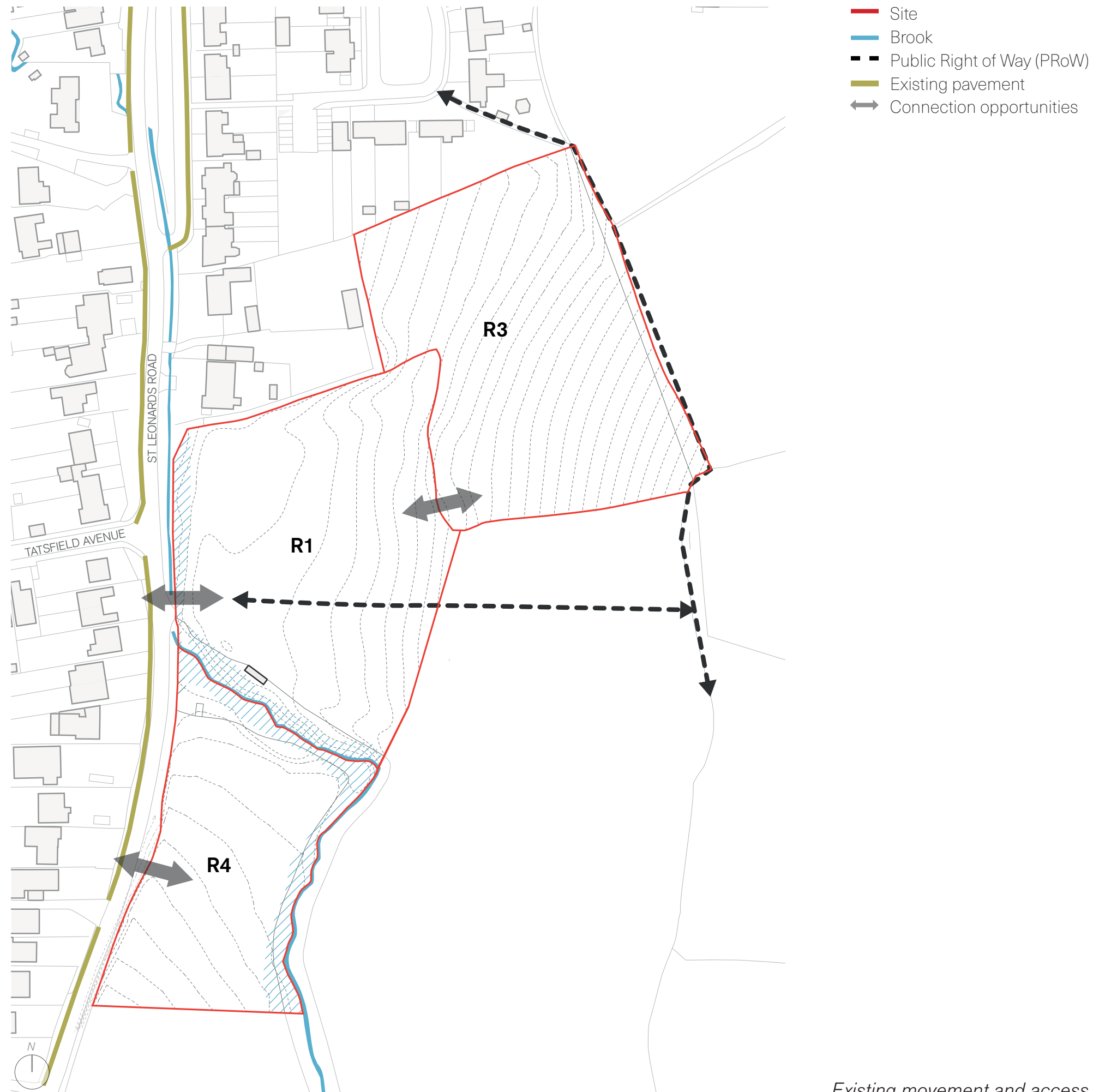
3.7 Site Analysis

Transport and Access

Access to the site from St Leonards Road is proposed via two simple priority junctions from the R1 and R4 plots, with associated pedestrian crossings proposed over St Leonards Road—including a controlled crossing north of Tatsfield Avenue.

The provision of site frontage along the boundary of St Leonards Road will help reinforce the existing 30 mph speed limit and create a ‘Manual for Streets’-type environment, assisting in regulating the speed limit in the area and providing associated road safety benefits. This would be supported by further traffic calming measures introduced by the development on St Leonards Road, including an enhanced gateway feature to Nazeing, high-friction surfacing, and one additional Vehicle Activated Sign.

There is also significant potential to reinforce the existing Public Rights of Way (PRoW) network running across and adjacent to the site, providing alternative routes for pedestrians and cyclists. Vehicular access to R3 will be via R1 only.



Existing movement and access

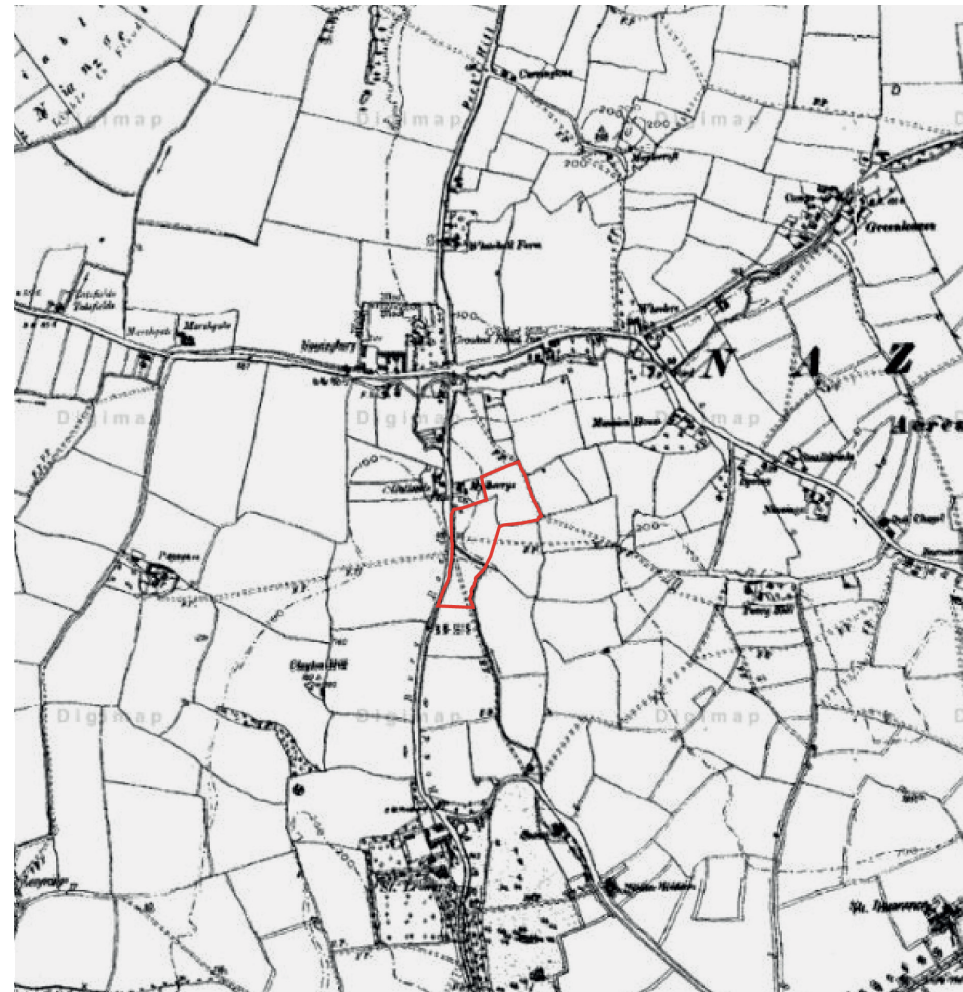
3.8 Site Analysis

Site history

Prior to the Second World War, Lower Nazeing was largely defined by development along the crossroads of St Leonards Road, North Road, and Middle Street. By 1960, the village had expanded to include several secondary streets, including Pound Close and parts of Hyde Mead, which are located directly north of the site boundary. Many of the agricultural fields around the village centre have begun to use large-scale greenhouses, which continue to operate to the present day. It was not until the late 20th century that Lower Nazeing substantially expanded, with the land between Middle Street and North Street (the north-eastern “quadrant”) developed for residential use. By 1980, Nazeing Pre-School was constructed. Lower Nazeing’s footprint has remained largely unchanged since this period, with the Green Belt restricting further growth.



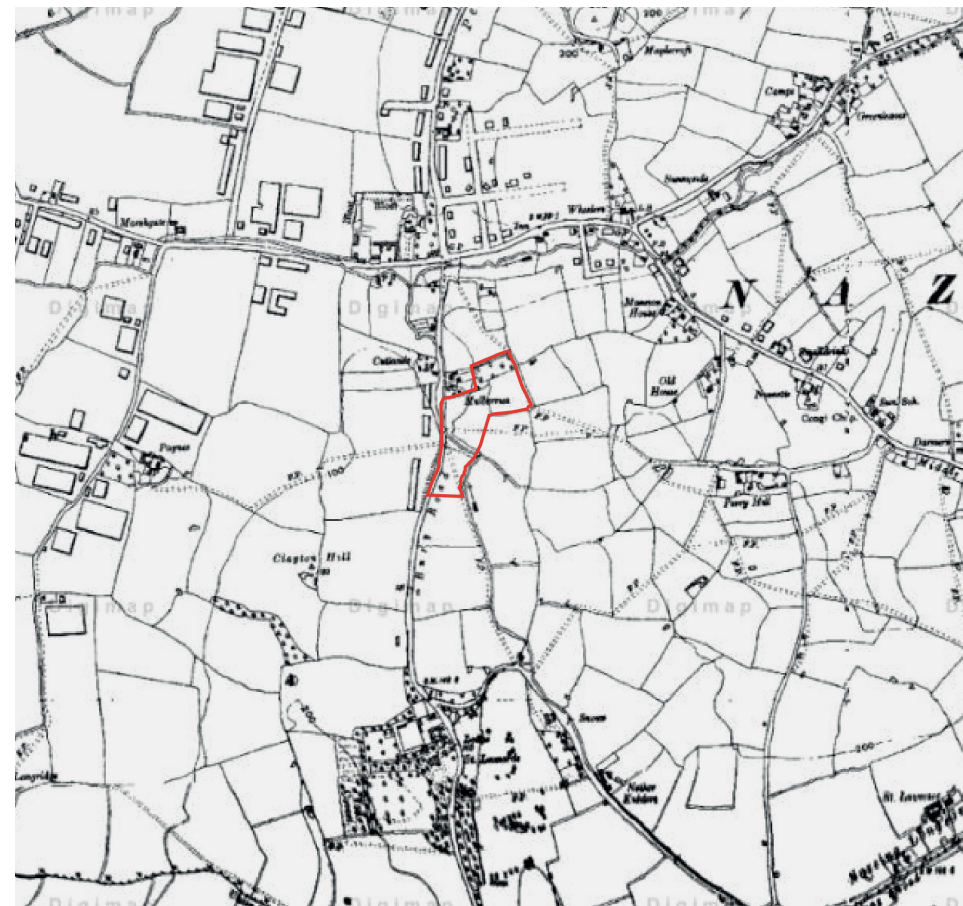
Whilst the majority of development along St Leonards Road was constructed during the inter-war period, to the north west of the site sits “Cutlands”, a Grade II listed timber framed dwelling which dates back to circa 1600 (photo by Jas Bhalla Works).



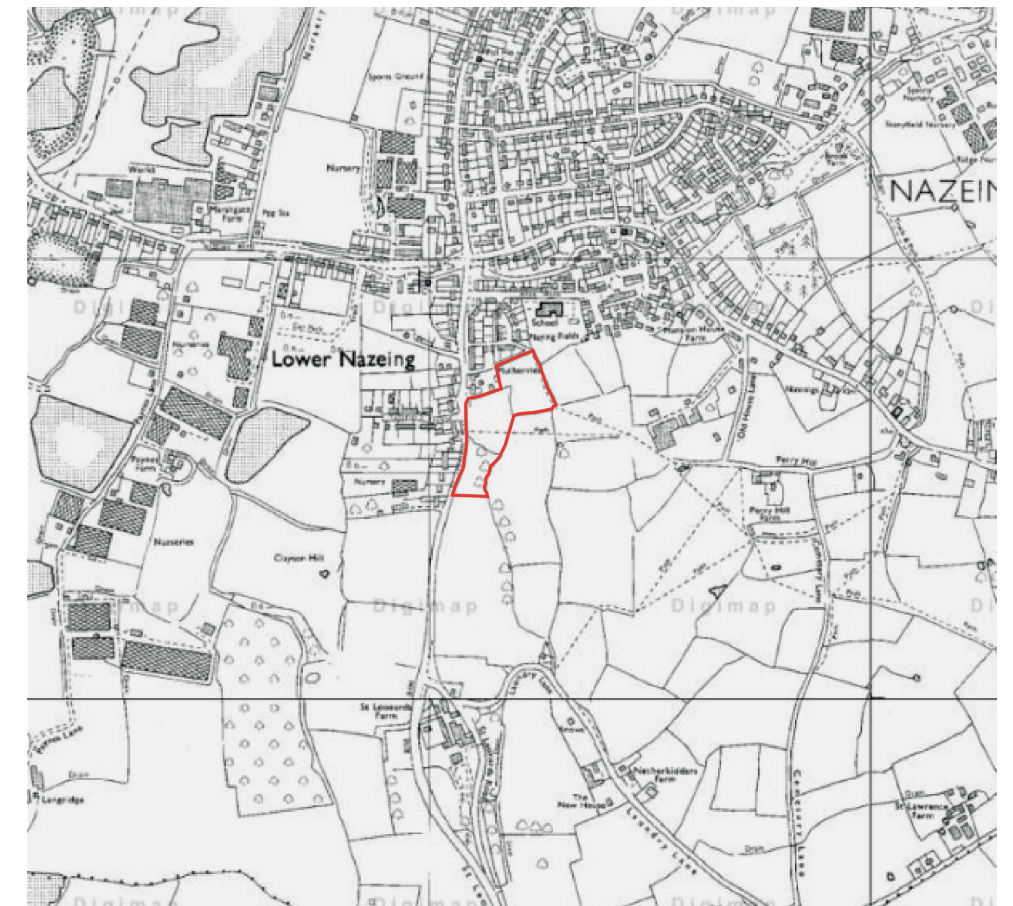
1890 (source - digimap)



1960 (source - digimap)



1930 (source - digimap)



1980 (source - digimap)

3.9 Site Analysis

View of Cutlands from Site

To the south and southeast of the built-up stretch of St Leonards Road, the area has largely retained its rural character. The views set out to the right assess the relationship between Cutlands and the existing site. These perspectives were taken from across the site, as well as from the footpath running partly along its eastern boundary.

The photographs illustrate how views of Cutlands from across the site are limited and have become more semi-urban in character due to the development to the north and south along St Leonards Road over the course of the last century.



View 1 (photo by Jas Bhalla Works)



View 2 (photo by Jas Bhalla Works)



View 3 (photo by Jas Bhalla Works)



View 4 (photo by Jas Bhalla Works)



View 5 (photo by Jas Bhalla Works)

3.10 Site Analysis

Residential Street Layouts

The residential character of the streets in Lower Nazeing is dominated by pedestrian and vehicular access directly into properties from the primary roads of St Leonards Way, Nazeing Road, North Street, and Middle Street. Modern highway standards mean we cannot replicate this condition, whereby houses have direct access from these roads. Therefore, the relationship between residential plots and roads will need to be different. Within the concept framework, the best way to address this challenging relationship between the roads and the proposed residential plots should be clarified.

(All photos by Jas Bhalla Works)



View 1 (photo by Jas Bhalla Works)



View 2 (photo by Jas Bhalla Works)



View 3 (photo by Jas Bhalla Works)



View 4 (photo by Jas Bhalla Works)



View 5 (photo by Jas Bhalla Works)

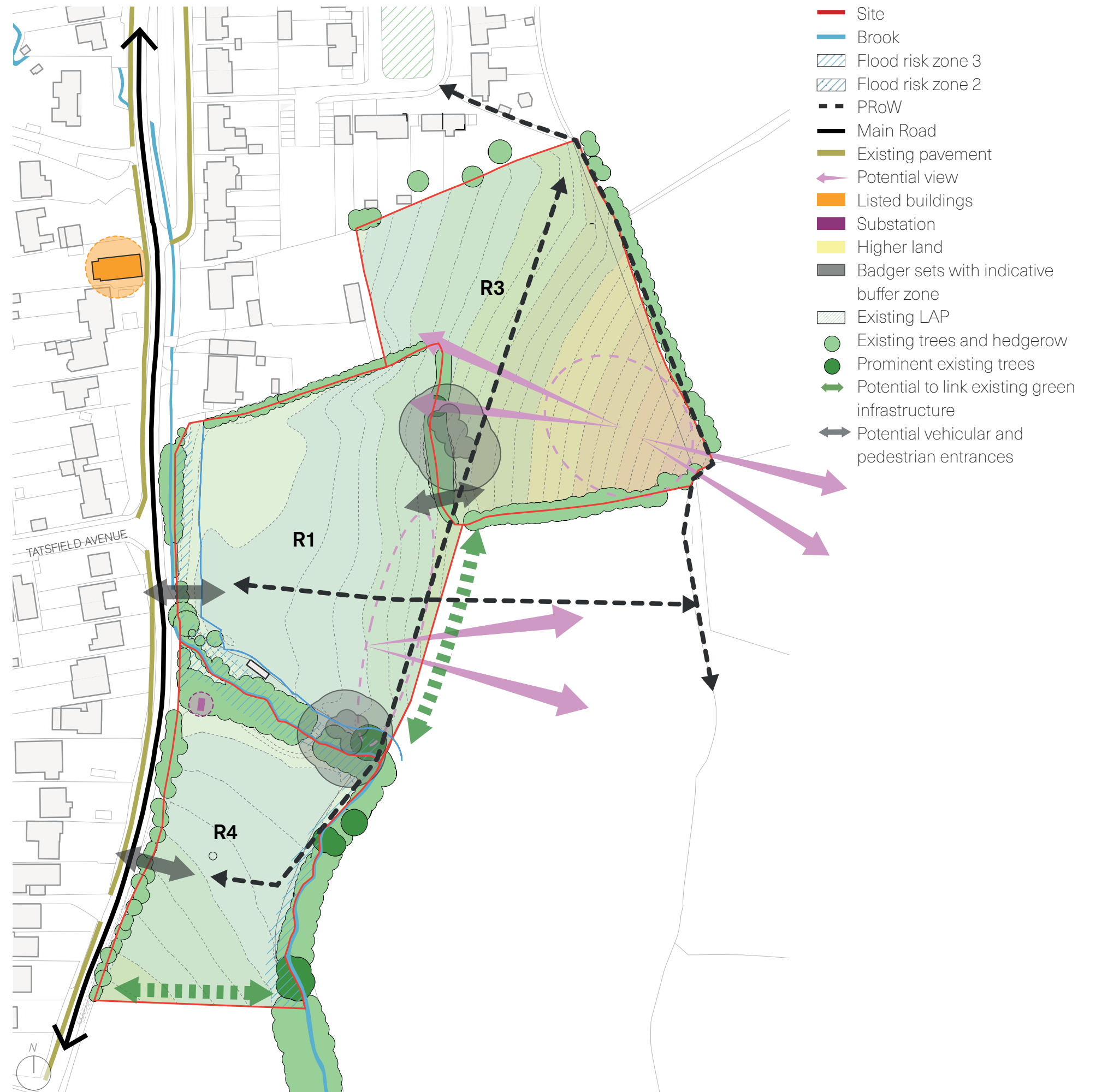
3.11 Site Analysis

Opportunities and Constraints

Given the prominent role of existing green infrastructure, the site presents a significant opportunity to create a genuinely landscape-led masterplan, in which new homes sit comfortably within their landscape setting. The higher parts of the site provide opportunities for new public open spaces that would benefit from views out. This strategy prevents the proposed development from being located in the highest parts of the site, where visibility is increased.

