

## 5 DEVELOPMENT PRINCIPLES

North Weald Bassett has a relatively coherent pattern of settlement based on incremental development to either side of the High Road. The linear shape of the settlement set within Metropolitan Green Belt ensures that all residents live within a few minutes' walk to open countryside.

New development should respect, protect and augment the inherent character of North Weald Bassett to preserve and enhance the benefits it brings to its residents.

The masterplan study provides the opportunity to take a more direct approach to shaping the settlement's future than further undirected, incremental development might. An underlying set of principles will inform development; principles which build on the settlement's positive attributes while creating new opportunities for the future. These principles aim to:

- Preserve the discrete 'village-like' character of North Weald Bassett
- Preserve and enhance settlement's relationship to the Greenbelt/countryside
- Consolidate the structure of the settlement to make it more 'walkable' and accessible
- Increase the range and quantity of local shops, leisure and community facilities, both in an augmented centre, and in other convenient locations elsewhere
- Increase the range of types and quality of employment space within the settlement
- Enhance the context of North Weald Airfield to help stimulate additional uses and activities which benefit residents
- Improve the quality of local public transport links and mitigate present highways issues





Key sites appraisal

## 5.1 SITES APPRAISAL

The sites identified following Epping Forest District Council's 'call for sites' have been reviewed, both in terms of the baseline analysis and in terms of community and stakeholder feedback during the consultation process.

As a result of this review, sites have been identified as being either more or less suitable for future development. This review is not a definitive guide but has been developed in order to inform the masterplanning study.

The sites identified as being less suitable for development are set out below, along with the key rationale for this.

### **SR- 0179 and SR0467**

These sites are not considered to be appropriate for new development as they are located a considerable distance from existing development, so will not integrate effectively with North Weald Bassett's existing settlement form. The sites also sit to the north-west of the settlement, towards Harlow and therefore may prompt concerns regarding coalescence with the town.

### **SR-0158b, SR-0076 and SR-0416**

These sites sit within the flood risk zone identified for North Weald Bassett, and are additionally located over or close to the existing sewage works. Both of these characteristics raise the costs of site preparation significantly and do not provide a comfortable living environment.

### **SR-0308**

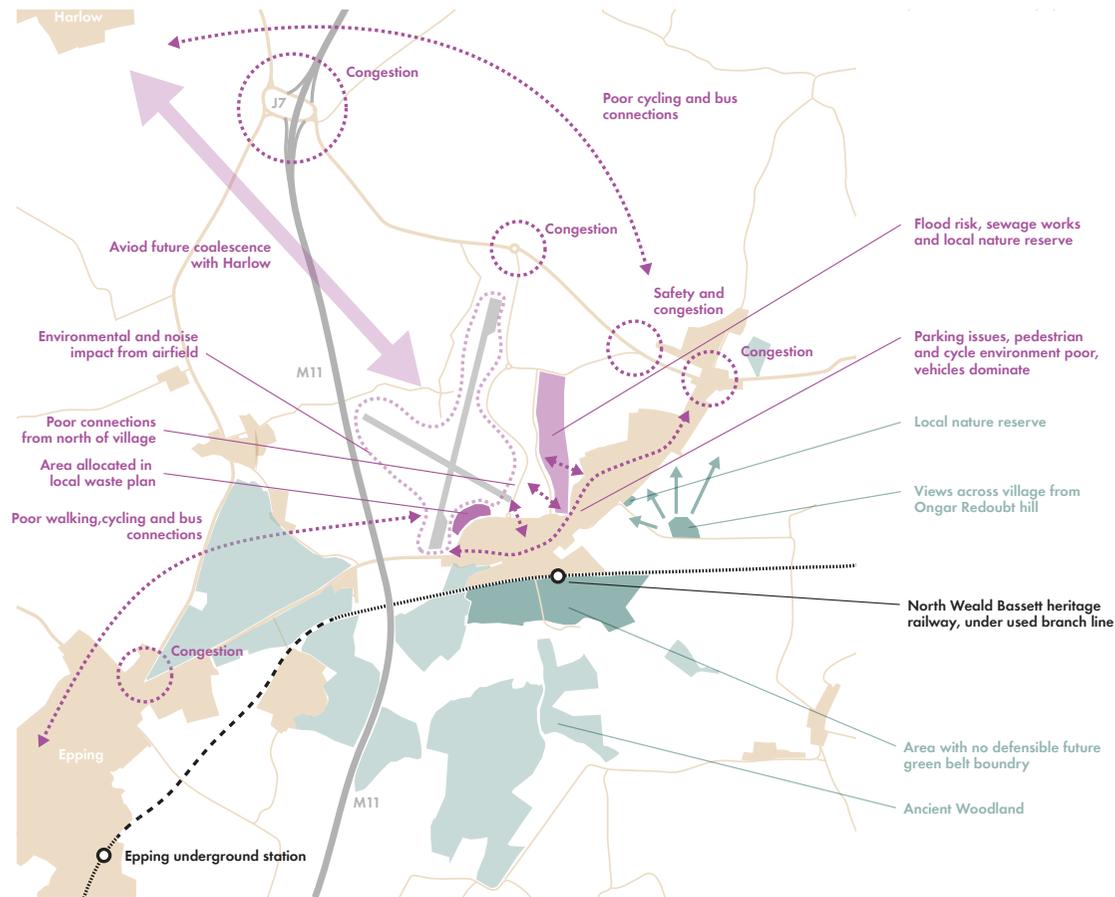
This site sits to the south of the Epping-Ongar rail line. The site is poorly connected to the existing commercial centre and lacks a defensible future green belt boundary other than on the short western side, towards Roughtalley's Wood.

### **SR-0269**

This site sits on raised land to the east of the settlement, which affords attractive views over the settlement and is visible from the settlement. The site also surrounds the Ongar Redoubt scheduled monument and was identified during consultation as being particularly well valued as a site for walking.

### **SR-0297**

This site is located to the south west of the settlement and has been excluded from the identified development parcels as part of the site is ancient woodland. Development here would also magnify the linear nature of the settlement, which already causes issues in terms of access to shops and services. Finally, the site is very close to the M11 and would, therefore, not be ideal for residential development.