There are opportunities to establish new defensible boundaries to the existing Green Belt, where new planting can reinforce existing corridors of biodiversity. New residential frontage should be avoided along the northern boundaries of R1 and R3, where the site is bordered by existing rear gardens.

New access routes for pedestrians and vehicles directly into R1 and R4 can offer safe access to the site for all future residents and visitors.

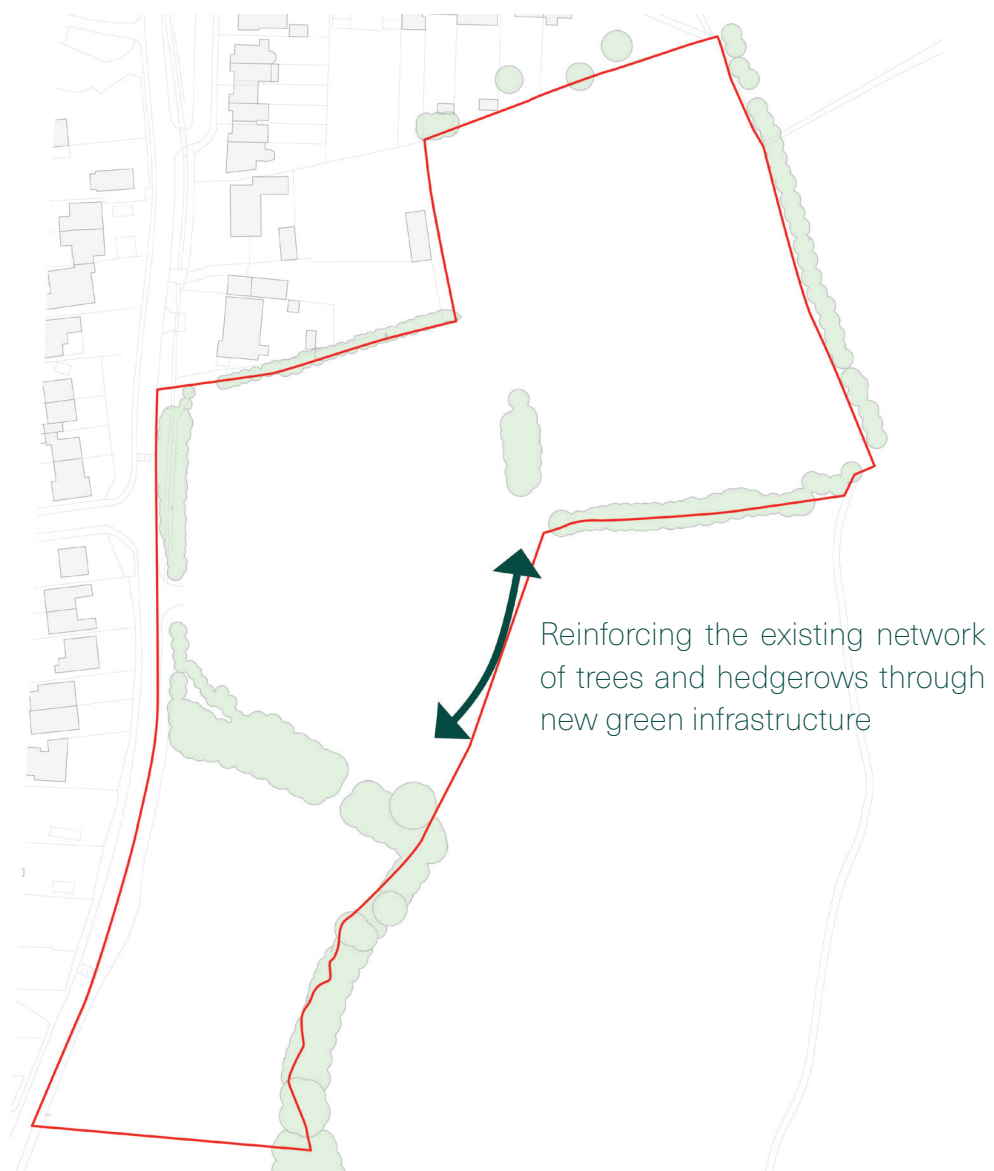


4. Urban Design Strategy

4.1 Urban Design Strategy

A Landscape led Approach

The specific challenges and opportunities presented by the South Nazeing site necessitate the development of a carefully considered landscape-led masterplan, that ensures any forthcoming development is embedded in and celebrates the site's many significant natural assets. The following pages establish a series of urban design principles which should be at the heart of any forthcoming planning application.



Reinforcing existing green infrastructure should be integral to the development of any masterplan at South Nazeing



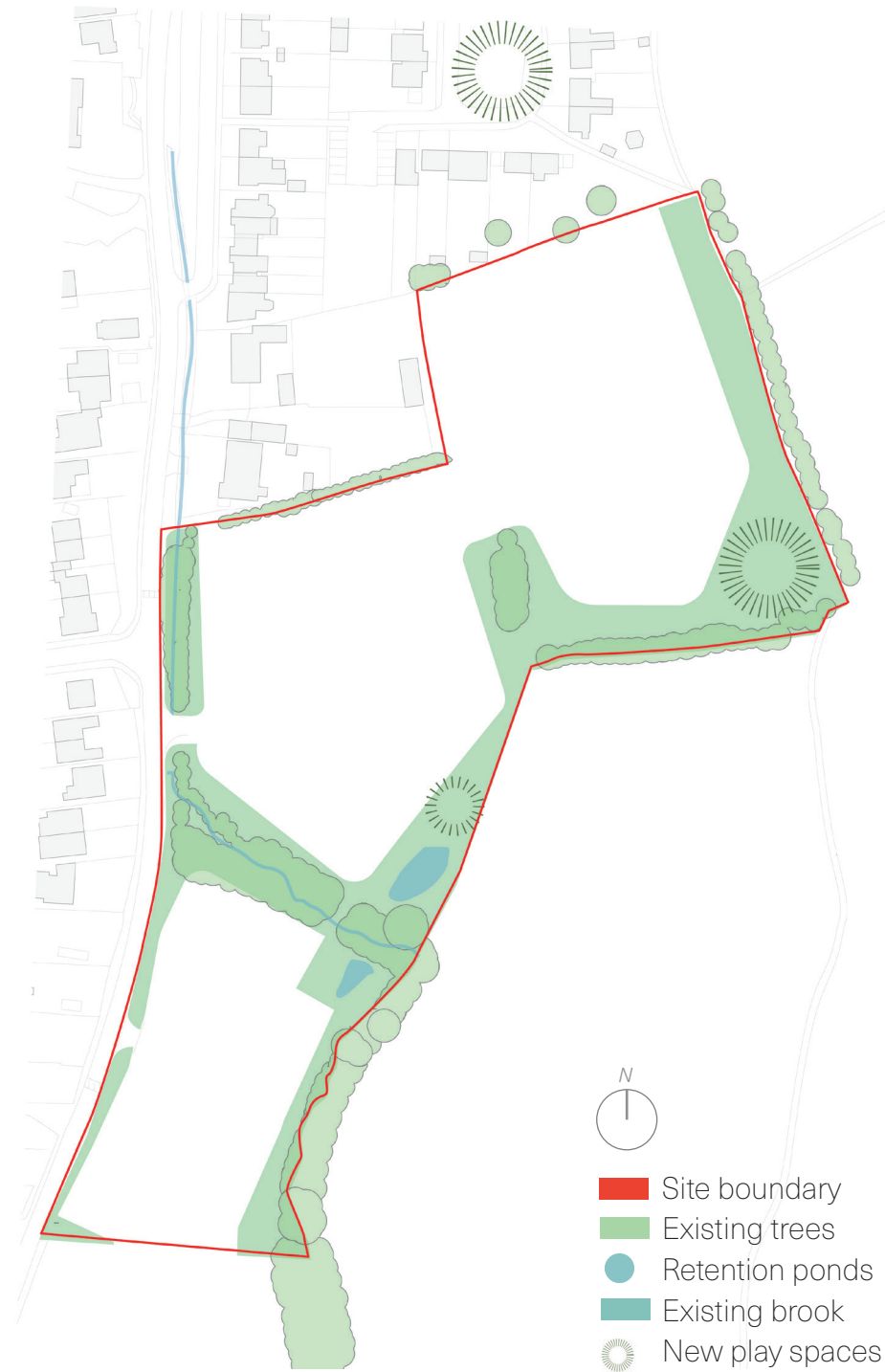
View across the existing green infrastructure (photo by Jas Bhalla Works)

4.1 Urban Design Strategy

A Landscape led Approach

Reinforcing green edges

The site's most prominent feature and ecological asset is the brook that runs broadly north to south, separating R1 and R4. This should form the basis of a new green edge, which provides a defensible boundary to the greenbelt. Alongside a contribution to the site's biodiversity net gain, this green edge should perform multiple functions, such as providing play spaces and much needed rain water retention through basins.



Improving site connections

Given how hostile St Leonards Road is to pedestrians and cyclists, new footpaths and cycle routes should be embedded within the masterplan to provide connections into Lower Nazeing.

The Public Right of Way adjacent to the eastern boundary of R4 sits outside of the site. This route is overgrown, poorly lit, and unsuitable for many users. A new parallel pedestrian route should be created inside the site boundary that is inclusive, safe, and well lit to connect the site to Pound Close.



4.1 Urban Design Strategy

A Landscape led Approach

Responding to boundaries

As set out previously, the site's boundaries and topography offer significant potential to develop a sensitive masterplan rooted in its landscape setting. Development along the northern edge should avoid overlooking existing neighbours.

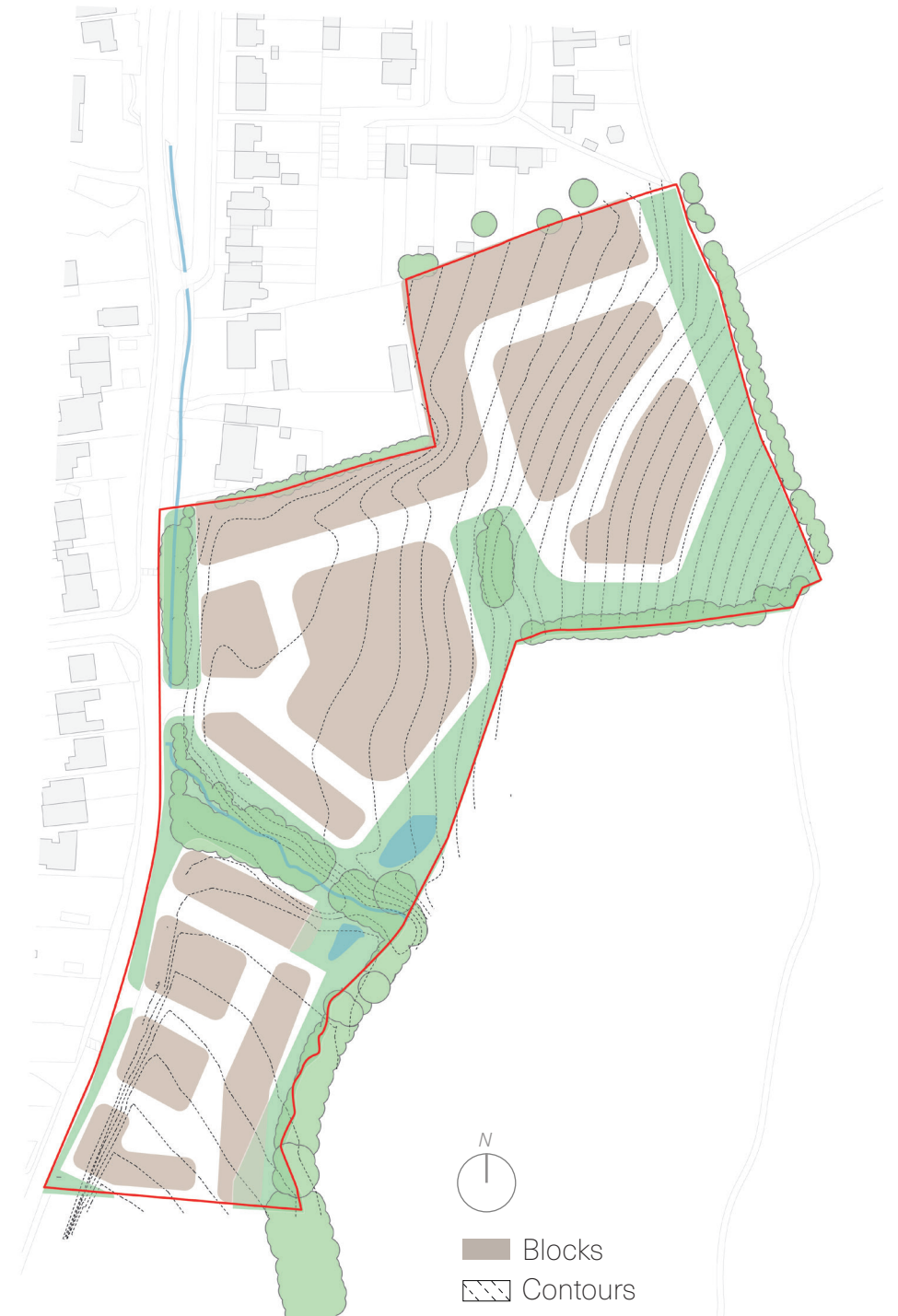
By contrast the eastern and western sides of the site offer opportunities for new frontage. Both these frontages need to carefully manage car access for safety reasons (along St Leonards Road) and to ensure parked cars do not dominate the street scene where homes look out onto the open countryside.



Forming plots around landscape and topography

New streets and blocks need to be carefully inserted into the site's landscape framework to minimise harm to existing biodiversity assets as well as maximise the potential placemaking benefits for new homes. Part of this approach includes adapting block forms to respond to prevailing topography.

This is most acute at R3 (the northernmost parcel), where new streets should be aligned to minimise earthworks which can be carbon intensive, costly, and harmful to biodiversity.



The success of any forthcoming planning application will largely depend on how blocks, streets, and housing typologies can be refined in relation to specific conditions across the site. The following pages set out key parameters for particular areas in the masterplan.

1. St Leonards Road Edge

New homes along this edge need to directly overlook St Leonards Road, providing a sense of arrival into Nazeing. Providing frontage on both sides of St Leonards Road would help “urbanise” the road which currently feels rural in parts, helping to calm traffic.

Building heights and densities

New homes along this gateway condition can be slightly higher than the rest of the site. Buildings of up to 4 storeys’ may be appropriate in this location, subject to detailed design which should encourage a set back of the upper stories. This area is suitable for a combination of terraced homes and some apartment buildings. Particular attention should be given to gateway buildings that enclose the two new vehicular entrances into the site.

Access and parking

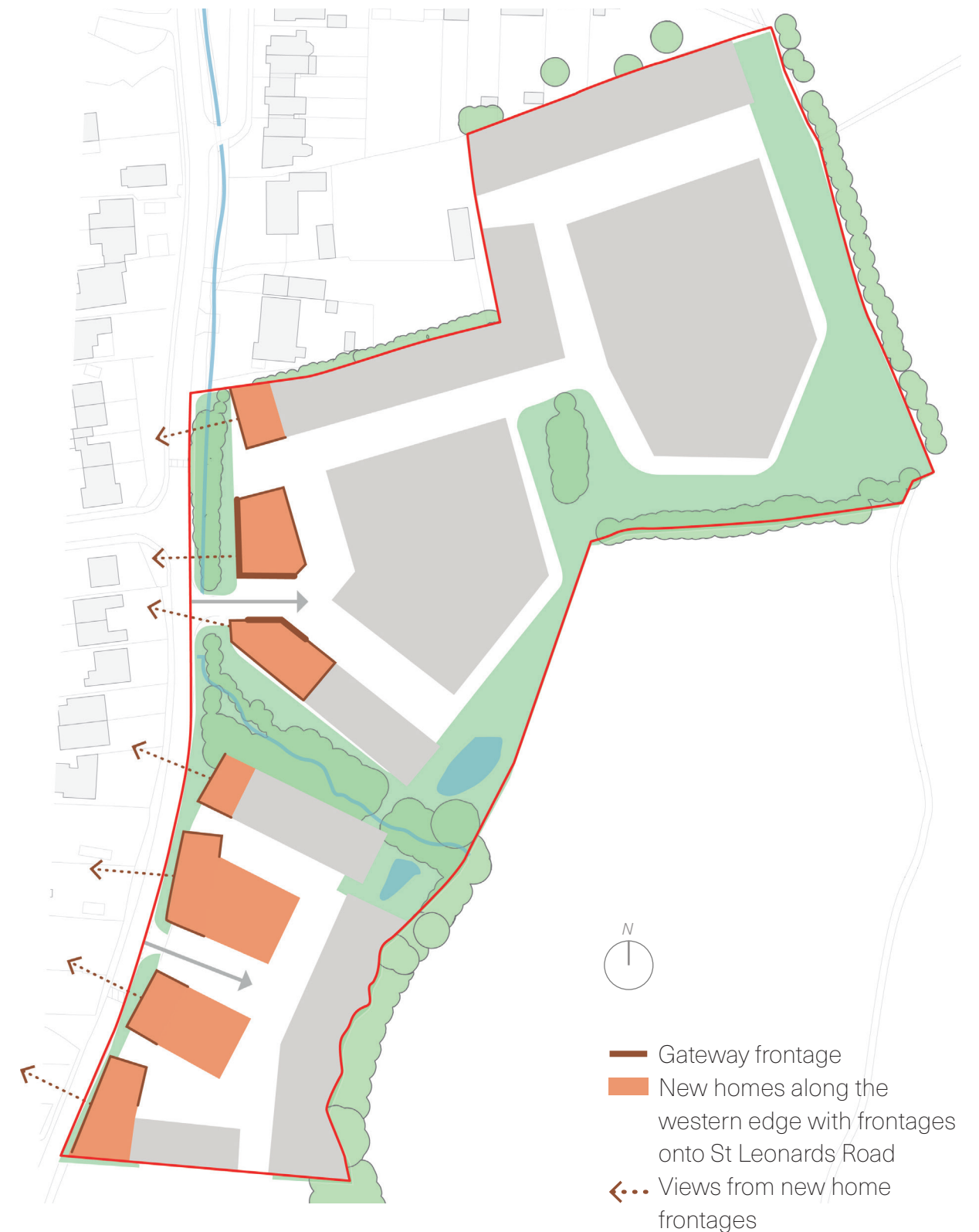
Whilst buildings need to address St Leonards Road, access will need to be from the rear due to highways constraints. New pedestrian connections should also be placed to the rear as the footpaths along St Leonards Road are narrow.

Frontage

Whilst individual building fronts should be consistent, there is potential to stagger frontages to allow buildings to respond to existing vegetation, reinforcing the sense that the landscape has informed the distribution of blocks. Apartment buildings should be dual fronted to ensure they address both St Leonards Road and the site.

Response to constraints and opportunities

Particular attention should be paid to maintaining mature vegetation, removing poor quality trees and shrubs where necessary. Buildings on the northern half of this stretch need to accommodate-date easements to the existing brook.



4.2 Urban Design Strategy

Calibrating blocks and house types

St Leonards Edge architectural precedents



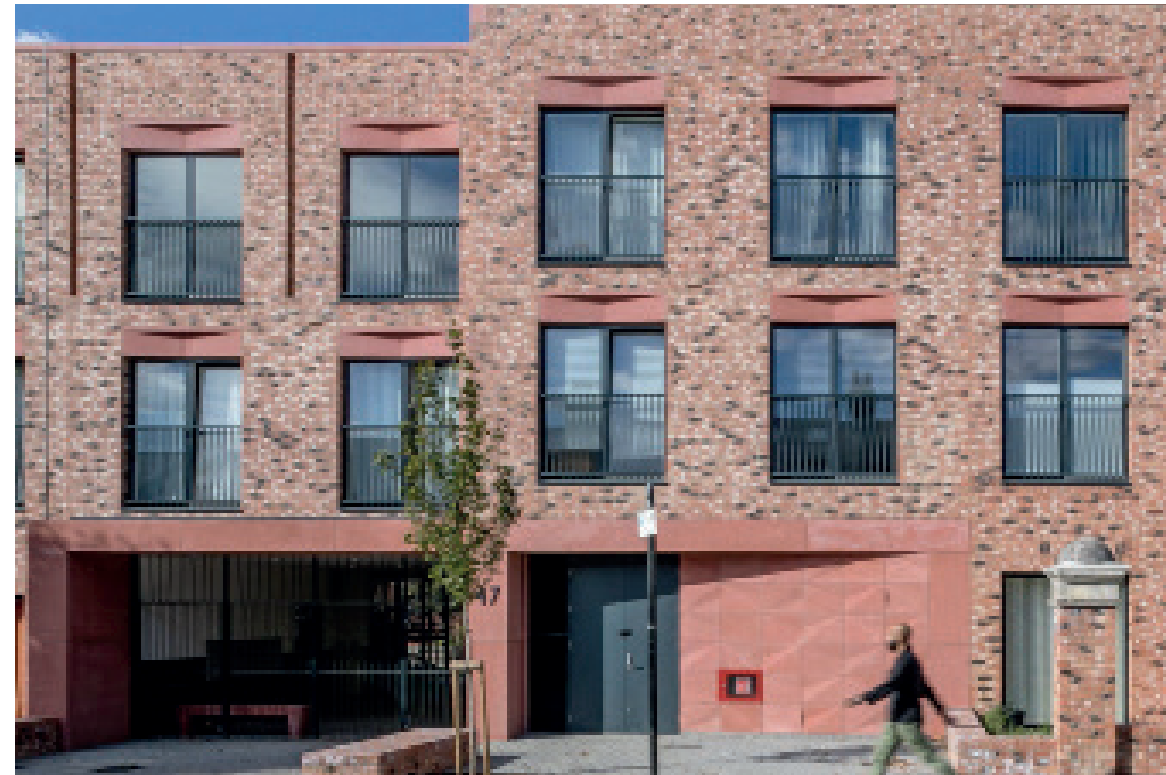
Abode, Great Kneighton (Photo from Pollard Thomas Edwards Architects)



Knights Park by Alison Brooks Architects (Photo from The Hill Group)



Knights Park (Photo from Pollard Thomas Edwards Architects)



Gainsford Road apartments (Photo from Gort Scott Architects)

4.2 Urban Design Strategy

Calibrating blocks and house types

2. Central blocks

As the larger of the three sites, R1 and R3 offer the most potential to create “perimeter blocks” that help optimise the site. Careful attention needs to be paid to access and the selection of typologies to ensure new adopted roads don’t compromise access to the eastern green edge.

Building heights and densities

New homes should be predominantly two storey, with the potential for three storeys and specific moments that benefit townscape. Careful consideration needs to be given to roof forms on R3, as prevailing topography means this part of the site will be visible.

Access and parking

Both blocks should look to utilise small parking courts or mews streets that enable car-free frontage along their eastern edges. Adopted streets should be avoided along these edges as they will compromise the quality of the public realm adjoining the site’s eastern boundary. The northern and western sides of both blocks can utilise on-plot parking.

It is crucial that both blocks utilise a mixture of on-plot and off-plot parking solutions, to ensure internal parking courts do not become oversized.

Frontage

Careful consideration needs to be given to inserting frontage into the parking court / mews street to provide a degree of natural surveillance. This could be achieved by utilising larger, dual fronted units, at the entrances to these spaces or by incorporating “flats-over-garages” which provide a sense of enclosure around car parking.

Response to constraints and opportunities

The layout of buildings at the northern part of the site should be arranged to minimise earthworks. They have the potential to benefit from significant views back across the site, as does the new public space at the south-eastern corner of R3. The existing east-west Public Right of Way needs to be maintained across R1.



4.2 Urban Design Strategy

Calibrating blocks and house types

Central Blocks architectural precedents



Horsted Park (Proctor Matthews Architects)



St Chad's in Thurrock (Bell Phillips Architects)



The Avenue in Saffron Walden (Pollard Thomas Edwards Architects)

3. Edges

Given the site's long and thin geometry, several new homes will form “edges” that abut different boundary conditions. House types should be calibrated accordingly.

Building heights and densities

New homes should be predominantly two storey, with the potential for three storeys and specific moments that benefit townscape. Consideration needs to be given to limiting overlooking where new homes are adjacent to existing properties.

Access and parking

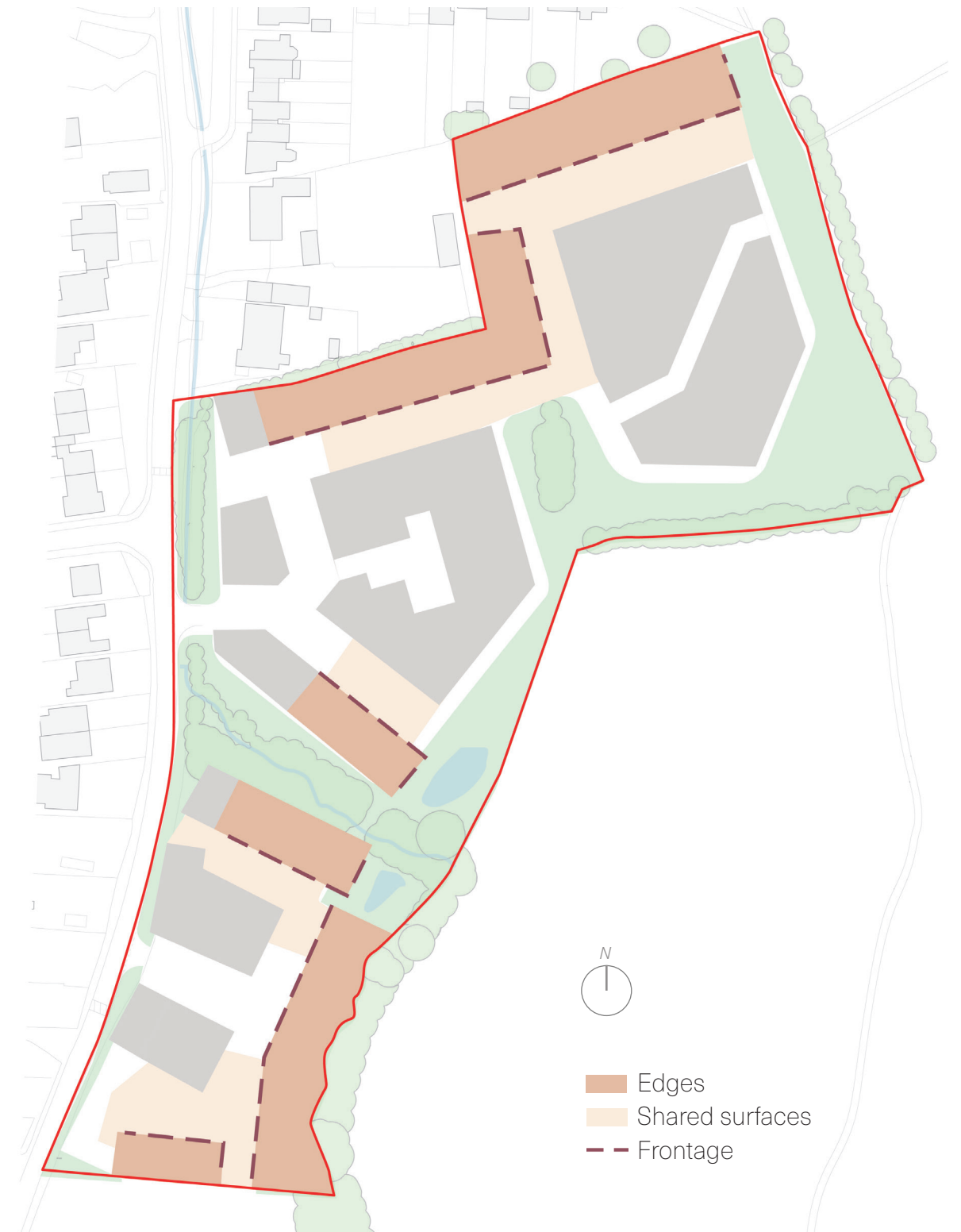
Parking should be on plot or on street. Consideration should be given to approaches to access that maximise the amount of green infrastructure on adjoining streets. Cross-overs should be consolidated where possible to allow for tree planting and rain gardens.

Frontage

Buildings will predominantly be semi-detached and detached in these locations. Frontage should be consistent to reinforce new streets. Larger, dual fronted homes should be used at important corners to improve natural surveillance.

Response to constraints and opportunities

New housing should minimise the loss of existing green infrastructure, with particular attention paid to mature trees and hedgerows. The new pedestrian bridge across the brook needs to be well overlooked to promote natural surveillance and avoid potential anti-social behaviour.



4.2 **Urban Design Strategy**
Calibrating blocks and house types

Edges architectural precedents



Lovedon Fields (John Pardey Architects / BD Landscape Architects)



Icon (by FCBS / Grant Associates)



South Gardens, Elephant Park (Maccreanor Lavington)



Century House (Campbell & Co Architects)



Lovedon Fields (John Pardey Architects / BD Landscape Architects)

4.3 Urban Design Strategy

Illustrative Masterplan

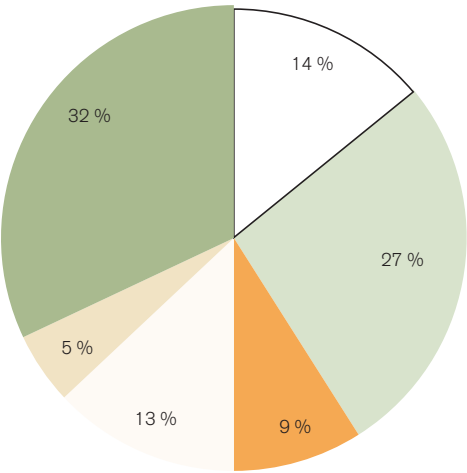
The illustrative masterplan demonstrates how the urban design strategy might be interpreted. Building typologies and their placement across the site were informed by several key constraints, including topography. The edge along St Leonards Road is flanked by terrace buildings and apartment blocks, to give a sense of arrival and help “urbanise” St Leonards Road, which is currently dominated by fast moving traffic. Where the slope of the land is more pronounced towards the eastern site boundary, particularly in the north-western section of the site (R3), although some terraced typologies have been deployed, the majority of units are semi-detached and detached houses, to negotiate the level changes and provide accessible and characterful residential streets, as shown in the image below.

The mews street that bisects R3 has been aligned to follow prevailing topology. The alignment set out in the illustrative plan is indicative only at this stage and any future detailed application should consider how best to create a new street that necessitates minimal earthworks whilst maintaining accessible front doors to new homes.

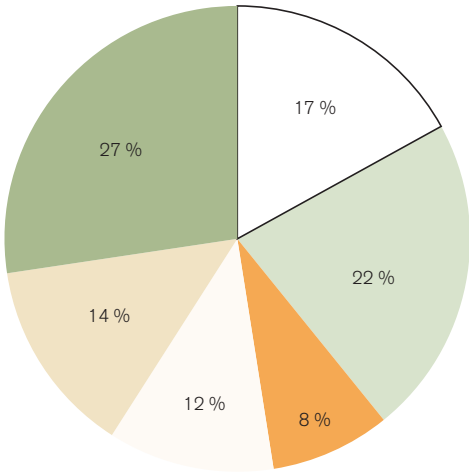


4.4 Urban Design Strategy
Green Infrastructure

The site's urban design aligns with the ambition to match a similar land budget to those advocated for in the Essex Walkable Neighbourhoods Study (prepared by Jas Bhalla Works for ECC in 2022). Below is a side-by-side comparison of the average land budget for conventional developments across Essex and the South Nazeing concept framework plan.



Average land budget for conventional developments (based on Essex Walkable Neighbourhoods Study)

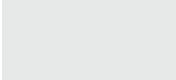
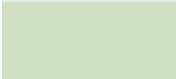






South Nazeing land budget

- Key
- Buildings
 - Private amenity
 - Parking
 - Roads
 - Footpaths/cycle lanes
 - Green open space



South Nazeing land budget plan

South Nazeing			
		sqm	%
	Homes	5630	17
	Garden	7360	22
	Parking	2763	8
	Roads	3830	12
	Footpath	4504	14
	Green space	9074	27
Total		33031	100

Illustrative view of new homes and landscape
responding to topography



Illustrative view of new homes and landscape
responding to topography



5. Landscape Strategy

5.1 Landscape Strategy

Overarching Concept

This outline landscape strategy informs the development arrangement and the design of spaces as part of the Illustrative Masterplan. At a strategic level, the landscape aims are to establish a robust and ecologically beneficial green infrastructure including robust edges to the green belt, create an enjoyable place for residents and facilitate important local pedestrian and cycle connections.

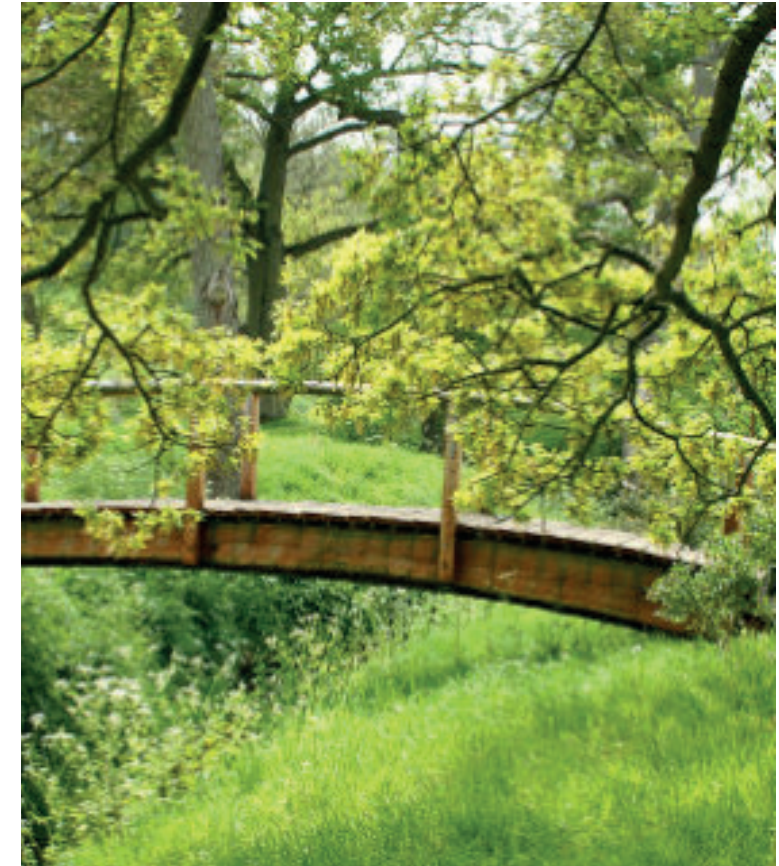
The landscape strategy is informed by guidance provided within Epping Forest District Council's Green Infrastructure Strategy (GIS). In line with EFDC guidance, the strategies described here will establish a tapestry of multi-functional and ecologically rich spaces that balance 'social', 'place', and 'environmental' elements for the benefit of people, flora and fauna.

Green Infrastructure

Creating a strong green infrastructure that bolsters existing edges and features with new sections of field boundary landscape will enhance ecology, leads the development structure and soften views of the development from the surrounding countryside. Three key elements to the strategic green infrastructure are:

Reinforce Existing Boundaries

Reinforcing existing planted boundaries through infill planting of native ground cover, tree planting and meadow areas



5.1 Landscape Strategy

Overarching Concept

Create new field boundaries

Establishing new field boundaries with hedgerows tree belts and meadows will complete the sites strong edge green infrastructure

Brook Enhancements

Reinforcing the ecological value of the Lichen Brook corridor through new native, wetland and aquatic planting and wetland spaces

Movement and Moments

Delivering wider strategic connections through an enjoyable publicly accessible landscape is a key goal of the development. Strategic links are facilitated north into the village and to local amenities, south towards Lea Valley Country park connections, and east where footpaths lead into the countryside. Connections are made and through the delivery of accessible routes through streets and open spaces, and punctuated by enjoyable moments.

Movement

Key links through the site are facilitated by clear street connections and open space paths. These meander through the landscape creating enjoyable experiences

Moments

The key connections are punctuated with a series of interventions that vary in scale and type. These include signage, viewing points, play space and opportunities to appreciate the natural world



5.2 Landscape Strategy

Amenity

This outline landscape comprises a series of interconnected green spaces arranged for biodiversity enhancement and public amenity.

The strategic links across the site are delivered with development streets and landscape amenity spaces. Pedestrian entrances to the site are celebrated with small public realm spaces at two locations along St Leonards Road. Pedestrian focused streets and meadows connect through the development and are punctuated with amenity spaces and interesting moments, such as the Lichen Brook crossing. In line with EFDC GIS, special moments across the masterplan balance 'social', 'place', and 'environmental' elements and will bring joy to residents' experiences, in addition to the biodiversity benefits.

A consolidated informal play space at the heart of the site could be part of a mini-village green. This would include play for young children with integrated ecology such as bug hotels and SuDS features. The green infrastructure is enhanced through additional tree planting and the establishment of a range of landscape types.

Other areas of the development will be reserved as ecologically focused spaces (Illustrated opposite) and free from lighting or formal access paths



Indicative Amenity Strategy

Indicative Amenity Strategy



5.3 Landscape Strategy

Play Strategy

A clear play strategy has been established for the development based on guidelines provided by Fields in Trust in their 'Guidance for Outdoor Sport and Play Beyond the Six Acre Standard - England'

This suggests that developments up to 200 homes should provide a local area for play (LAP) and a locally equipped area for play (LEAP). Locations for these two facilities have been suggested as part of the network of amenity features as part of the pocket woodland and 'high-view'.

The maximum walking distance from a play space will be 170m (measured along a walking route), which is presented on the diagram opposite.

Both play spaces will have a naturalistic character and include sensory, physical and imaginative play that caters for children of all abilities.



Indicative Play Space Locations

5.3 Landscape Strategy

Play Strategy

1. LEAP

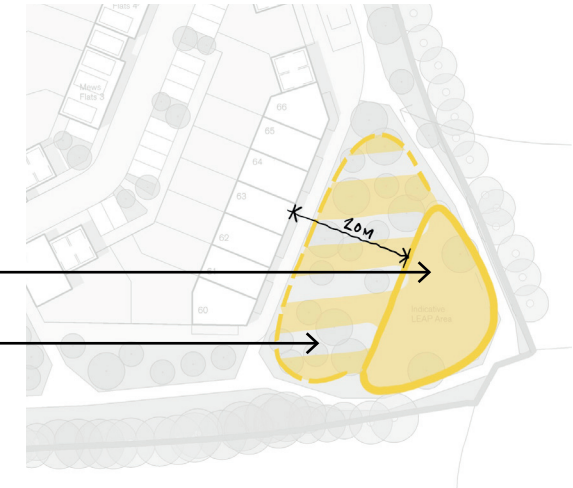
The LEAP will be a minimum of 400m² with formally equipped areas a minimum of 20m from the adjacent dwellings. The play space will include a minimum of 5 play elements and be designed to integrate the level change. An adjacent area of meadow with trees will be accessible from the LEAP for informal play and recreation. The upper terraces of the play space will include seating with views of the play space and wider landscape.

2. LAP

The LAP will be a minimum of 100m² with playable landscape features delivered in a naturalistic aesthetic. The play area will include trees and planting, to reinforce the scattered woodland character, connect to adjacent open space areas, and be designed to integrate the landscape natural level change. The playable elements will be a minimum of 5m from adjacent homes.