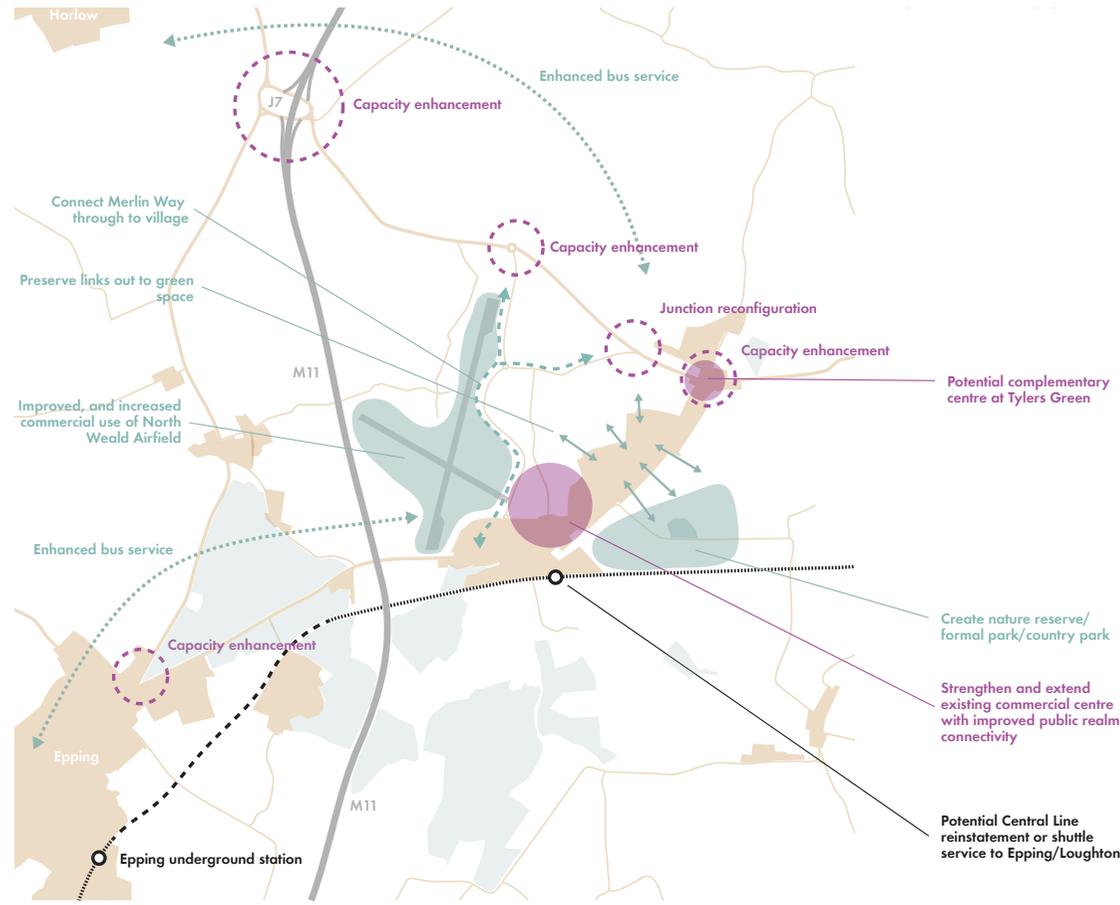
Constraints diagram

## 5.2 CONSTRAINTS AND OPPORTUNITIES

### Constraints

Through studying North Weald Bassett in the baseline analysis and engaging with stakeholders the following points have been raised as constraints to future development in the settlement:

- Several areas of Ancient, Semi-natural and Replanted Woodland exist to the south of the settlement with Reynkyns Wood to the north east
- Areas south of the Epping-Ongar rail line have no defensible future green belt boundary
- There are large areas at risk to surface water flooding, which would be worsened if responded to incorrectly in future development
- An existing sewage works sits near to the settlement just north of the commercial centre
- The airfield noise cones and safety cones cover part of the centre of the settlement and some of the surrounding fields
- Views across settlement from Ongar Redoubt hill are considered a major asset for the character of the area
- Coalescence with Harlow is to be avoided, the airfield currently bridges part of that gap
- Poor connections exist for pedestrians, cyclists and via public transport to Harlow and Epping
- Congestion is experienced at major junctions around the settlement
- The Epping-Ongar Heritage Railway is an underused branch line
- Within the settlement there are parking issues, a poor pedestrian and cycle environment, with vehicles dominating the public realm
- Poor connections from the main road to the area north of the commercial centre



Opportunities diagram

**Opportunities**

The urban analysis and engagement also identified the following opportunities for development and improvement of existing services in and around North Weald Bassett:

- Improved integration of the settlement with surrounding areas
- Preserve links out to the green space surrounding the settlement
- Strengthening existing commercial, social and employment offer of the commercial centre
- Potential for a second complementary centre at Tyler's Green
- Creation of a nature reserve/formal park and/or country park using existing landscape to enhance the character of the settlement
- Build upon the existing heritage, both in existing character as well as the airfield and rail heritage
- Bring empty buildings back into use (refurbish or rebuild on site)
- Enhance the bus services to Harlow and Epping
- Enhancements of the capacity of major road junctions
- Connect Merlin Way to main road through the settlement allowing better access to the north of the commercial centre
- Potential for a reinstatement of the Central Line, or a shuttle service to Epping/Loughton



Airfield development criteria

### 5.3 AIRFIELD DEVELOPMENT



North Weald Airfield

This airfield covers approximately 130ha of land to the north west of North Weald settlement. It is owned and operated by Epping Forest District Council, and still provides a wide range of light aviation operations. There are a number of commercial and airfield related uses within the developed area to the south, with some allocated employment areas that are still unused. A weekly open-air market is in operation, which uses a large area of the hardstanding close to the southern end of the runway.

Epping Forest District Council considers the North Weald Airfield (NWA) site to be an important local amenity, as an open space and barrier against inappropriate development, and as a venue for leisure activities, including flying. It is also considered to be of considerable heritage value, locally and nationally, because of its military history.