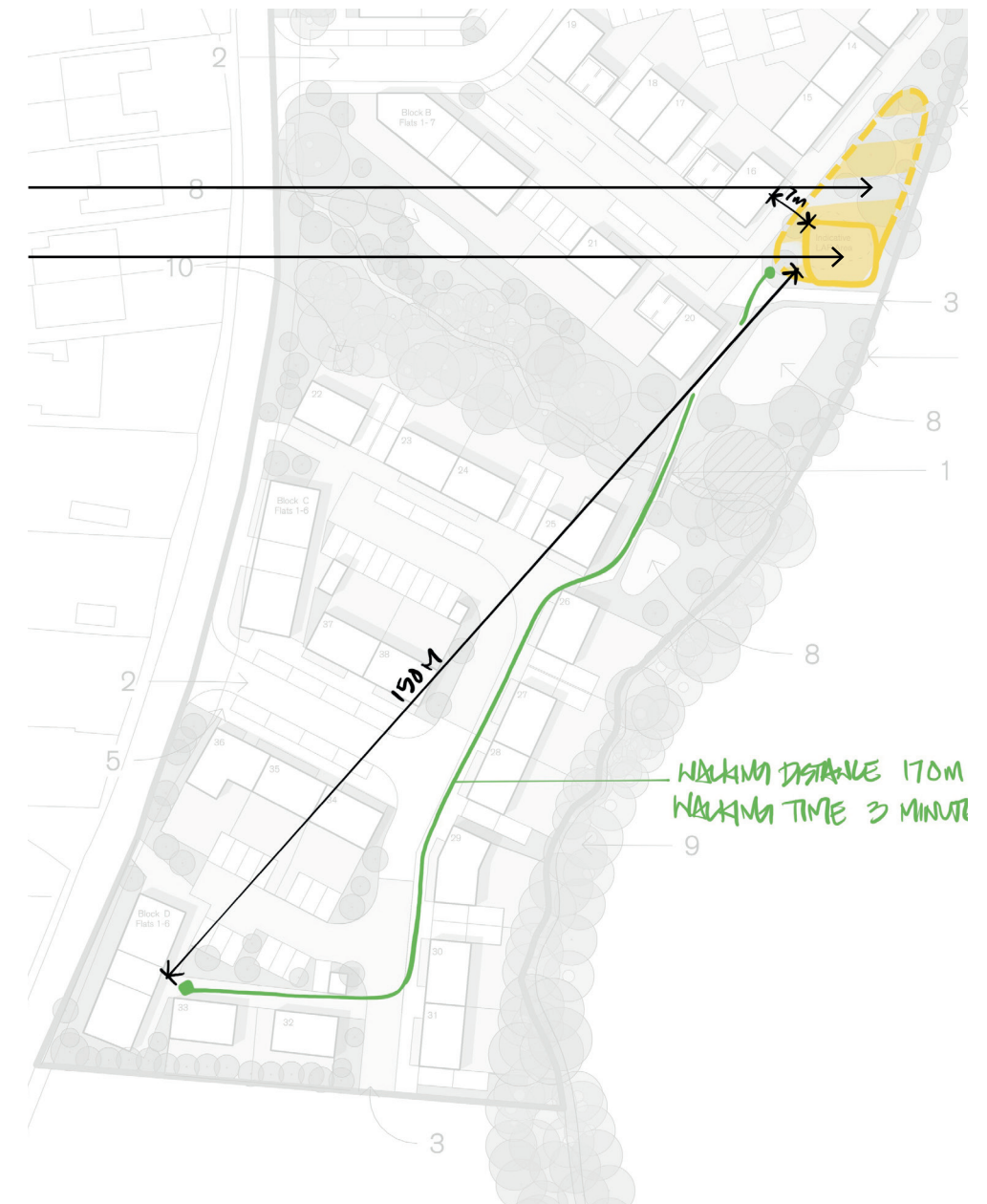
1 LEAP

Primary play space
Adjacent amenity meadow



2 LAP

Adjacent amenity meadow
Primary play space



Indicative Play Space Locations

5.4 Landscape Strategy

Green Infrastructure

These indicative green infrastructure networks permeate the development to establish an interconnected fabric of landscape typologies. Understanding and building upon the landscape assets of the Lichen Brook and local hedgerow belts, the development’s green infrastructure includes woodlands, native hedgerows, meadows and street greening.

Wet and pioneering woodland

The Lichen Brook presents a unique opportunity to deliver areas of wetland planting and wet woodland with pioneering species, such as birch.

Hedgerows and Coppices

New areas of Broadleaf woodland, native mixed hedgerows and scrub planting will bring biodiversity enhancement and create a positive environment for residents.

Street greening

Planting areas and street trees will bring joy to the streets. Rain gardens, edible planting, flowering trees, hedgerows and native shrubs will all form part of the street greening.

Meadows

Incorporating species rich grasses, lawns foot paths and amenity space, such as the play area, the meadows will be a key part of the development’s ecology and amenity

Hedgerows and Coppices



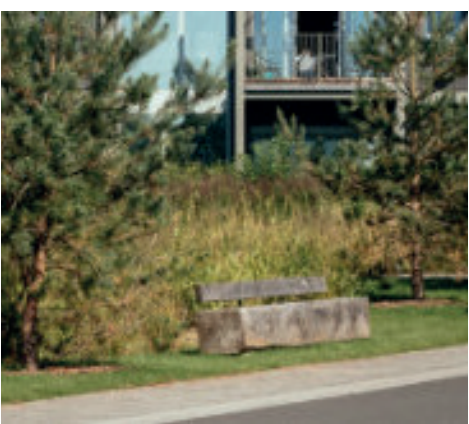
Meadows



Wet and pioneering woodland



Street Greening



Green Infrastructure

- Wet and pioneering woodland
- Hedgerows and coppices
- Street greening
- Meadows

5.5 Landscape Strategy

Indicative Planting Strategy

1. Canopy Layer - Predominantly native species will be chosen for their visual interest, appropriateness in local conditions and their ecological value, typically provided through flowers and fruit. Columnar varieties will be proposed in streets, fruiting and scrubby trees in boundary planting and wet tolerating species towards the pond.

2. Ground Cover - Ground cover planting is predominantly around the dwellings within the streets and open spaces. The mix of herbaceous plants, shrubs and grasses will include *Cornus sanguinea* 'midwinter fire', *Hebe* 'Beverly Hills', *Luzula sylvatica*, *Uncinia rubra*, *Digitalis grandiflora* and *Euphorbia amygdaloides* var. *Robbiae*, with final planting agreed later.

3. Hedgerows - Mixed native hedgerows through the streets will be beech dominated, to allow for a level of formality, but with other ecologically beneficial native species such as hawthorn, holly and buckthorn. The more wild form species will be concentrated adjacent to garden fences and beech will be at higher proportions close to houses.

4. Vertical Greening - The walls, pergolas and car ports will present opportunities for self clinging and twining climbing plants. Species will be a mix of native and ornamental and will include *Jasminum officinale*, *Lonicera japonica* 'Halliana', *Lonicera periclymenum* 'Graham Thomas' and ivy varieties such as *Hedera colchica* 'Sulphur Heart'.





5. Meadows - Areas of meadow create a transition to taller scrub in naturalistic settings. Here a species rich mix, such as Emmorsgate's 'Standard General Purpose Meadow Mixture' will offer a low

maintenance, visually attractive and ecologically beneficial edge to streets and spaces. The final mix will reflect more detailed studies of existing and reused soils.

6. Existing boundaries - The existing edge condition comprises tree lined scrub hedgerows and tree planting. This will be reinforced with native scrub, shrub and tree planting. The mix will include whips, containerised stock, feathered trees and standard trees, and will comprise a mix of native plants with at least 50% of ground cover being hawthorn.

7. Wetland - Pond areas is currently edged in grass. To enhance biodiversity a new pond edge condition will be established with reeds, grasses and other emergent plants whilst oxygenating aquatic

Planting Application The varies green infrastructure strategy will integrate the illustrative planting types:

-  Wet and pioneering woodland - 1 & 7
-  Hedgerows and Coppices - 1, 3 & 6
-  Street greening - 1, 2, 3, 4, & 5
-  Meadows - 1, 3, 5, & 6



Green Infrastructure

5.6 Landscape Strategy
Planting Precedents

Canopy Layer



Hedgerows



Ground Cover



5.6 Landscape Strategy
Planting Precedents

Climbers



Meadows



Existing Boundaries



Wetland



5.7 Landscape Strategy

An Edible Landscape

A component of connecting residents with the natural world is developing a planting palette that allows for foraging and fruit picking. Nazeing is known for its glass houses and food production, which creates an opportunity for reflecting that history of agriculture and cultivation in the development planting strategy. Here a structure of trees, under-story shrubs and herbs are set out that would become the backbone of an edible landscape.

Trees:

- Apple tree (*Malus domestica*)
- Plum tree (*Prunus domestica*)
- Cherry tree (*Prunus avium*)
- Pear tree (*Pyrus communis*)
- Walnut tree (*Juglans regia*)

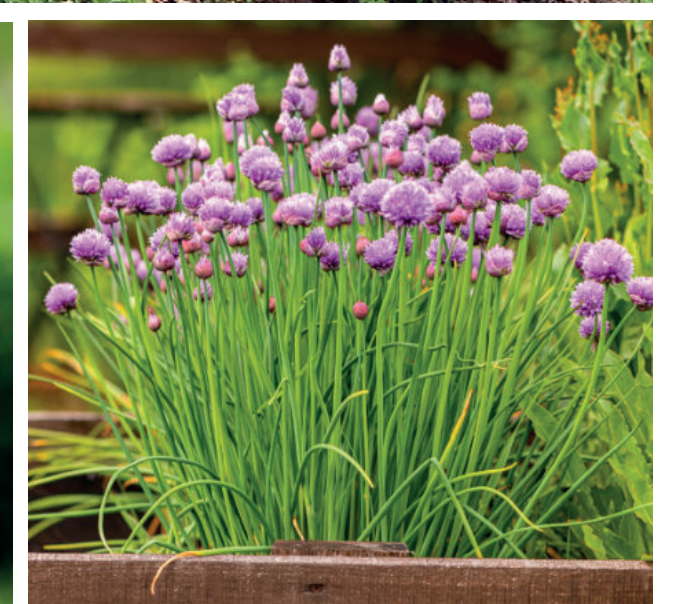


5.7 Landscape Strategy

An Edible Landscape

Shrubs:

- Raspberry (*Rubus idaeus*) - Raspberry bushes bear sweet and tangy berries that are perfect for eating fresh or adding to jams.
- Blackberry (*Rubus fruticosus*) - Blackberry bushes produce juicy and flavourful berries that can be used in pies, jams, or eaten.
- Gooseberry (*Ribes uva-crispa*) - Gooseberry bushes offer tart and tangy fruits that are commonly used in pies, jams, and desserts.
- Elderberry (*Sambucus nigra*) - Elderberry bushes produce dark purple berries that are often used in jams, wines, and syrups.
- Blueberry (*Vaccinium corymbosum*) - Blueberry bushes produce sweet and antioxidant-rich berries that are perfect for eating fresh, adding to smoothies, or using in baked goods.
- Herbs:
 - Rosemary (*Rosmarinus officinalis*) - Rosemary is a fragrant herb with needle-like leaves that add a savoury flavour to roasted meats, vegetables, and marinades.
 - Thyme (*Thymus vulgaris*) - Thyme is a versatile herb with small leaves that are commonly used in soups, stews, sauces, and roasted dishes.
 - Sage (*Salvia officinalis*) - Sage has soft, grey-green leaves with a distinct flavour that pairs well with poultry, stuffing, and other savoury dishes.
 - Mint (*Mentha* spp.) - Mint is a refreshing herb with various varieties like spearmint and peppermint.
 - Chives (*Allium schoenoprasum*) - Chives are slender, onion-like herbs with mild onion flavour.



5.8 Landscape Strategy

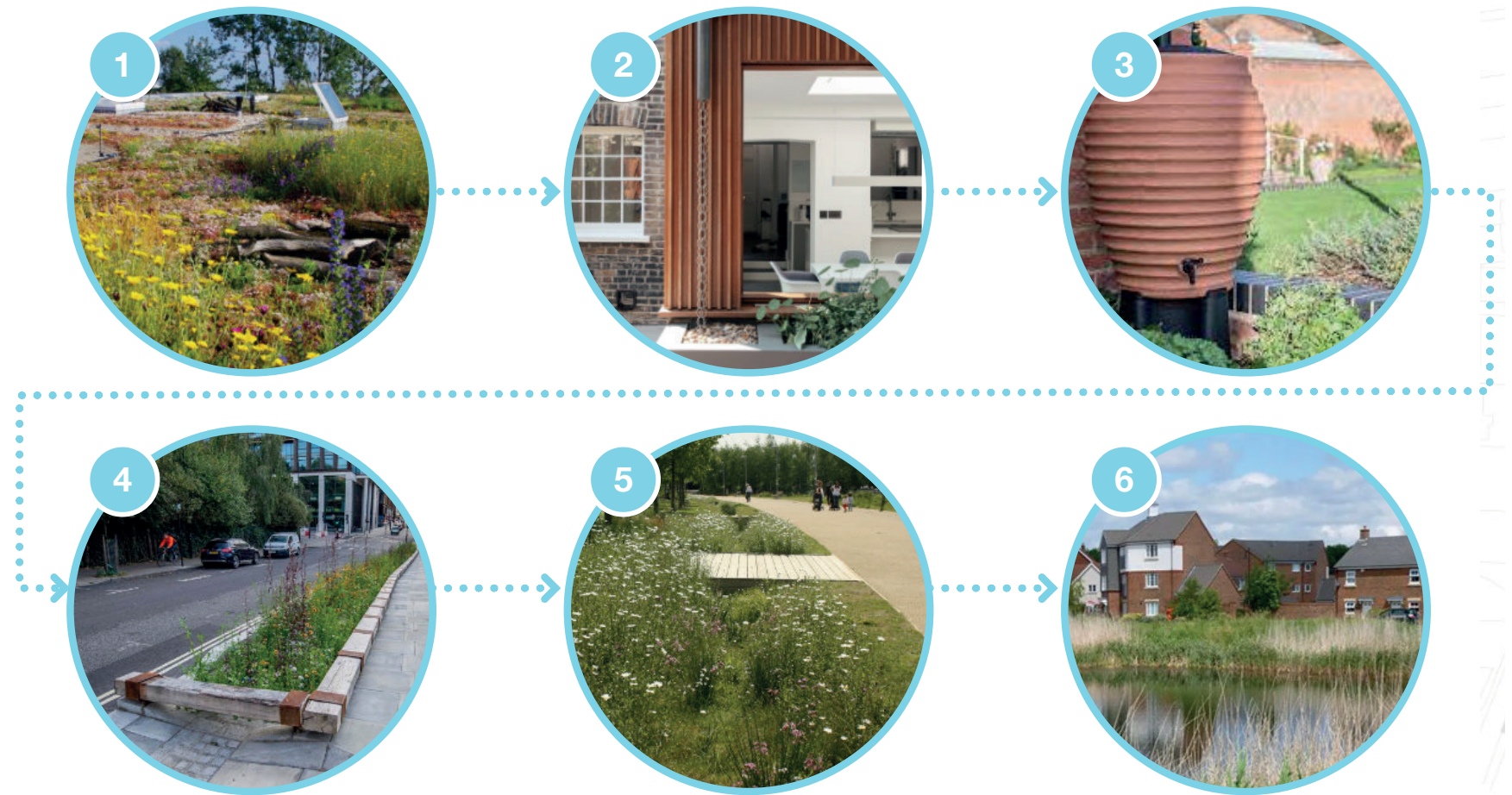
Outline SuDs Strategy

The development has been designed to ensure that run off rates from the site itself will not be increased, and will actually be reduced to provide as much betterment to the current situation as can reasonably be achieved through a network of retention ponds, rain gardens and limiting the amount of impermeable hard standing used.

The development's streets will actively drain into soft landscape and planted areas; these will include undulating levels and down-stand kerbs to create attenuation for surface water and slow run off. In addition, these will be activated by down pipes or from facade run off. Down pipes will include connections to water butts that facilitate domestic grey water reuse.

The interconnected SuDS system will direct water to open space areas where wetland environments will be established to enhance biodiversity. The proposed interconnected SuDS system includes:

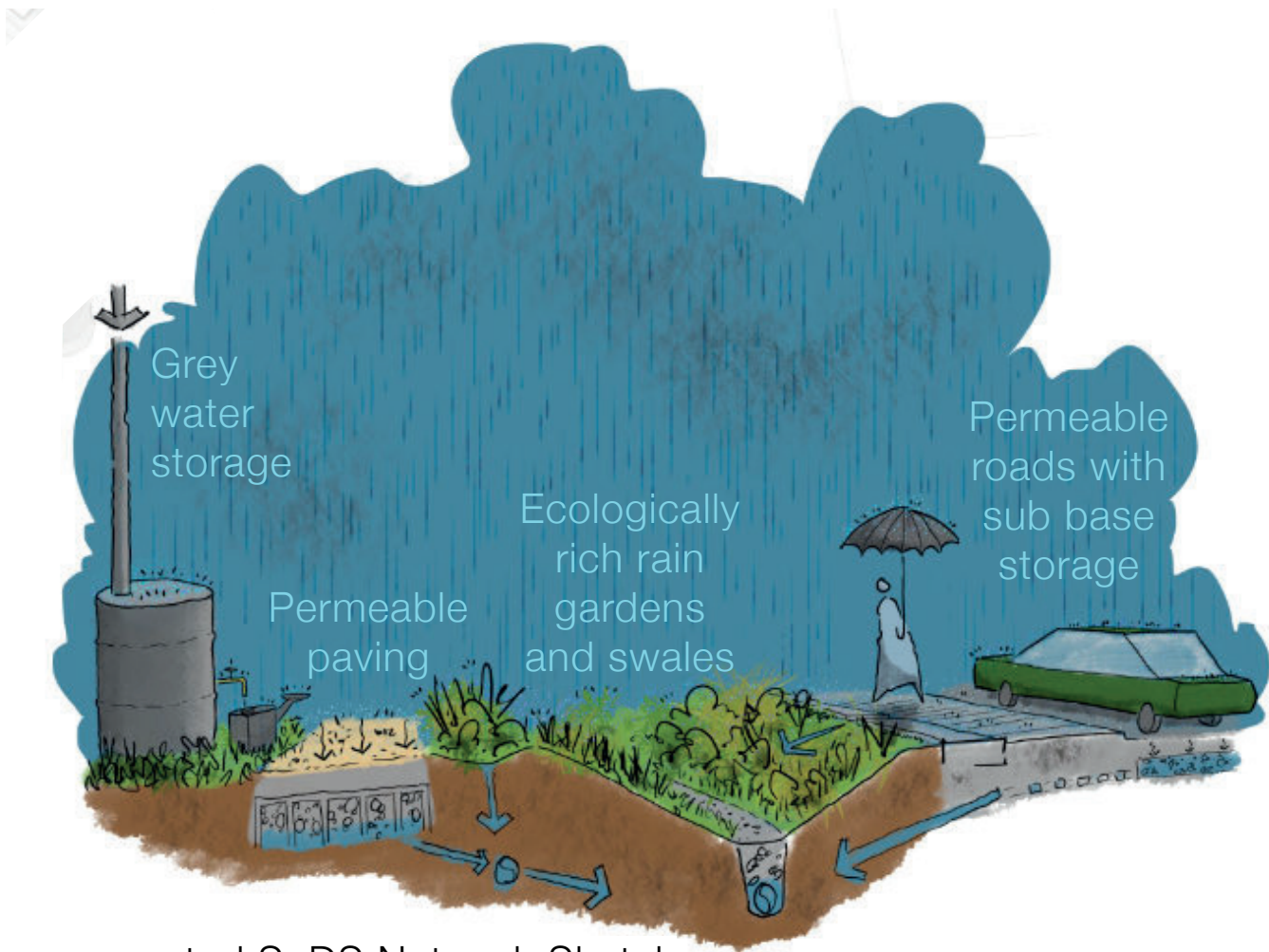
1. Green roofs to flatted blocks
2. Down pipes to SuDS features
3. Water butts facilitate grey water reuse
4. Street rain garden capture water from impermeable road surfaces
5. Swales in more open areas provide flood storage and filter street run-off
6. Ecologically rich attenuation basins or wet woodlands capture water and include capacity to reduce discharge rates in extreme flood events



Illustrative SuDs Strategy

5.8 Landscape Strategy
Outline SuDs Strategy

As illustrated by the plan diagram, water will eventually discharge into the Lichen Brook system as at present, but with discharge rates being reduced significantly during in extreme rainfall events (up to a 1 in 100 year plus 40% climate change event) to reduce flood risk to St Leonards Road and other downstream areas.



Interconnected SuDS Network Sketch
Interconnected SUDS Network Sketch

permeable road surfaces
| storage and filter street

at woodlands capture
xtreme flood events
ichen Brook

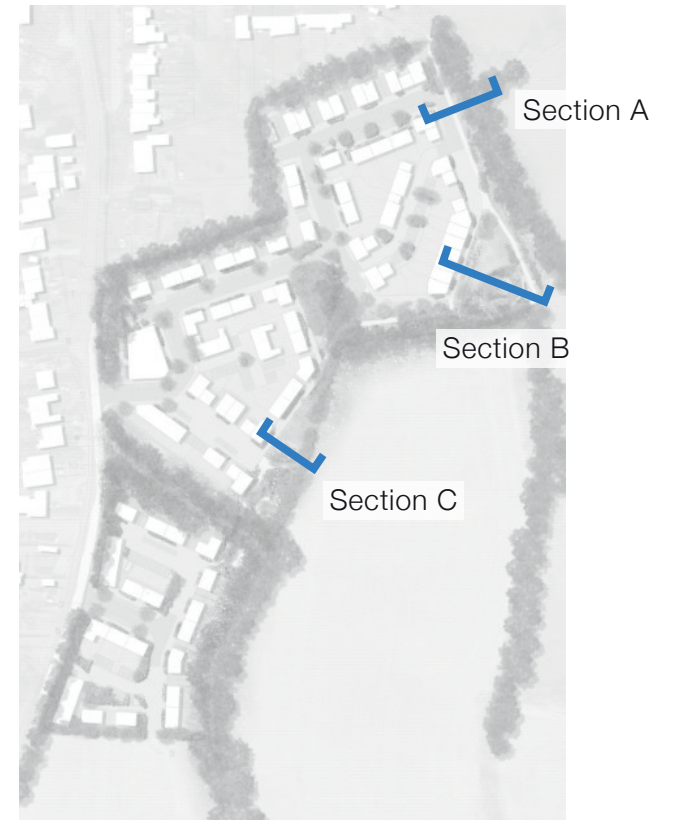
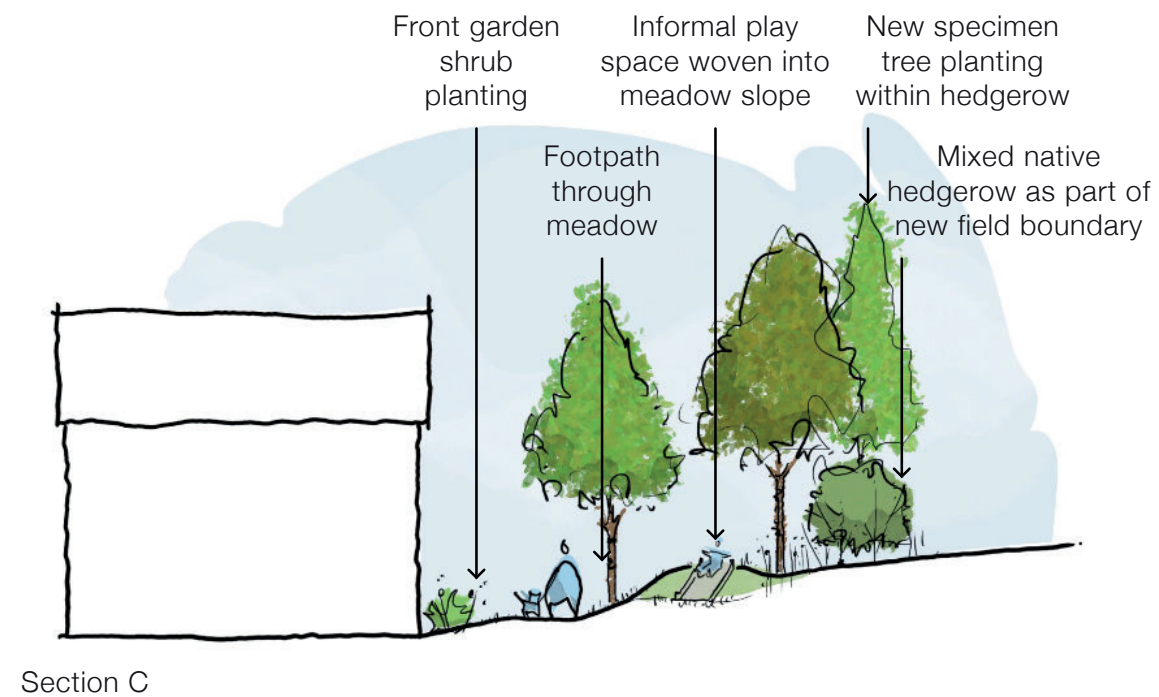
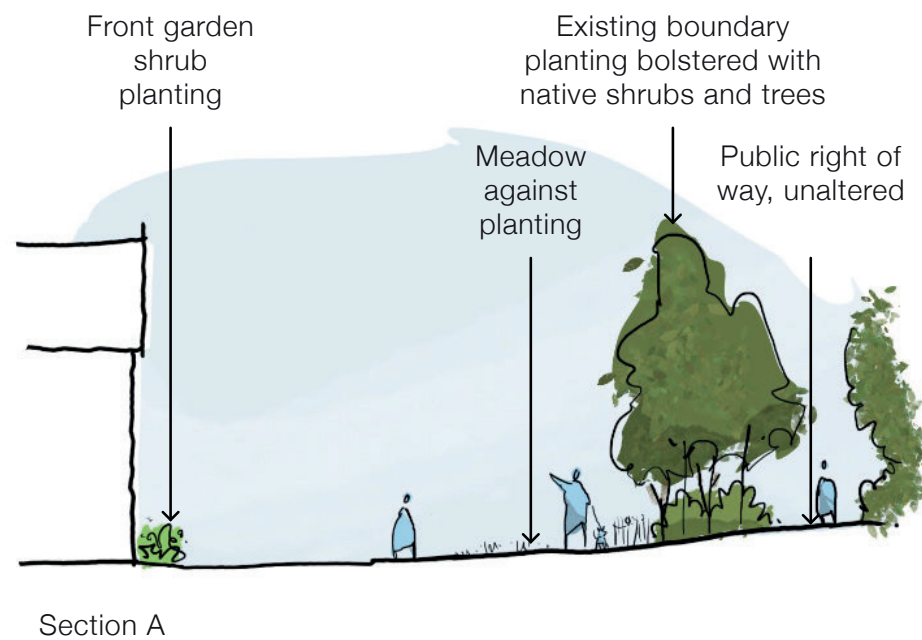
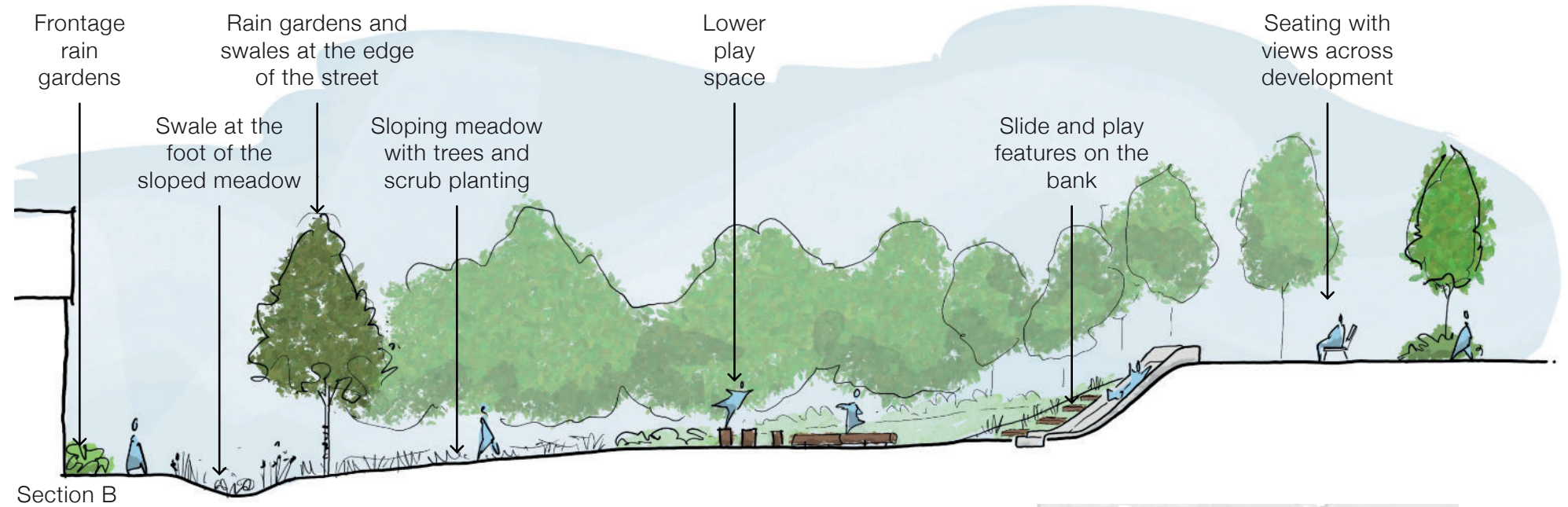


Illustrative SuDS Strategy

5.9 Landscape Strategy

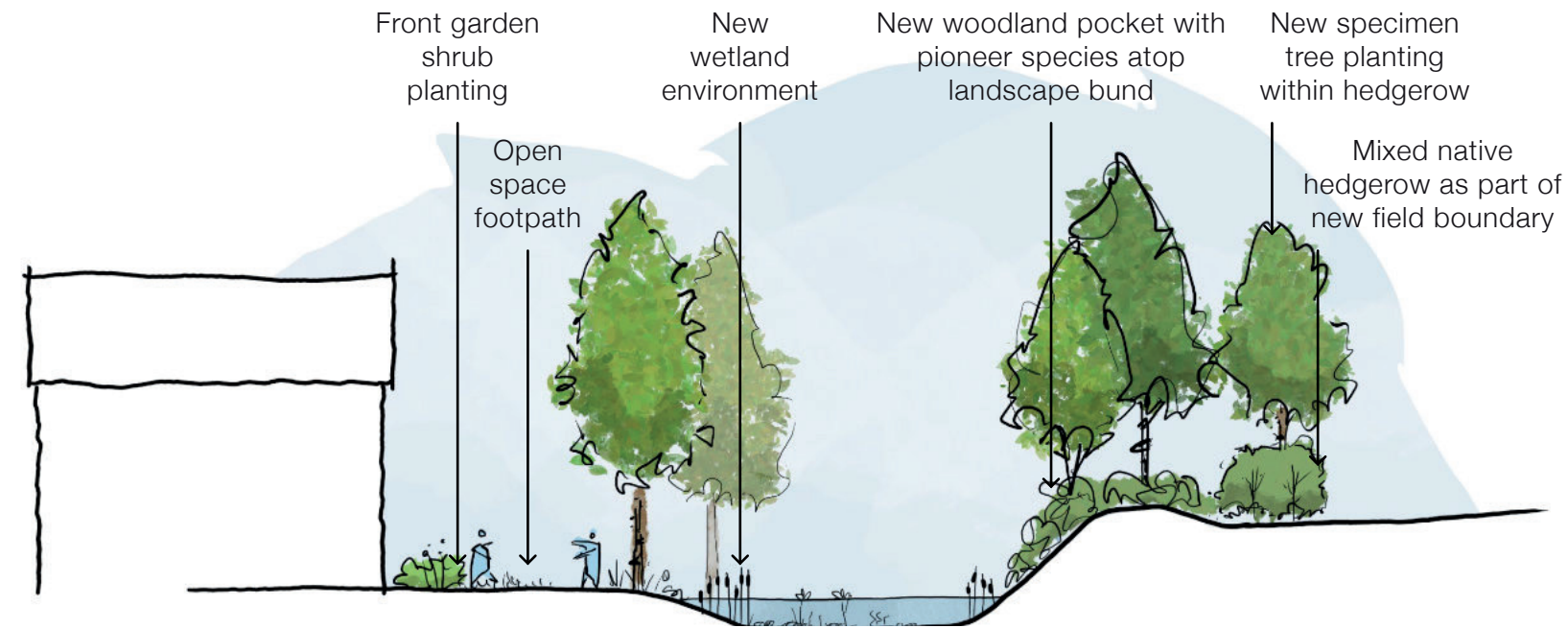
Boundary Conditions

The illustrative sections provided here and on the subsequent page indicate edge treatments throughout the development. These should be developed through reserved matters applications later to ensure an appropriate edge is provided to the green belt and that the biodiversity and amenity goals of the development are met.