The Council has committed to maintaining the aviation use on the site while exploring the potential for other development. The Council commissioned a review of the aviation operations in 2010 and, a further report was published in 2013 outlining three options for the future of the airfield. This concludes that business aviation would not be feasible but unlicensed general aviation can continue.

#### Deloitte Airfield Study

Deloitte's "North Weald Airfield Review (5 July 2013)" report assessed three development options for North Weald Airfield (NWA) and identified issues regarding infrastructure capacity and potential infrastructure upgrades required to serve the proposed developments. Of the three options assessed by Deloitte, the preference identified by the Council was for scenario 3, a combined development option which looks at retaining current aviation activity and providing additional mixed-use development.



North Weald Airfield

There is potential for non-aviation development as non-operational land could be released for other development uses. Allowing for restrictions imposed by aerodrome obstacle control, such land could amount to some 30 ha. The presence of the Saturday market and the current planning constraints on these areas would have to be taken into account.

The engagement work undertaken as part of this masterplanning study has shown significant support continued aviation use and for intensification of that use and for other development that could be undertaken in conjunction with it. Employment uses and leisure uses were identified as appropriate.



North Weald Airfield

### Constraints and opportunities

The key constraints on development can be identified as:

- The need to maintain the operational airfield
- The need to protect sensitive uses, particularly residential located to the east, from noise and non compatible development
- Flight safety zones and approach and take-off cones
- Access constraints

The main opportunities can be summarised as:

- The large site area at 130 ha of which 30 ha could be available for alternative development
- Significant land to the west where commercial uses could be located remote from sensitive / residential uses
- Established leisure and commercial uses which could be built upon
- The availability of land to the east and adjacent to the settlement that could support development beneficial to the settlement

### Development criteria

The consideration of the constraints and opportunities allows a zoning plan to be developed. This allocates land to the west of main runway for aviation related and commercial development. Land to the east of the main runway and in proximity to the existing settlement can be allocated for a range of uses that a) take into account the safety cones and noise constraints and b) relate to the settlement in a meaningful and positive way. Residential development will only be appropriate if sufficiently distant from the aviation activity but other uses including community, sports, leisure, retail and employment uses could be appropriate.

- No development shall be allowed to compromise the existing and future potential aviation use
- Aviation related development to be located to the west of the main runway and appropriate access provided
- Development to the east of the main runway shall support the growth needs of North Weald Bassett with appropriate access provided
- Immediately to the east of the airfield an appropriate buffer zone will be established and residential use will not be appropriate but commercial and leisure uses can be considered
- Beyond this buffer zone to the east a wider range of uses can be considered including housing subject to the other needs for employment, community and leisure needs being met



Landscape setting areas outlined in Epping Forrest District Council Landscape Study

**5.4 GREEN BELT BOUNDARY**

Any new development, aside from small-scale infill or the intensification of sites inside the settlement envelope, would have to take place within the Green Belt. The masterplanning study, therefore, seeks to consider Green Belt sites that are suitable for development in relation to their contribution to the aim and purposes of the Green Belt and policies set out within the NPPF for the definition of Green Belt boundaries.

This will help to guide the locations suggested for new development within the masterplanning study, alongside parallel suitability assessments. It will also contribute to the identification of long-term Green Belt boundaries, which could be implemented through the Local Plan process. In defining Green Belt boundaries the Local Plan must ensure that these are robust, consistent with the aim and purposes of the Green Belt set out in NPPF and capable of being maintained with a reasonable degree of permanence.

**Green Belt aim and purposes**

The NPPF, at paragraphs 79 and 80, defines the aim and five purposes of the Green Belt. The aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and the five purposes are to:

- Check the unrestricted sprawl of large built-up areas;
- Prevent neighbouring towns merging into one another;
- Assist in safeguarding the countryside from encroachment;
- Preserve the setting and special character of historic towns; and
- Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

	Landscape setting areas					
	1	2	3	4	5	6
<b>Green Belt aim</b>						
Contribution to the openness of Green Belt	Moderate	Moderate	Moderate	Major	Moderate	Moderate
<b>Green Belt purposes</b>						
Checking unrestricted sprawl of large built-up areas	Major	Major	Major	Major	Major	Major
Preventing neighbouring towns from merging into one another	Major	Limited	Major	Major	Major	Moderate
Assisting in safeguarding the countryside from encroachment	Moderate	Moderate	Moderate	Major	Moderate	Moderate
Preserving the setting and character of historic towns	N/A	N/A	N/A	N/A	N/A	N/A
Assisting in urban regeneration by encouraging the recycling of	Limited	Limited	Limited	Limited	Limited	Limited

**Contribution of land around North Weald Bassett to the Green Belt’s aim and purposes, adapted from Epping Forest District Settlement Edge Landscape Sensitivity Study (March 2012)**

- Existing Green Belt Boundary
- Scheduled Ancient Monument
- - - Strong physical boundaries



View from Ongar Redoubt towards settlement

The existing Epping Forest District Settlement Edge Landscape Sensitivity Study (March 2012) provides a high level assessment of six parcels of land (known as landscape setting areas) surrounding the settlement in relation to the aim and five purposes of the Green Belt. These landscape setting areas are shown on the previous page.

Whilst this does not assess individual sites and focuses on defined areas of landscape setting, it does provide a generally applicable and clear indication of the sensitivity of Green Belt land to development.

Generally speaking and according to this assessment, it is notable that landscape setting area 2, which is located between the airfield and the north-eastern part of the settlement, would be least sensitive to development. Any development in this location would probably have a lesser impact on the aim and purposes of the Green Belt; in particular, this is because it has a limited role in preventing neighbouring towns from merging. Indeed, the settlement to the east and the airfield and M11 to the west mean that this pocket of land is isolated from other nearby settlements.

It is noted that the North Weald Airfield is not included within the assessment, on the basis that it is not an important landscape area. However, it is considered that its contribution would be similar to that of landscape setting area 2. One important factor is that, like landscape setting area 2, it is contained between the settlement to the east and the M11 to the west.