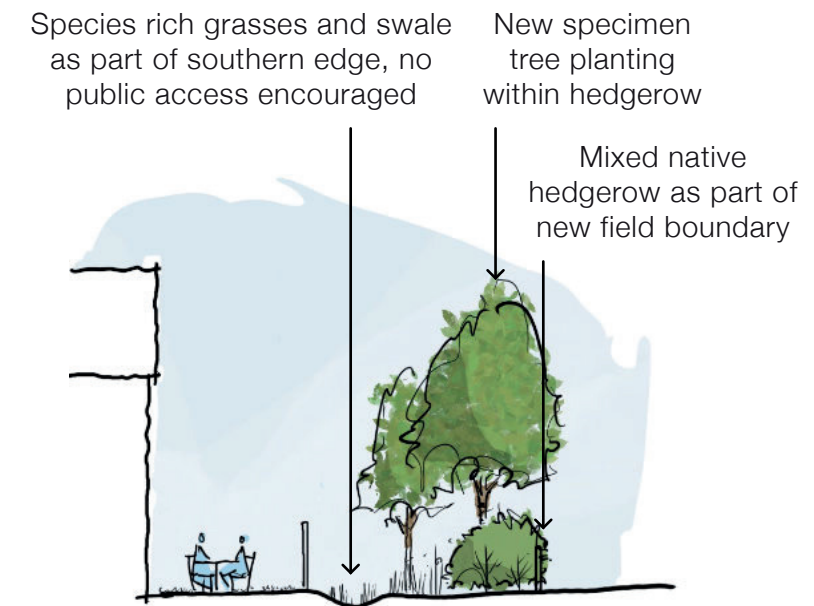


Landscape Strategy

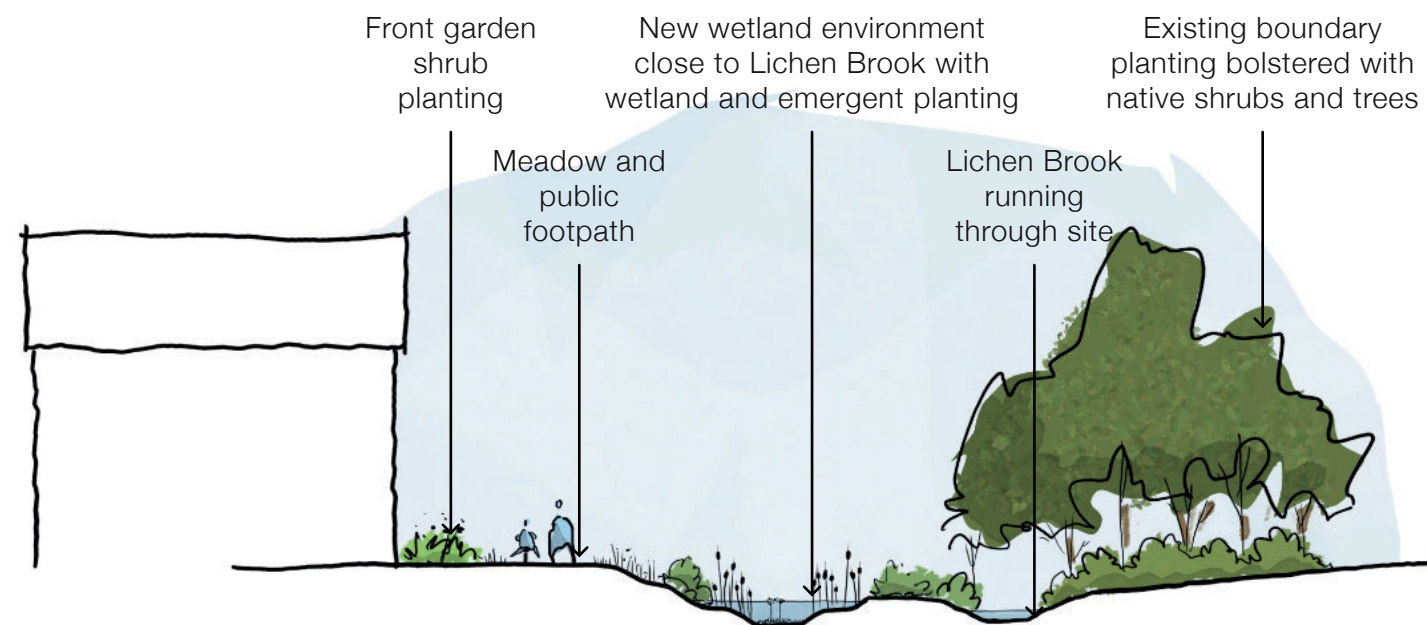
Boundary Conditions



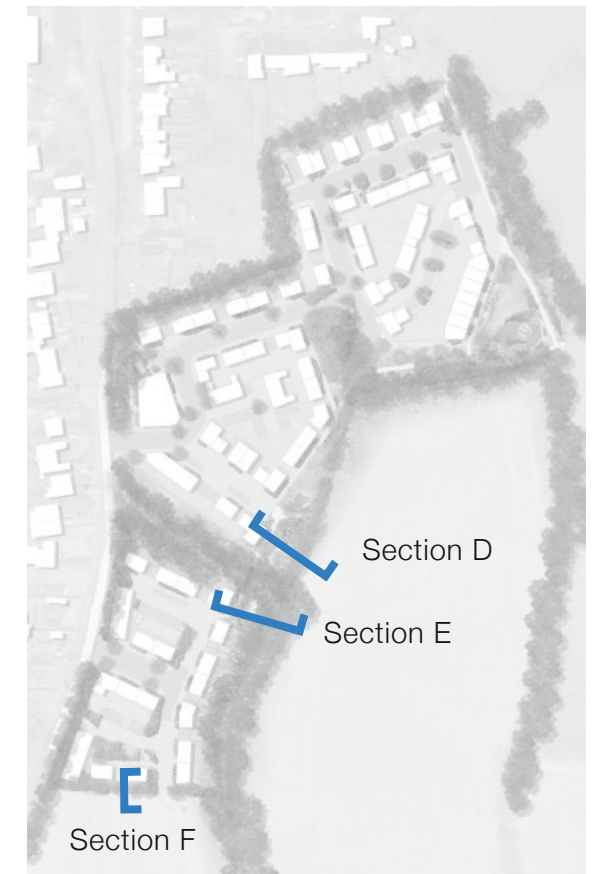
Section D



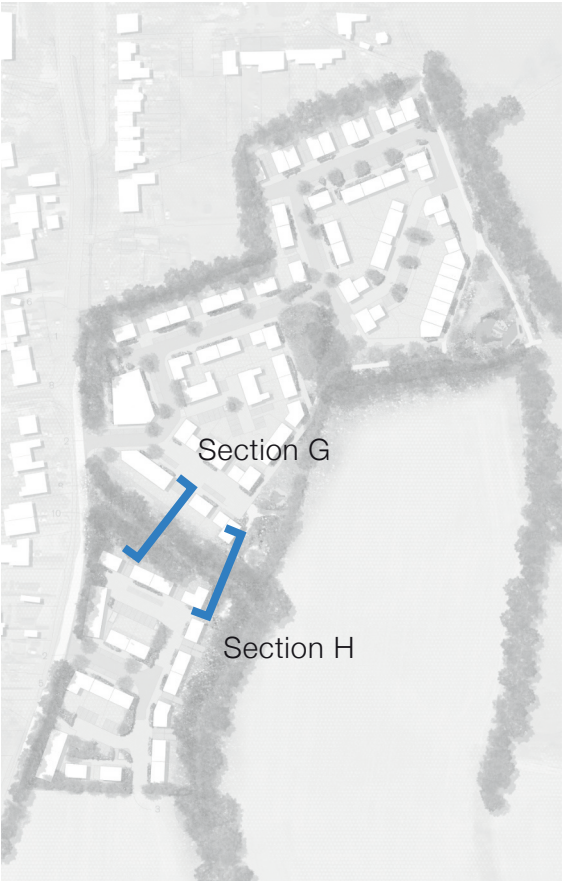
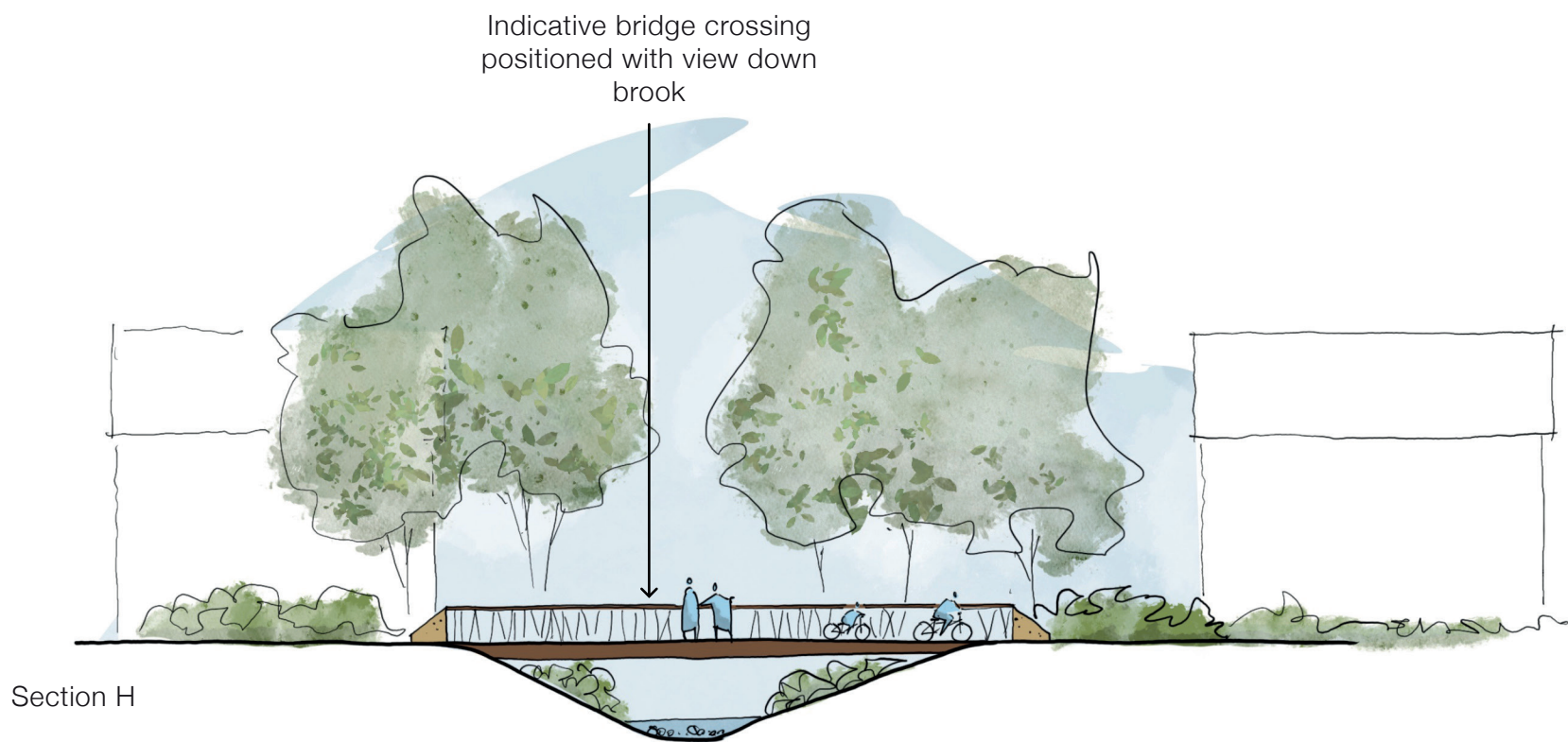
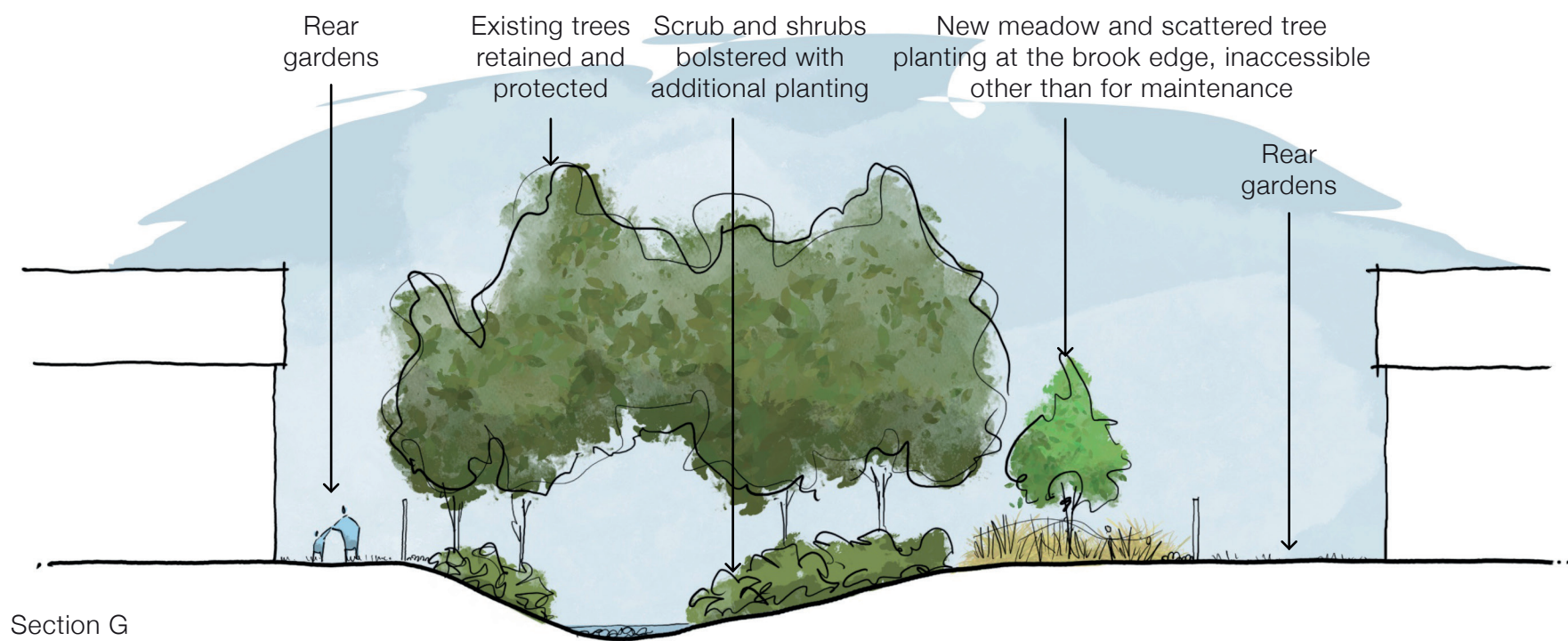
Section F



Section E



5.10 Landscape Strategy
Brook Sections



5.11 Landscape Strategy

Outline stewardship strategy

The specific details of any stewardship strategy will need to be resolved by a reserved matters application. Any structure established to manage public spaces within the development should seek to ensure the continuation of a resilient, thriving neighbourhood where residents are able to enjoy a close connection to nature. Public spaces should be maintained so that they enhance biodiversity.

Subject to detailed technical design, some streets within the site might be adopted by the highway authority. There may also be scope to establish a Management Company involving residents and stakeholders for ongoing stewardship.



Play spaces benefiting from views out to the open countryside

6. *Access Strategy*

6.1 Access

St Leonards Existing Condition

The access strategy has been informed by high level discussions with ECC Highways, including for staggering of the northern access Priority Junction to provide suitable spacing south of Tatsfield Avenue whilst not impacting on the existing brook to the south. The same principles are applied to the southern Priority Junction off St Leonards Road.

2.0m-width footways are proposed to 2 No. new pedestrian crossings over St Leonards Road (controlled to the north, uncontrolled to the south) to enable safe pedestrian access and egress, as well as onward movement north into Nazeing via the existing pedestrian network.



Northern access



Southern access

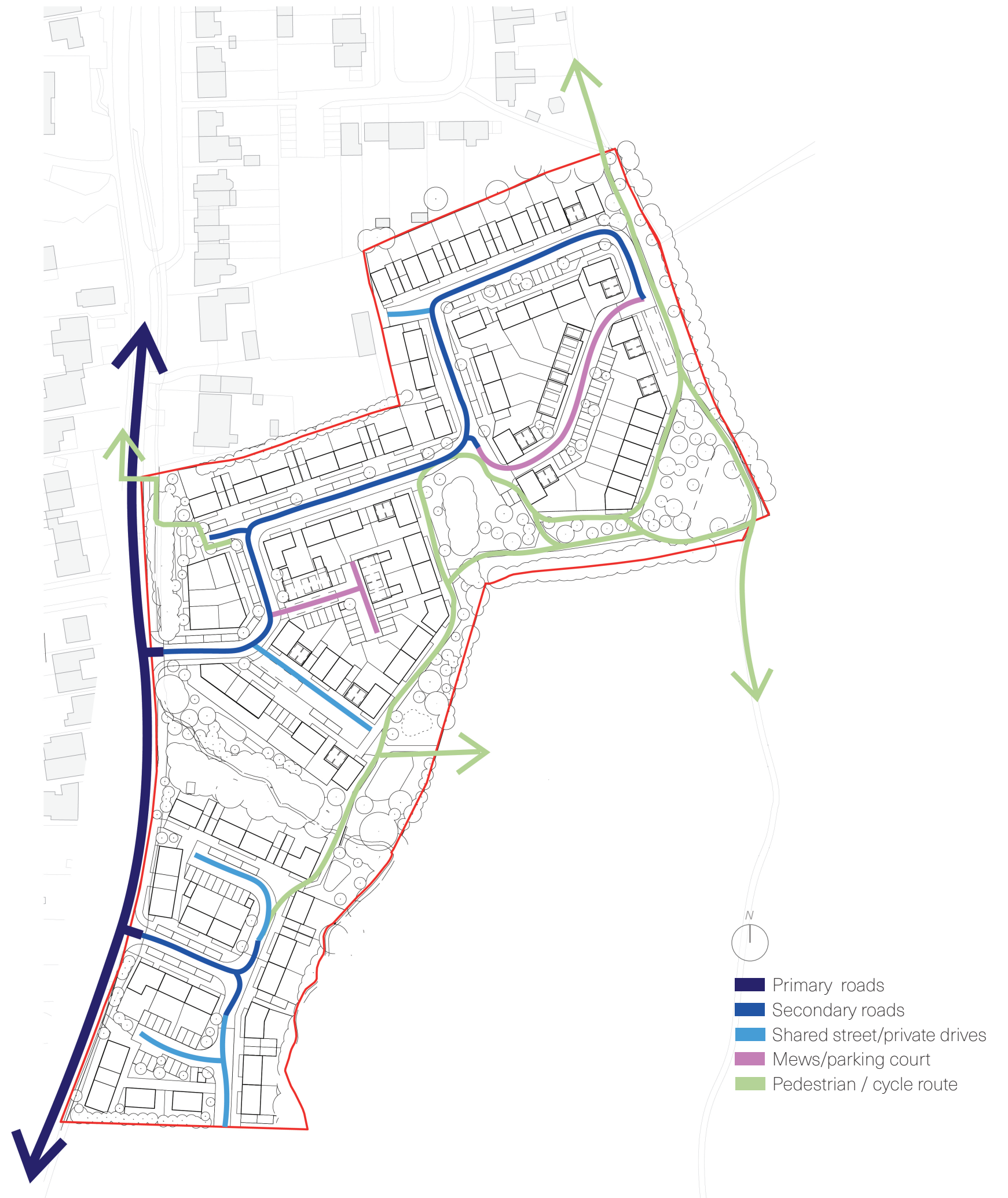


St Leonards Road



St Leonards Road

The proposed movement hierarchy looks to minimise the impact of the private car within the development by maximising the amount of car free spaces and shared surfaces. Where possible, the eastern edge of the site is car free. The length of secondary streets is kept to a minimum to maintain lower vehicular speeds.

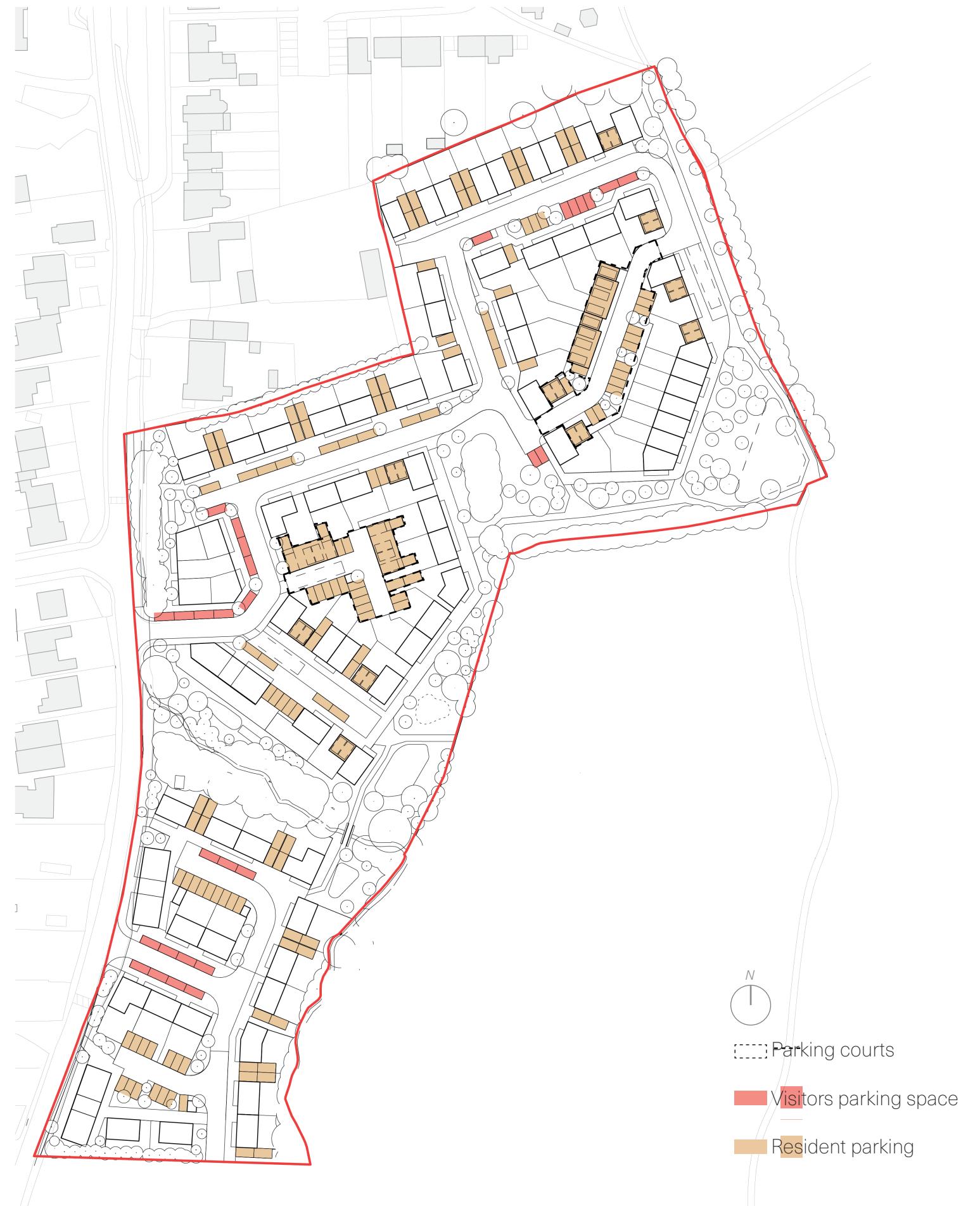


6.3 Access

Parking Strategy

The Concept Framework Plan complies with 2009 ECC Parking Standards, providing two allocated spaces for any unit with two or more bedrooms. The illustrative masterplan has sought to adopt a range of strategies to accommodate the car, to ensure vehicles don't dominate the street scene once the scheme is complete. This includes balancing a small amount of on street parking (primarily for visitors), with on plot spaces.

The central blocks of R1 and R3 utilise parking courts and a "mews" street respectively, which enables the frontage that faces the new green corridor to the east to be largely car free. Both the parking court and mews street utilise "flats over garages" to maintain a degree of overlooking onto the public realm.



6.3 Access

Parking Strategy

Examples of potential parking typologies



Integrated On-Plot Parking - Proctor and Matthews Architects



Parking Courts - Pollard Thomas Edwards Architects



Mews Street - Alison Brooks Architects

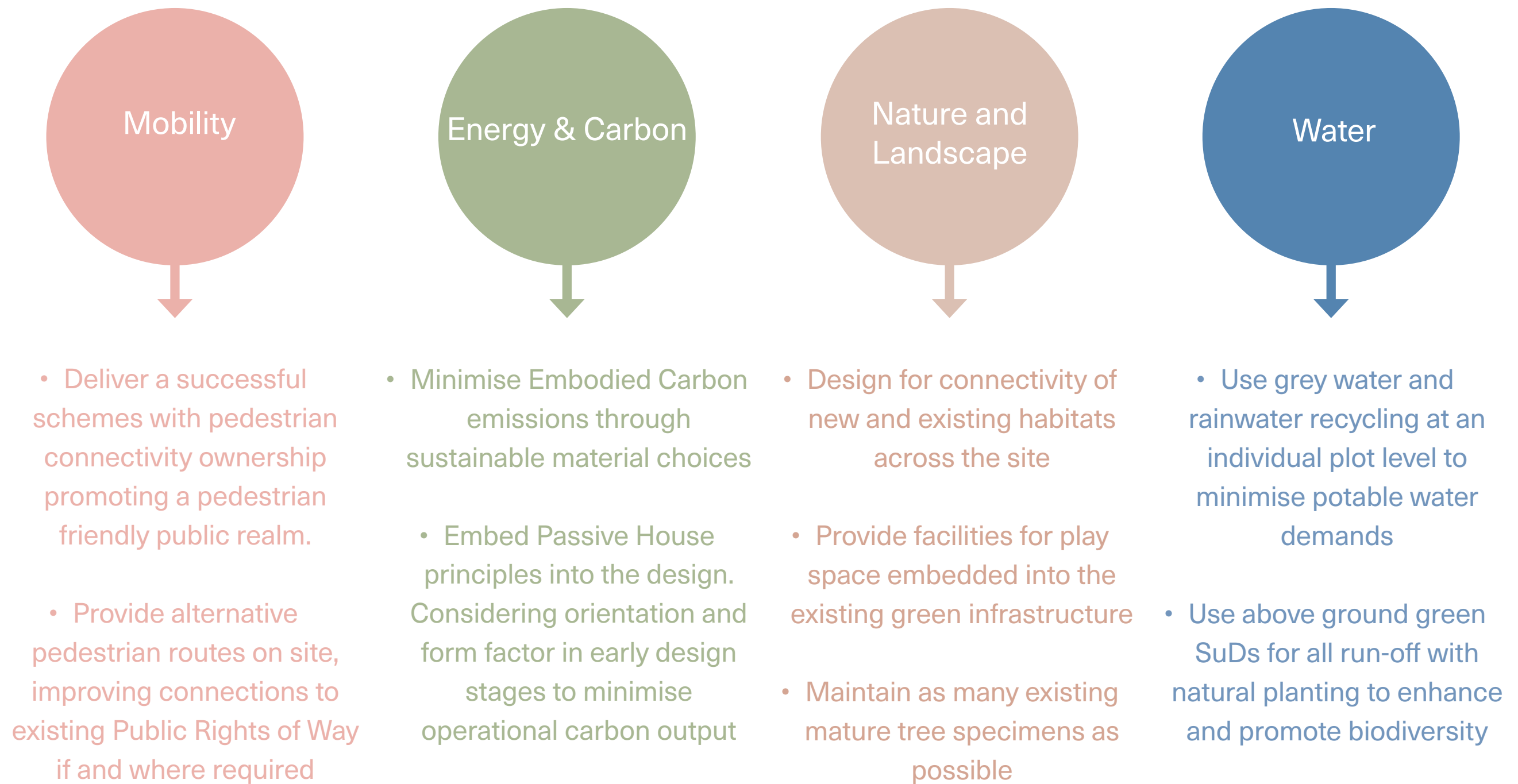


On-Street Parking - Bell Philips Architects



Parking Garage Adjacent to House - Pollard Thomas Edwards Architects

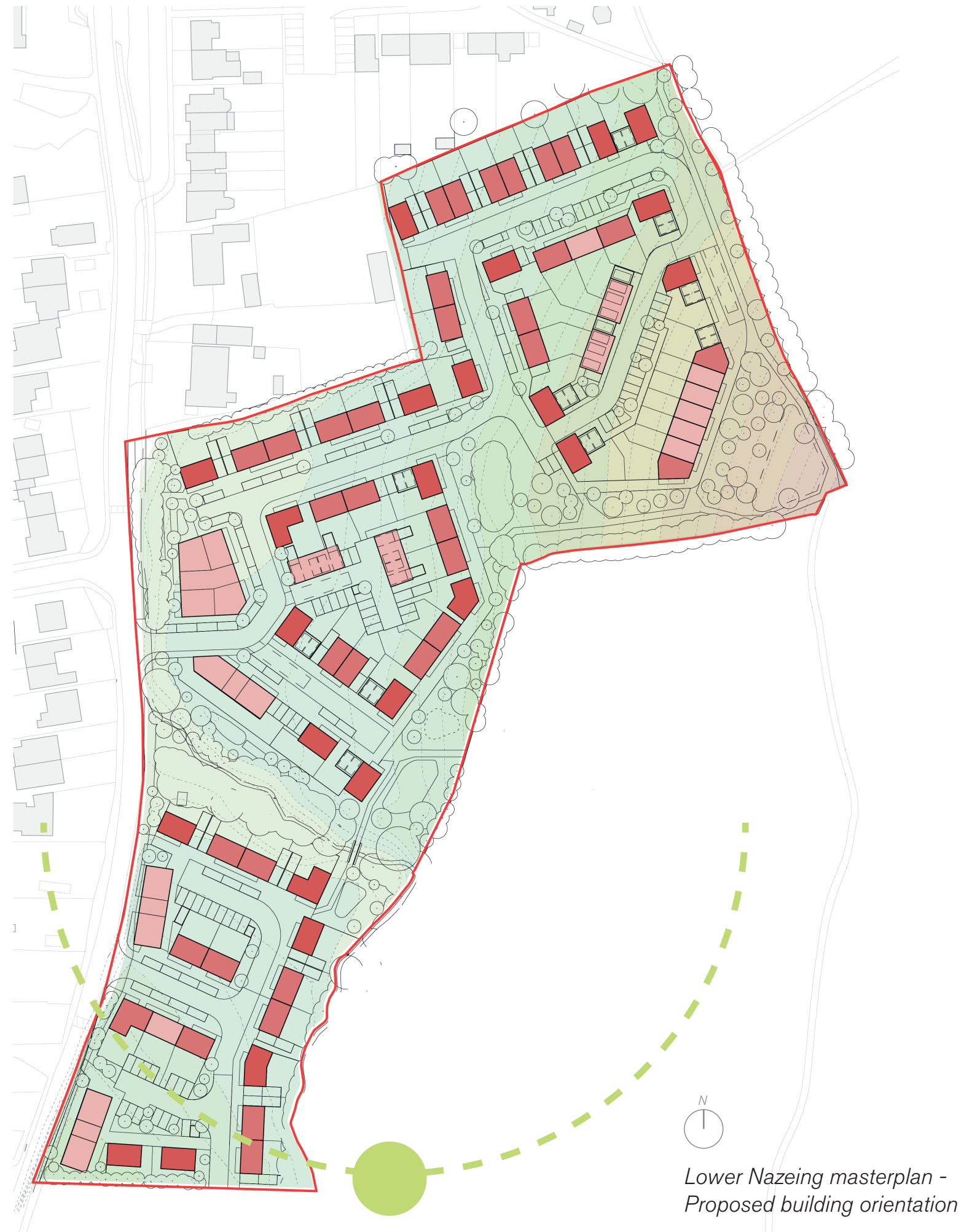
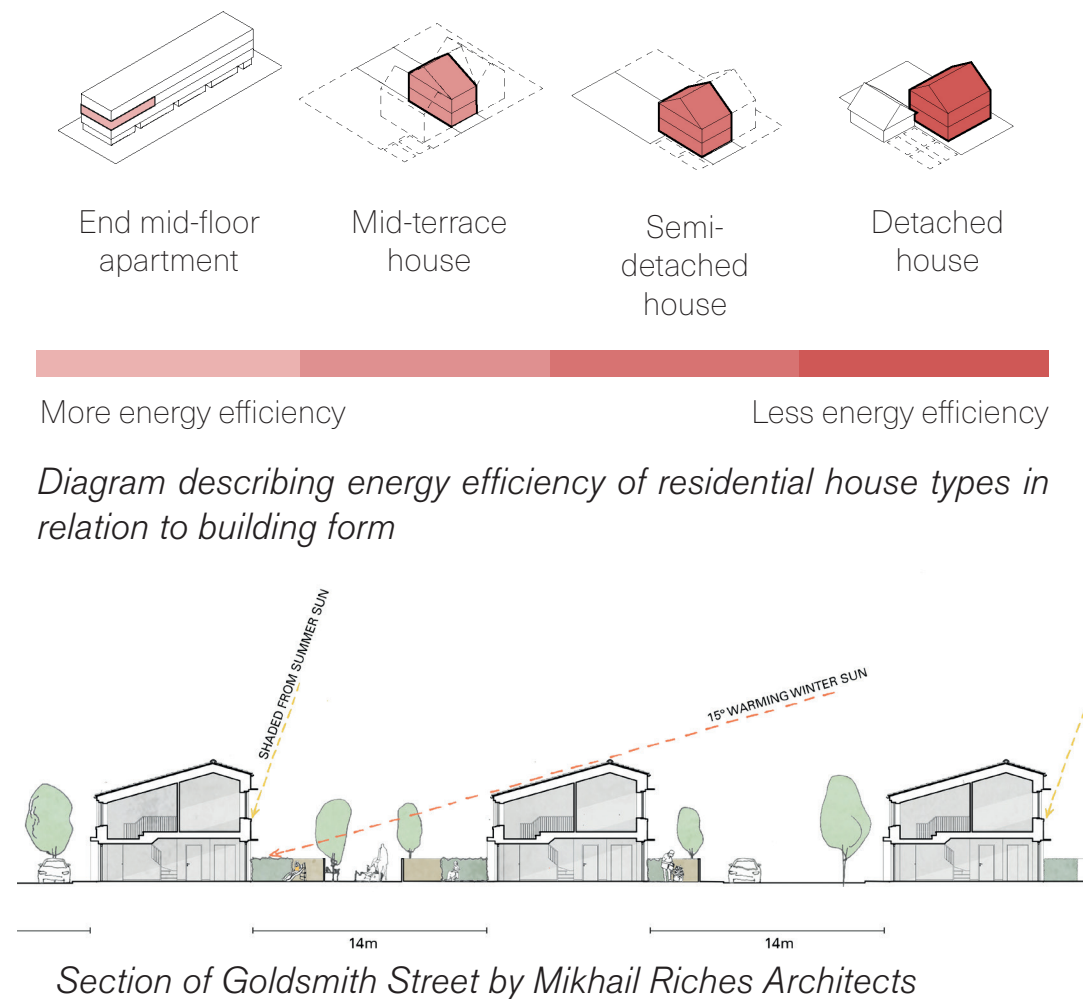
7. Sustainability Principles



7.2 Sustainability Principles

Form Factor and Orientation

The Concept Framework Plan seeks to balance the need to create new homes that have efficient form factors with the need to accommodate parked cars on plot, which are typically positioned to the sides of semi-detached homes. Where possible, terraced frontages have been prioritised along key streets and facing important spaces. Given the site's geometry and the desire to create frontage onto both St Leonards Road and the new green corridor, it has not always been possible to utilise east-west facing blocks. Where possible, internal streets and spaces have been organised in this way to maximise winter sun as set out by the Goldsmith Street precedent (Mikhail Riches) below.



7.3 Sustainability Principles

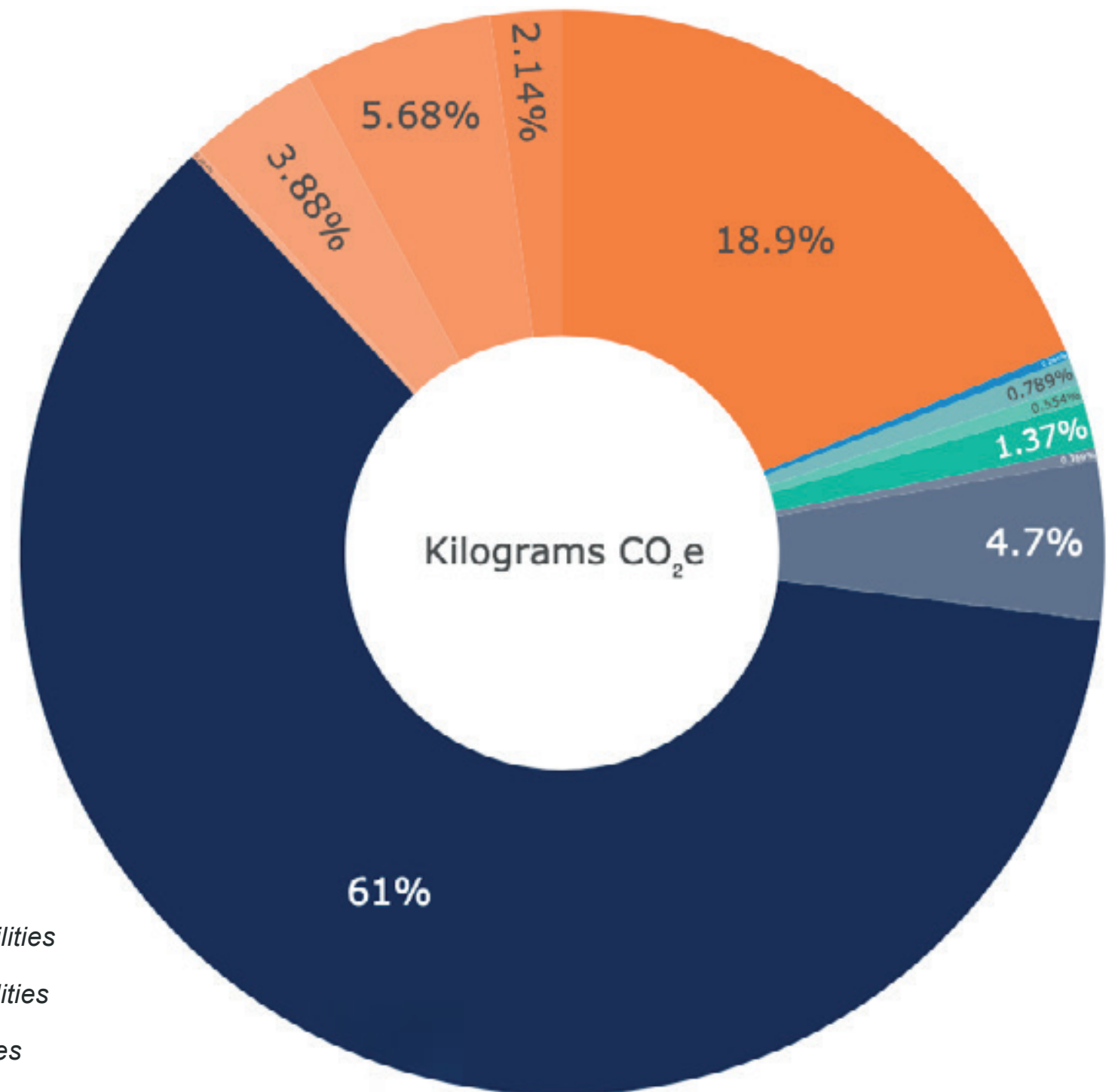
EFDC sustainable design checklist

Development to come forward at the Site will need to demonstrate how it is in line with EFDC's renewable energy requirements, as set out within the Development Plan and the accompanying Sustainability Guidance and Checklist for Major Development.

The precise mix and scale of measures proposed will be confirmed at the reserved matters stage. At this Illustrative stage, the intention is for Photovoltaics (PV) to be utilised across the development in addition to Air Source Heat Pumps (ASHPs), the latter of which are envisaged to be the main heating source for homes and for domestic hot water in the residential units. The detailed design, to come forward at the Reserved Matters stage, will need to be shown to comply with prevailing Building Regulations, including Part L.

Development on the site will provide on site renewable energy technology which may include rooftop solar, ground and/or air source heat pumps, and EV charging. This will enable a reduction of CO₂ emissions of greater than 20%, and we will achieve BREEAM very good, meeting criteria RN1, RN2 and EN3 of the checklist.

Electric vehicle charging will be installed to the scheme in compliance with the Government's Approved Document S which provides technical guidance regarding the installation of charge points in Part S of the Building Regulations.



Extracts from EFDC's adopted sustainability checklist which highlights the significant contribution residential buildings make to Epping Forest's overall carbon emissions (18.9%)

8. Public Consultation

8.1 Public Consultation

The project team has sought to engage with key stakeholders throughout the evolution of the South Nazeing Concept Framework Plan ('CFP'). This engagement has taken the form of:

- Design workshops with EFDC and ECC Officers;
- A Formal Review by an independent Quality Review Panel ('QRP')
- A Members Briefing; and
- A Public Consultation Event.

The Quality Review Panel (QRP) Formal Review

The South Nazeing CFP has been informed by EFDC's Quality Review Panel ('QRP') which seeks to support the Council in achieving high quality, innovative and sustainable placemaking. The QRP is made up of independent, industry experts, covering fields such as architecture, masterplanning, planning, sustainability.

During the QRP presentation, members of the design team explained the rationale behind the Illustrative Masterplan, before seeking feedback on the emerging design proposals.

Overall, feedback from the QRP Panel on the draft CFP and Illustrative Masterplan was positive and supportive, and Panel Members provided several helpful recommendations, such as:

- Improving pedestrian connectivity beyond the site boundary to improve active travel and create a safer environment along St Leonards Road;

- Ensuring parking provision is realistic when balancing both the landscape and public realm;
- Embedding urban areas within the landscape without too much separation, to ensure a truly landscape-led development;
- Making the topography of the site a key driver for the masterplan, ensuring development works with and responds to the change in levels.

Members Briefing and Public Consultation Event
(16th July 2024)

Members Briefing

EFDC's Concept Framework Briefing Note (2018) sets out a requirement to undertake at least one public engagement event and a formal targeted stakeholder engagement event to inform the production of the CFP. These events were held at the St. Giles Church in Nazeing, which is close to the Site. Members of the Parish Council and District Ward Councillors were invited to attend, in addition to the leader of the Council.

The Members Briefing provided an opportunity for Councillors to understand the design rationale behind the draft CFP, exchange views, and ask questions to the Applicants and their project team.

The project team received feedback and questions from the Councillors in respect of the following matters:

- Parking provision;
- Housing provision;



Photo by Jas Bhalla Works



Photo by Jas Bhalla Works

8.1 Public Consultation

- Community infrastructure provision as well as likely S106 obligations, including affordable housing;
- Traffic calming measures along St. Leonards Road; and
- The provision of cycle storage and solar panels

Public Consultation Event on Draft CFP

Following the Members Briefing session, the project team held a public consultation which took the form of an exhibition style event. Exhibition boards explaining the site context, key constraints and opportunities and the evolution of the Illustrative Masterplan, were on display. The event had been advertised by way of a leaflet drop, posters and by 'word of mouth'.

The event attracted over 80 visitors over a four hour period and provided an opportunity for the local community to hear detailed explanations of the proposal from the project members and provide their thoughts on the Illustrative Masterplan.

The primary questions and concerns raised by the local community related to:

- The principle of residential development on the Site, with a number of residents not being aware the Site had been removed from the Green Belt and allocated for residential development.
- Flood risk and drainage, linked to recent, localised flooding off-site.
- Traffic along St. Leonards Road, with overall support for traffic calming measures (bar a couple

of people who were against a controlled pedestrian crossing).

- Pedestrian safety along St. Leonards Road.
- Infrastructure capacity (e.g. of the school, local doctors/ dentists etc.)
- Affordable housing provision and the exact breakdown (e.g. social housing etc.).

The display boards and details of the Site and its proposal were also made available online, via the Arrow Planning website. Feedback was either received verbally, during the event, or via the feedback forms which were available in hard copy format on the day, in addition to electronic format via the Arrow Planning website. A total of 43 completed feedback forms were received. Matters raised during the consultation event focused upon (i) the principle of residential development in this location; (ii) St. Leonards Road, in terms of its pedestrian connectivity and safety; (iii) flood risk mitigation; and (iv) and local infrastructure provision.

Design development since the consultation event has sought to address key concerns raised, primarily:

- Increasing the amount of green infrastructure on site to reduce rainwater runoff and potential flooding
- Relocating retention ponds within the site
- Improving pedestrian crossings along St Leonards Road
- Improving pedestrian connections and PRowS within the site



Photo by Jas Bhalla Works



Photo by Jas Bhalla Works

9. Infrastructure Delivery

9.1

Infrastructure Delivery

Approach to Development and Infrastructure Phasing

South Nazeing CFP Infrastructure Delivery

This section of the Concept Framework Plan sets out the envisaged approach to the phased provision of required infrastructure alongside the progression of housing delivery across the site. It also explains the key principles for the timely delivery of the infrastructure and the approach to be employed to assigning and managing infrastructure provision and contributions across the site through the planning application process.

Overall Approach to Development and Infrastructure Phasing

As a smaller site, development of the site is expected to take place over approximately 2 years, likely delivered by one developer. The delivery of infrastructure will be provided in a timely and viable way to ensure that the impact of the development is reduced/mitigated against as required in national and local policy. The key infrastructure requirements are noted in the following table and have been derived from the Council’s Infrastructure Delivery Plan Part B Report Infrastructure Delivery Schedule (September 2020), recognising that the table at 4.15 of that document applies to all development in Lower Nazeing, not just Sites R1, R3 and R4.

In compiling a list of infrastructure in relation to this allocation, the Council has had regard to the infrastructure tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations which state that requests must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fair and reasonably related in scale and kind of development

Developers will be required to make Section 106 contributions to fund specific items of infrastructure and services, where required, for the development.

Affordable Housing Provision

Any forthcoming planning application on the site will provide a minimum of 40% affordable housing.

9.1

Infrastructure Delivery

Approach to Development and Infrastructure Phasing

Further detail on site / area specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permission(s) for the site. This will include the provision of items such as cycle and footpaths, streets, public open space, green infrastructure, play areas or financial contributions towards an off site infrastructure and the provision of sustainable drainage systems (SuDS).