### Green Belt boundaries

The NPPF also contains clear guidelines for the definition of Green Belt boundaries when these are established or reviewed through the Local Plan process. Paragraph 85 states that, when defining boundaries, local planning authorities should:

- Ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- Not include land which it is unnecessary to keep permanently open;
- Where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- Make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- Satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- Define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

It is considered that there is likely to be sufficient justification for reviewing the Green Belt boundary around North Weald Bassett on account of the need to meet identified requirements for sustainable development. The need to define boundaries clearly is particularly relevant to the masterplanning study. Therefore, the study has sought to identify potential boundaries (recognisable and permanent physical features) in line with the NPPF.



Field boundary

Readily recognisable and permanent physical features, which are defensible Green Belt boundaries, are widely considered to include features such as rivers, streams, canals or other watercourses, motorways or main roads, railway lines, protected woodlands, trees or hedgerows, and development with strong, established boundary lines. Weak boundaries would most likely include disused railways, private or unmade roads, unprotected woodlands, trees or hedgerows, field or park boundaries, power lines, or development with poorly defined boundaries.

The study area, and its immediate surrounds, includes a number of easily identifiable potential new Green Belt boundaries beyond those that exist around the settlement. These include the A414 to the north, the Epping Ongar Railway to the south, the M11 or Merlin Way and the North Weald Airfield perimeter road and fence to the west. Cripsey Brook, which runs roughly parallel with Church Lane is also a possible defensible boundary.

It has been noted that the Tempest Mead development to the east of Station Road has taken place in the Green Belt relatively recently. This development is currently within the Green Belt, and was permitted on account of unsaved Local Plan (1998) and Local Plan Alterations (2006) Policy GB18, which accepted the replacement of former radio station buildings as appropriate development. Although such a policy makes the development exceptional, it is recognised that it has the Epping Ongar Railway as its southern boundary and a strong development boundary to the

west. It is suggested that the Council should consider taking this site out of the Green Belt through the Local Plan process.

### **Green Belt review methodology**

Epping Forest District Council has established a draft methodology for the assessment of potential Green Belt releases. The methodology has been consulted upon and includes the NPPF's fifth Green Belt purpose (encouraging the recycling of derelict and other urban land).

The masterplanning study's approach to assessing Green Belt sites for potential development is consistent overall with this methodology.

## 5.5 INFRASTRUCTURE TRIGGERS



View towards settlement along High Road

Based on the findings of the North Weald Airfield Review (July 2013), our baseline review and initial discussions with stakeholders such as highway authorities and statutory service providers, the broad infrastructure requirements below have been identified in relation to general development within the study area.

### Transport

As noted above, the proposed new M11 Junction 7a will help cater for the significant growth planned in and around Harlow. While it will not provide direct access improvements to North Weald Bassett, it is likely to result in less stress on Junction 7, which in turn will provide the principal access point to the strategic road network and the main link to Harlow for any significant development in the area around North Weald Bassett.

Key highway capacity constraints in the area have been identified as:

- M11 Junction 7
- A414 between Junction 7 and Rayley Lane
- Junction of Epping Road and Thornwood Road

Development-related infrastructure improvements are likely to be triggered by the following scale of growth around North Weald Bassett:

### 500 homes

- Minor capacity enhancements to M11 Junction 7
- New roundabout at A414/Vicarage Lane junction
- Walking, cycling and public transport funding

### 1,000 homes

In addition to the above:

- A414/Rayley Lane junction improvement
- A414/High Road junction improvement
- Contribution to Epping relief road
- Contribution to major improvements to M11 Junction 7 (A414 on-slip link, new bridge and carriageway widening)
- Walking, cycling and public transport funding

### 1,500 homes:

In addition to the above:

- Further contribution to capacity enhancements to M11 Junction 7
- Walking, cycling and public transport funding

The key issue is likely to be the scale of development that triggers the requirement for a new relief road around Epping and the proportion of funding for this (and major improvements to M11 Junction 7) which will be demanded of the development.



North Weald Bassett Library

### Utilities

The following utility infrastructure improvements are likely to be required around North Weald Bassett by development of any significant scale:

- Gas Supply – Connection points to Intermediate Pressure (IP) main required, although no need for other infrastructure upgrades likely.
- Electricity – Most appropriate Point of Connection for development likely to be the primary substation located on Lindsey Street in Epping, requiring 11kV feed line.
- Potable Water – Mains along Epping Road likely to be most appropriate point of connection, with general network reinforcements required, including (A) upsize and provision of new main along Woodside, (B) upsize main to 250mm on Hurricane Way and (C) upsize of main to 180mm on High Road near new connection.
- Public Surface and Foul Water Sewers – Upgrade of capacity at nearby North Weald Sewage Treatment Works withing land available and new direct connections from development.

### Community

The points below provide an indication of the requirements for community and social infrastructure investment:

#### 500 homes:

- New medical centre for existing or other GP practice
- 1 sports court
- 60 sqm multi-purpose space

#### 1000 homes:

- New medical centre for existing or other GP practice
- Expand St Andrew's Primary School to 2 Form Entry (FE) with Early Years and SEN Contribution.
- 2 sports courts
- 120 sqm multi-purpose space

#### 1,500 homes:

- New medical centre for existing or other GP practice
- New 1FE Primary School in North Weald Bassett or replacement of existing primary school with extended facilities.
- 2 sports courts
- 180 sqm multi-purpose space

Demand for a swimming pool as part of a wider development has been identified through discussions with officers and the community. This could be considered as part of a medium or high growth scenario.



## 6 MASTERPLANNING OPTIONS

### 6.1 APPROACH

Following the development of a strategic spatial framework for future growth at North Weald Bassett, a number of masterplan options have been developed. This takes account of two different scenarios for development, each of which could accommodate three different growth options.

The masterplan options reflect the broad spatial layout of the framework plan but have been refined to respond to the likely road and social infrastructure requirements to aid future delivery of new homes for the settlement. Where possible, the options make use of existing landscape features such as hedgerows and watercourses as boundaries to development, including appropriate buffer zones, helping to ensure the protection of key green infrastructure assets and enhancement of the landscape character.