Infrastructure Requirement		Mechanism for securing infrastructure	Responsibility for delivery
Utilities			
Wastewater infrastructure upgrades		Statutory obligation and developer connection agreements	Thames Water
Transport - Highways			
Active travel measures inclusive of cycle and footpaths		To be agreed with EFDC/ ECC	Essex County Council
Possible off-site highway improvement works.		To be agreed with EFDC/ ECC	Essex County Council
Sustainable Transport contributions.		To be agreed with EFDC/ ECC	Essex County Council
Education			
Early years places		S106 to secure financial contribution towards early years places locally. Essex County Council to advise at planning application stage	Essex County Council
0.5FE expansion of Nazeing primary school		S106 to secure financial contribution towards early years places locally. Essex County Council to advise at planning application stage	Essex County Council
Health			
Additional GP floorspace		S106 to secure financial contribution towards additional GP space locally if needed. Herts and West Essex ICB to advise at planning application stage	Herts and West Essex ICB and their agreed partners
Open Space & Green Infrastructure			
Open space provision including amenity greenspaces, public parks and natural/semi-natural greenspace		Planning application to include details regarding public open space, play areas and ecology. Offsite contributions to be agreed through the planning application process	Developers / agreed local partners
Play Areas		Provision of new play facilities on site and / or financial contributions to upgrade existing facilities off site to mitigate against increased demand from the development	Developers / agreed local partners
Community Facilities			
Additional community facilities space to meet the needs of new residents		S106 to secure financial contribution towards community facilities locally. To be determined at planning application stage.	EFDC/ agreed local partners
Sports and Leisure		Financial contribution towards off-site sports facilities to mitigate against increased demand from the development	EFDC/ agreed local partners

9.2 Infrastructure Delivery

Highway Improvements

Further site / area specific highway infrastructure will be required for delivery under individual detailed planning permission(s) for the site. This will include the provision of items such as cycle and footpaths, streets, and possible off-site highway improvement works.

Highway modelling work will consider the proposed access locations, trip generation methodology and modelling scenarios in relation to the development of the site. This uses existing data together with predicted data estimates of future traffic to calculate the capacity of infrastructure and thus the need for improvements to highway infrastructure.

Provision for the site and highways improvements will need to be made in step with the requirements of the development.

These improvements will be detailed within a future planning application(s) and legally secured through the section 106 agreement and planning conditions for any planning application(s).

10. Appendix

10.1

Appendix

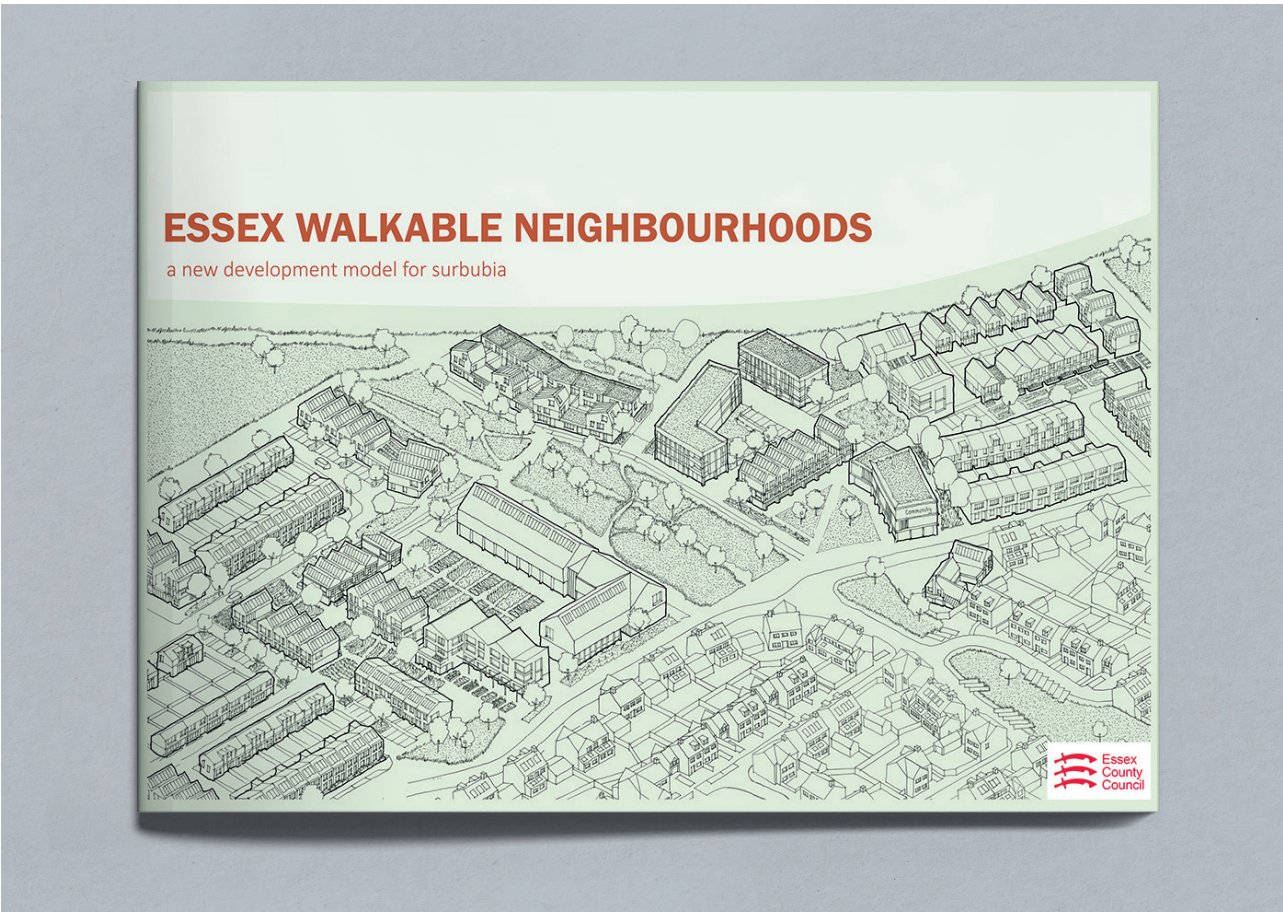
Essex Walkable Neighbourhoods Document

Jas Bhalla Architects were commissioned by Essex County Council (Essex Climate Action Commission) to prepare a study investigating the feasibility of new development models in Essex that encourage walking and cycling, while reducing reliance on cars. The COVID-19 pandemic and the wider adoption of remote working have reinforced the importance of local placemaking and the need to ensure that housing developments are supported by adequate facilities such as community spaces, retail, and open areas. The expectation that new developments will function as car-based dormitories—low-density housing left vacant for large parts of the working day—is now outdated.

At its core, this new development model must challenge the dominance of private motor vehicles as the primary mode of transport in new developments. Instead, it should promote walking, cycling, public transport, and car-sharing schemes where appropriate. Reducing trips by private car is a key aspect of creating more environmentally sustainable forms of new development.

The Essex Climate Action Commission aims to meet and exceed greenhouse gas emissions targets. To achieve this, it is essential to demonstrate that walkable neighbourhoods are a feasible—or even preferable—alternative to the standard development model, with a view to exploring how the good design principles highlighted in this study can be adopted in new and emerging Local Plans across Essex.

This research has strongly influenced the vision and design strategy in the following proposal for the site at South Nazeing, where we aim to apply the good design principles identified to create a sustainable, community-focused development.



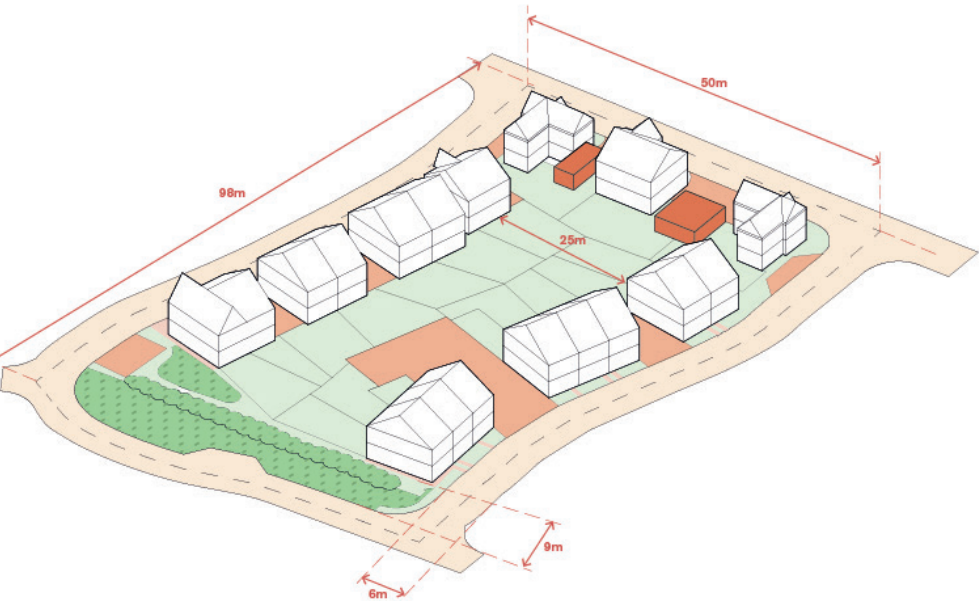
10.1

Appendix

Essex Walkable Neighbourhoods Document

Typical Block

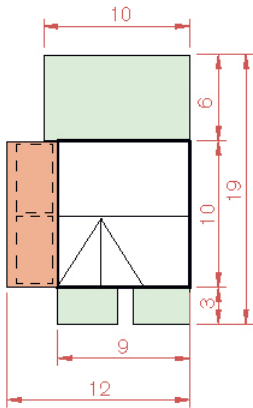
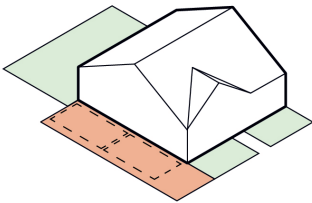
Block size (centre of the road) - 50m x 98m
Back-to-back distances - 22m - 25m



A typical block in Beaumont Park contains two-, three-, and four-bedroom homes, which are predominantly semi-detached or detached. With the exception of a few rear parking courts, the parking strategy prioritises the provision of on-plot vehicular parking, either in an allocated parking space, carport, or detached garage. Providing on-plot parking widens the plot and allows for a more usable rear garden space. The parking strategy complies with Policy GEN8 of the adopted Local Plan and the SPG ‘Vehicle Parking Standards’, offering 2 spaces per 2-3 bedroom dwelling and 3 spaces for 4+ bedroom dwellings.

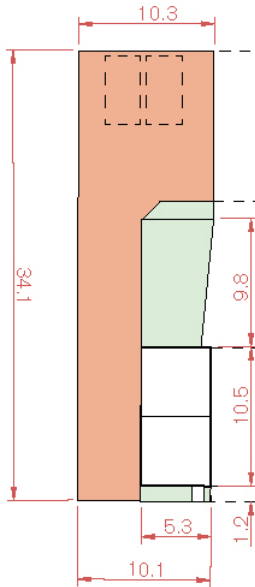
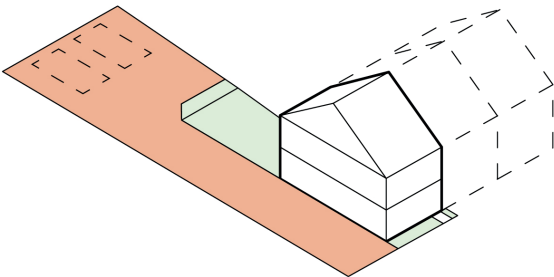
Typology 1

Detached bungalow
2 bedrooms
2 parking spaces



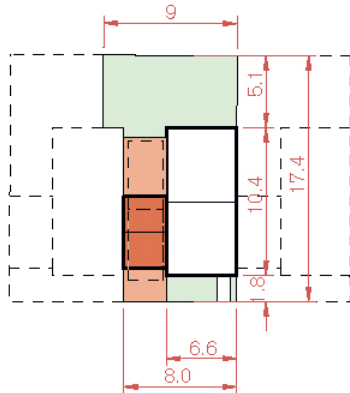
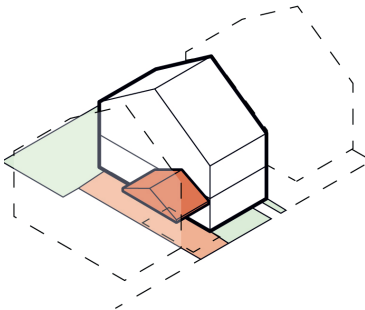
Typology 2

Terraced house
3 bedrooms
Communal rear parking court



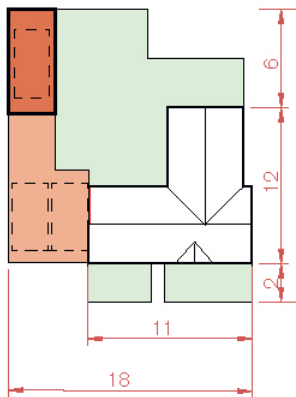
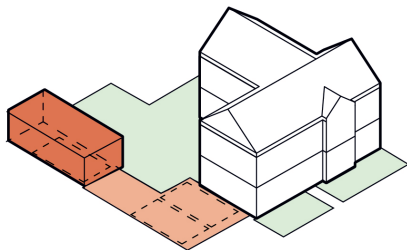
Typology 3

Semi-detached house
3 bedrooms
2 parking spaces



Typology 4

Detached house
4 bedrooms
3 parking spaces



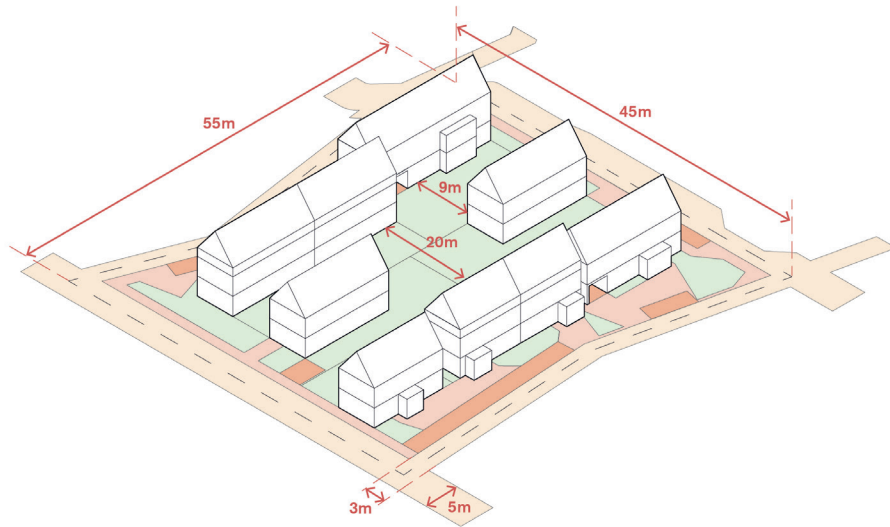
Note - Diagrams not to scale and all dimensions are indicative only
Not all of the house types shown are located in the typical block

10.1 Appendix

Essex Walkable Neighbourhoods Document

Typical block

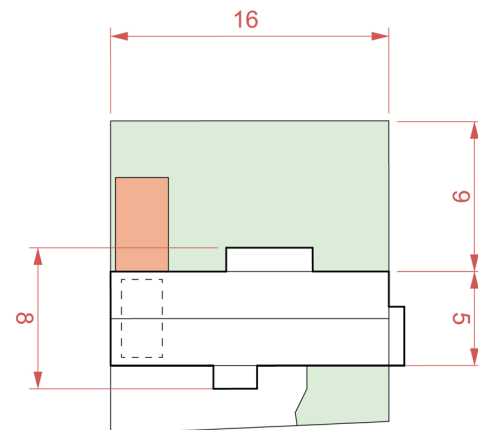
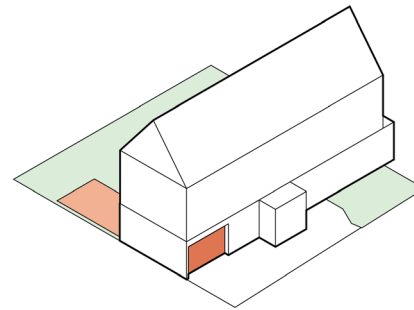
Block size (centre of the road) - 55m x 45m
Back-to-back distance - 9m / 20m



The typical block in Abode Parcel 10 comprises a cluster of detached and semi-detached homes with generous private gardens. Although the density of the scheme is lower than in other case studies, the typical block offers a rich mix of unit types, including terraces, which are arranged to accommodate ample on-plot parking without significantly impacting the public realm. Units have been carefully designed to avoid blank gable ends. Typology 1 includes entrances and window openings on the gable ends to provide passive surveillance and enhance safety. Typologies 2-3 are located beyond the sampled block mentioned above, but have been included in the study as the terraced house typologies demonstrate the principles of compact urbanism, integrating parking spaces within the building footprint through undercroft parking and garages, with habitable spaces or terraces above.

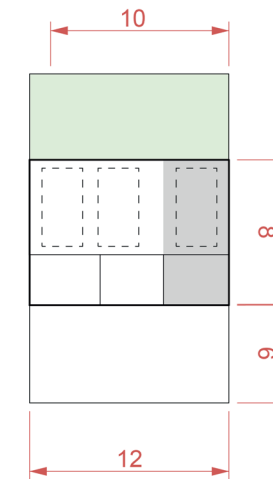
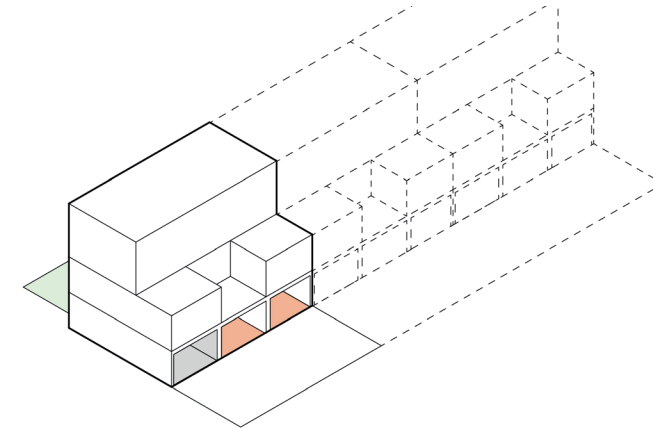
Typology 1

Detached house
4 bedrooms
2 parking spaces



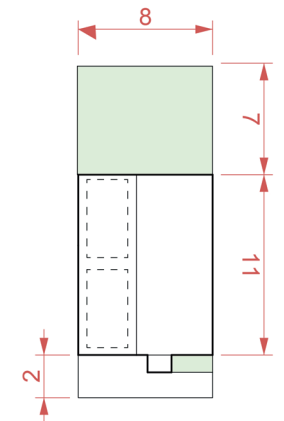
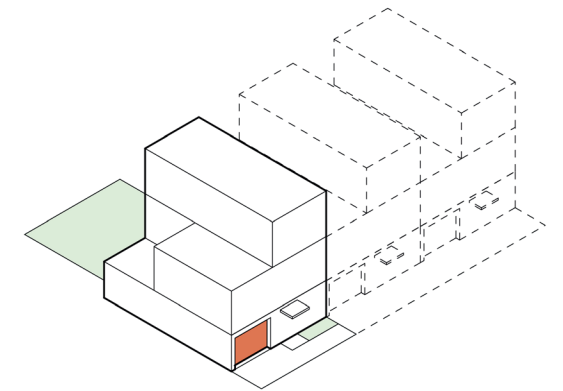
Typology 2

Terraced house
3 bedrooms
2 parking spaces for unit
1 parking space for adjacent flat



Typology 3

Terraced house
5 bedrooms
2 parking spaces



*Note - Diagrams not to scale and all dimensions are indicative only
Not all of the house types shown are located in the typical block*

10.2 Appendix Design Development

The design process has been informed by close dialogue with officers at EFDC and the EFDC Quality Review Panel (QRP). Through consultation with the Local Authority, a range of layout options have been explored, with particular focus placed on how to accommodate car parking whilst respecting prevailing topography. The layout shown to the right was presented to QRP, and has since undergone several changes to reduce the amount of earthworks and help ensure landscape character is at the heart of new streets and spaces.



10.2 Appendix
Design Development

The plan extracts shown to the right highlight the various layout options discussed with EFDC officers post QRP, illustrating how the illustrative layout has been informed by testing a number of options and layouts.



R1 Opt 1

R1 Opt 2

R1 Opt 3



R3 Opt 1

R3 Opt 2

R3 Opt 3

Jas Bhalla *Works*