#### Growth scenarios

Option 1 envisages in the region of 500 new dwellings being built in North Weald Bassett over the coming 20 years. For this scenario, new development is focused close to the existing commercial centre and integrated with the existing street pattern to strengthen and support the commercial centre. The focus for development is the area between the existing centre and the airfield, and either close to Tyler's Green or to the east of the settlement.

Option 2 envisages between approximately 1,000 and 1,200 new dwellings being built in North Weald Bassett over the coming 20 years. In addition to the areas identified for the low growth scenarios, further development opportunity is identified to the north-west of the settlement, between the existing settlement, Merlin Way and Vicarage Lane West, and to the east of the settlement.



Option 3 envisage between 1,500 and 1,600 new dwellings being built in North Weald Bassett over the coming 20 years. In addition to the areas identified for the low and medium growth scenarios, further development opportunity is identified between Church Lane and Merlin Way and at Tyler's Green, to the north of the A414.

### **Spatial scenarios**

Broad spatial scenarios for new development exist, regardless of the level of growth. These consider whether new dwellings should be introduced to the east of the existing settlement, covering land towards the Ongar Redoubt and including part of the existing golf course; or whether it is preferable for residential development to extend closer to the North Weald Airfield, up to Merlin Way.

In addition to this, consideration is given to focusing new development on strengthening the existing commercial centre towards the southern end of the High Road, and the extent to which a secondary commercial centre at Tyler's Green is intensified.

### **Land use efficiency**

The estimated number of dwellings for each of the growth scenarios reflects assumptions for land use efficiency levels along with physical, social and green infrastructure.

A net-to-gross efficiency rating has been set at 60% for development sites over 5 hectares and at 85% for development sites of between 1 and 5 hectares. These are standard ratios for new development and ensure sufficient space for road infrastructure, social infrastructure such as schools and medical centres and green infrastructure whilst also taking into account areas where it is not possible for development to entirely cover plots, due to known and unknown site constraints.

For these reasons, the residential dwelling figures are considered to be reasonably modest estimates. However, it is considered appropriate to retain estimates at these levels, to ensure that agreed housing numbers can be delivered and sufficient physical, social and green infrastructure can be incorporated.



Density levels

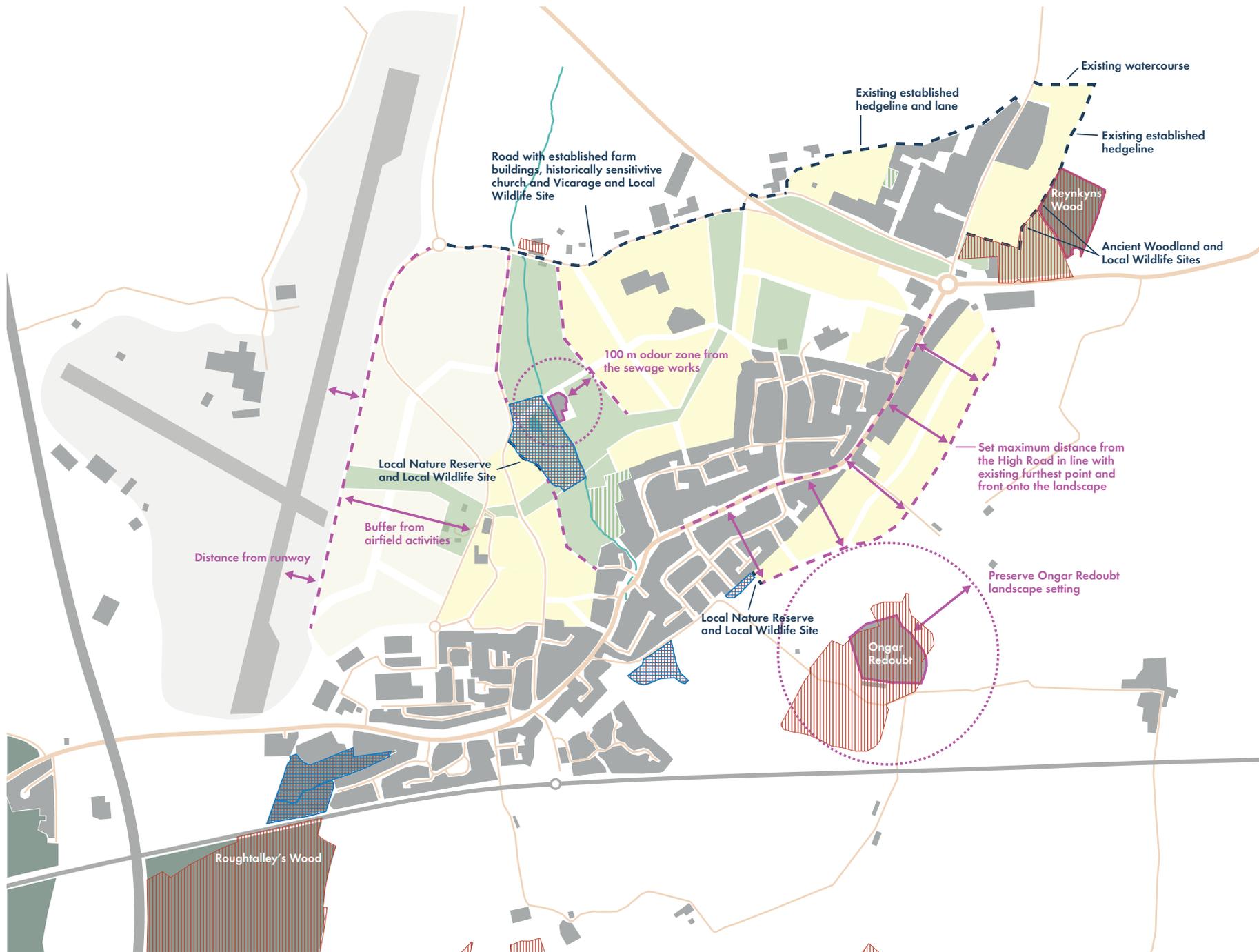


### Density levels

Suggested density levels for the settlement have been established based on existing density levels for the settlement, feedback from the community on recent development and appropriate levels to support sustainable living as far as possible for the settlement. Density levels have therefore been set 40 dwellings per hectare (dph), 35 dph and 30 dph, depending on the location of new development.

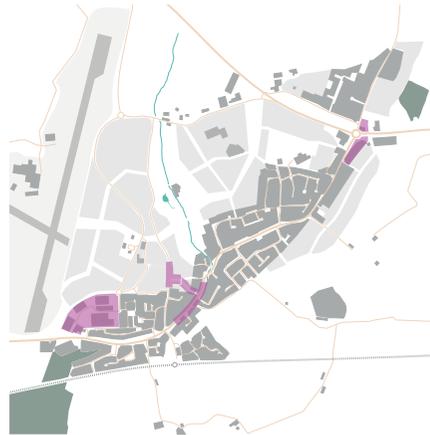
It is envisaged that development close to the existing commercial centre can be of higher density up to 40 dph, due to the current settlement form and the proximity to shops and services. Dwellings within new residential development have been set slightly lower at 35 dph. Dwellings at settlement edge locations, adjacent to fields or other non-developed areas, have been set lower at 30 dph.

These density levels are slightly higher than the existing density average for the settlement, which is around 27 dph. They are, however, lower than recent developments in the settlement, which have been up to 47 dph.

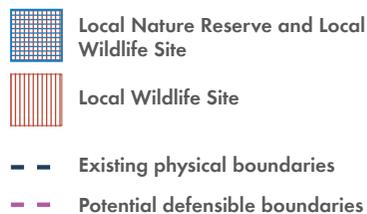


**Internal green space and external Green Belt boundary features**

New boundaries to the settlement as defined by existing features and structure of the village.



Commercial and leisure uses



### Commercial and leisure uses

For each of the growth scenarios, it is envisaged that commercial and employment uses are located to the east of North Weald Airfield. In the low growth scenarios, development takes place at the southern end of this area and for the medium and high growth scenarios, commercial development extends northwards, along Merlin Way.

This enables commercial activities to take place close to the existing commercial and logistics activities on the airfield and focuses traffic access to the uses away from the centre of the settlement and residential neighbourhoods. The masterplan options do set out a network of pedestrian links which can connect the commercial uses back into a new strengthened commercial centre.

The existing commercial centre is identified as being strengthened by new development from low growth scenarios upwards. Flexibility exists regarding the role of secondary commercial uses at Tyler's Green. However, should this area be identified for residential development (as set out in option B), it is envisaged that the employment space at the northern point of the High Road is redeveloped and intensified.

Leisure uses are identified between the new residential neighbourhoods to the west of the existing settlement and the new commercial uses at North Weald Airfield. This will provide a transitional area between domestic and commercial uses and will be well placed to cater to both residents and workers.

### Spatial options introduction

The following pages set out the masterplanning options for future growth at North Weald Bassett, with two different scenarios each with three further options.

The growth scenarios could be considered as levels of intervention, or alternatively as a long term phased approach to development at North Weald Bassett that could extend beyond the time frame of the current Local Plan.

The information provided on the scenarios is set out as follows:

- Scenario A, including interventions providing three options, with mixed-use areas and housing numbers identified;
- Scenario B, including interventions providing three further options, with mixed-use areas and housing numbers identified;
- The new road infrastructure required at each stage for all three options at North Weald Bassett;
- The new social and green infrastructure required for each option at North Weald Bassett; and
- A summary page setting out each of the scenarios and their three levels of interventions, along with key figures regarding areas, housing numbers, density levels and land efficiency ratings.



**Option 1**

Developable area: **21.90 ha**  
Net number of dwellings: **458 dwellings**



**Option 2**

Developable area: **48.67 ha**  
Net number of dwellings: **1021 dwellings**

6.2 GROWTH SCENARIOS

Scenario A

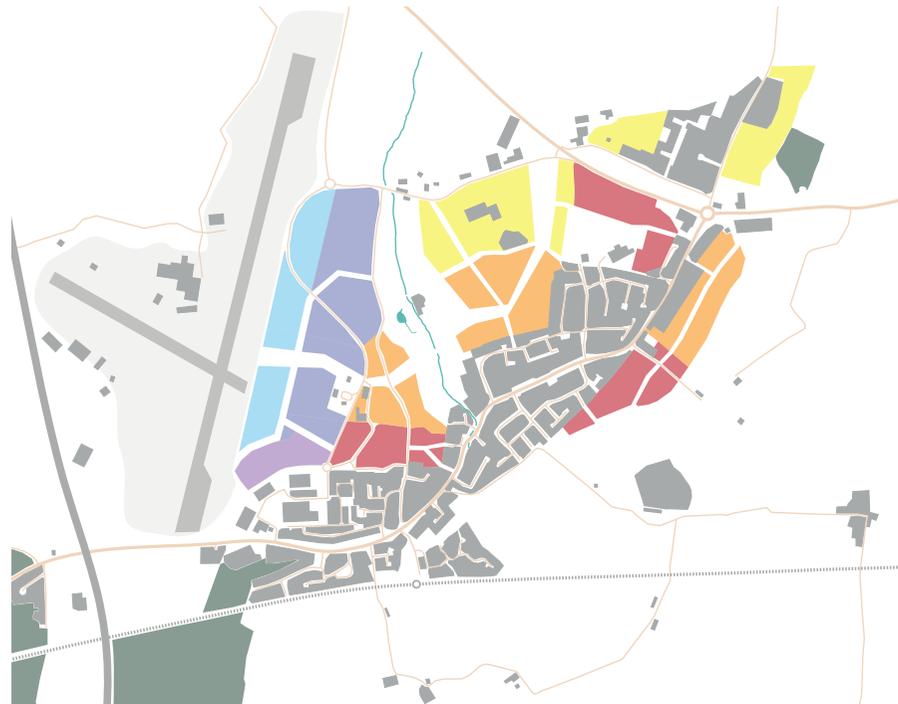
This scenario proposes development both to the north and south of North Weald Bassett. The southern edge has been defined by maintaining the distance of 250m, the length of Emberson Way from the High Road. Here the existing settlement is at its widest and the southern edge to development would seek to maintain but not increase this distance from the High Road.

The extent of growth to the north of the settlement increases incrementally. In option 1 development is close to the existing commercial centre and to the north and east of St Andrew’s Primary School retaining the existing playing fields. Growth to the south is up to the edge of Blakes Golf Course.

In option 2 there is further growth to the south of the settlement on the Blakes Golf Course site. To the north of the settlement development is either side of the flood zone along North Brook, observing the 100m Odour Zone of the sewage treatment works.

Option 3 sees growth at the northern end of the settlement and around Tylers Green. Green corridors are introduced in all scenarios to allow easy and quick access to the countryside surrounding North Weald Bassett.

Future Greenbelt boundary considerations are set on page 118.



Option 3

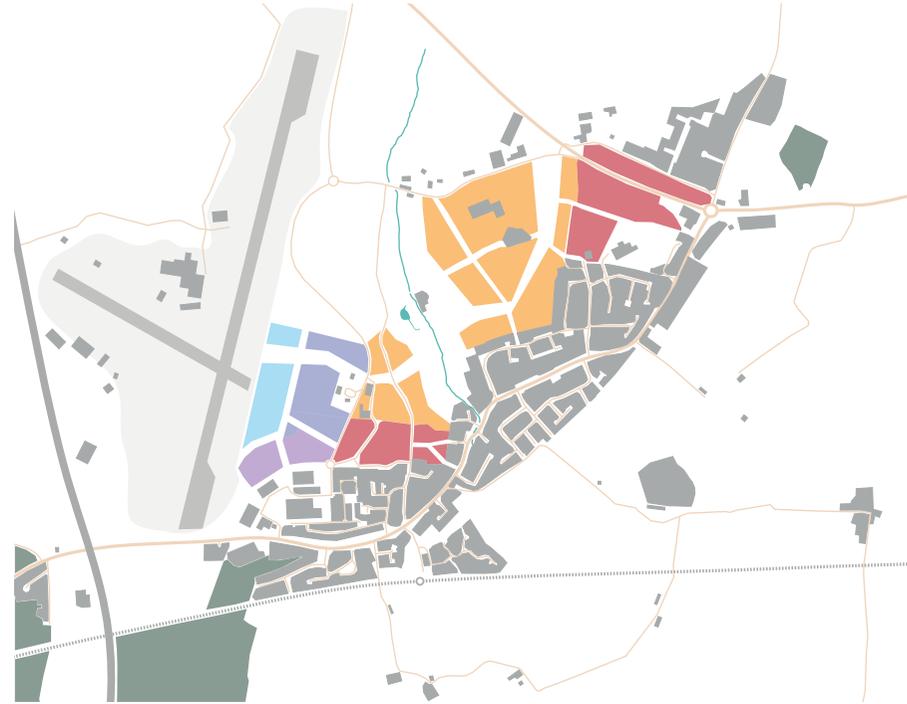
Developable area: **74.37 ha**  
 Net number of dwellings: **1540 dwellings**  
 Total Mixed use area: **42.77 ha**





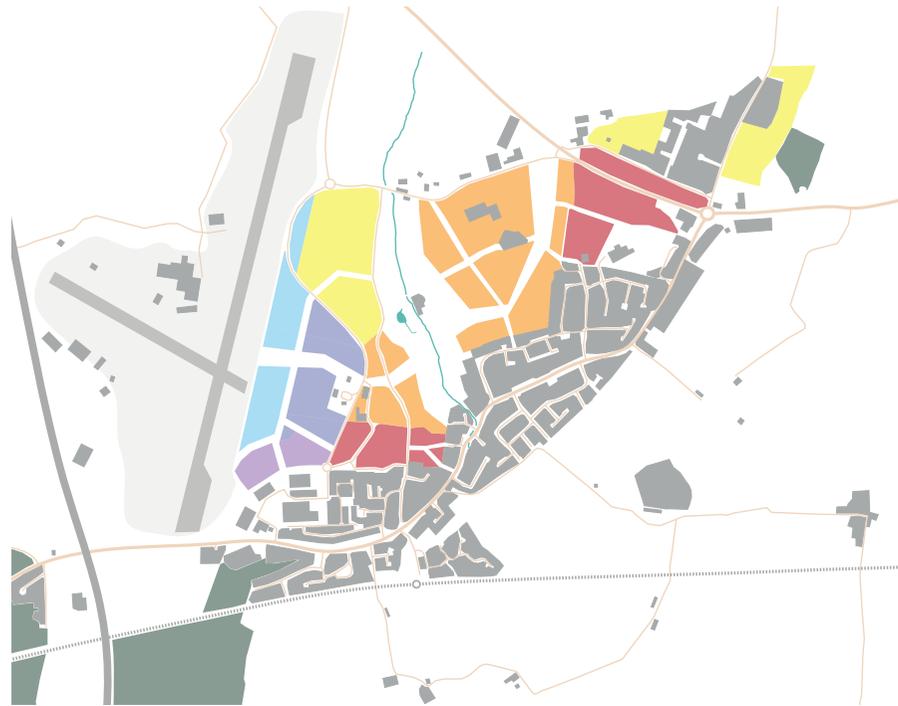
**Option 1**

Developable area: **19.58 ha**  
Net number of dwellings: **463 dwellings**



**Option 2**

Developable area: **54.33 ha**  
Net number of dwellings: **1202 dwellings**



**Option 3**

Developable area: **75.87 ha**  
 Net number of dwellings: **1616 dwellings**  
 Total Mixed use area: **31.16 ha**

- Option 1
- Option 2
- Option 3
- Local waste plan site allocation
- Mixed-use
- Aviation/mixed-use
- Ancient woodland

**Scenario B**

In the second scenario there is no growth to the south of the settlement maintaining the existing settlement edge. Further development is introduced at the northern end of the settlement and would call for another more substantial commercial centre at the northern end near to Tylers Green.

Option 1 explores growth on the playing fields and to the north of the primary school on both sides of the A414 at the medium density of 35 dph. There is no growth to the east of the primary school to allow for future expansion.

In option 2 there is further growth to the east of North Brook and up to Vicarage Lane. The growth south-east of Chase Farm is also of medium density, with the growth to the north of the farm at the lower density of 30dph as it would form the new northern edge to the settlement.

Option 3 includes land both to the north-east around Tylers Green and to the north-west between Merlin Way and Church Lane, all at the lower density of 30dph.

Future Greenbelt boundary considerations are set on page 118.



**Option 1:**

- Upgrade of A414/Vicarage Lane junction + site accesses
- Link from High Road past Methodist church
- High Road public realm improvements
- North/south walk/cycle link establishes future road route
- Minor capacity enhancements to M11 Junction 7



**Option 2:**

- (In addition to option 1 infrastructure)
- A414/High Road junction improvement
  - North/south access road through development
  - Golf course access road
  - Connect Church Lane to Merlin Way
  - A414/Rayley Lane junction improvement
  - Contribution to Epping relief road
  - Contribution to major improvements to M11 Junction 7

### 6.3 PHYSICAL AND SOCIAL INFRASTRUCTURE

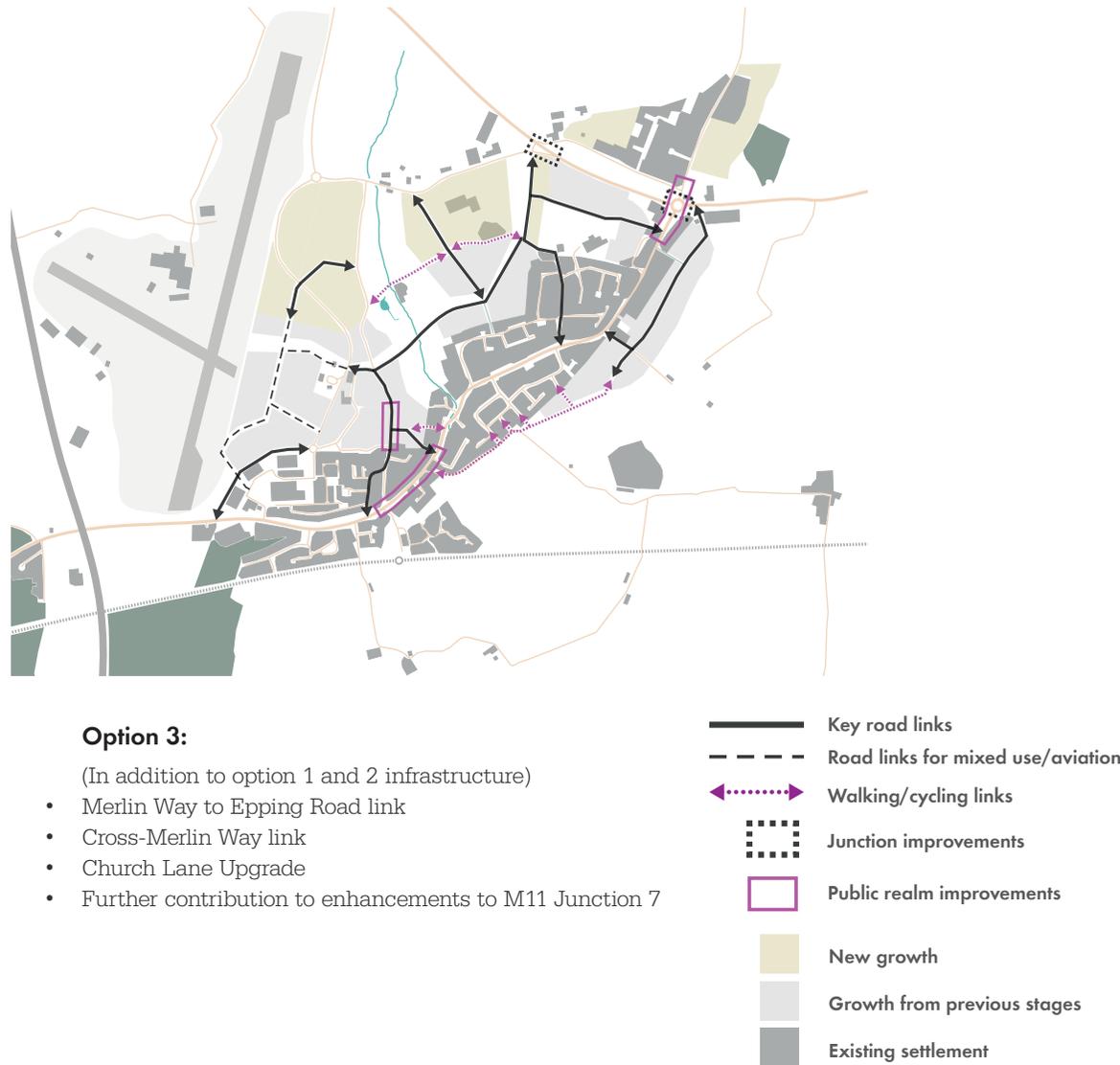
#### Physical infrastructure

The road infrastructure requirements for new development at North Weald Bassett are set out to the left. The different spatial options are not considered to require significantly different road infrastructure so the plans cover both options.

For option 1, requirements are set out to the left. In addition to this, a weekday car pool club or potential park and ride service to Epping Station, using the hard standing of the Saturday market and a small shuttle bus, would improve access to central London and limit traffic congestion. Of these, the car pool club is considered to be more financially efficient. For option 2, suggestions for connecting to Epping station also apply.

For option 3, it is envisaged that sufficient demand would exist for North Weald Station tracks to potentially be extended to connect with Epping Station, to provide better access to central London. Whilst TFL currently considers capacity levels on the Central Line to prevent this, the time frame for high growth residential development means this will be worth revisiting as the saturation may have changed, particularly if Crossrail has taken significant capacity pressure from the Central Line.

For all options it is anticipated that development would fund physical improvements to existing bus stops and shelters, and would fund increases in bus service frequency from first occupation until such time as the number of new residents make these service improvements self-supporting. For Options 2 and 3, once a north-south access road is completed, it is anticipated that some existing bus services would be diverted through the new development to increase accessibility.





Green infrastructure



**Green and social infrastructure**

**Option 1**

For option 1, 500 homes, a new GP surgery building will be needed for the settlement. The current building is not considered fit for purpose and additional patients will place further pressure on this. The most appropriate place for the new GP building will be close to the existing commercial centre, alongside new homes immediately to the west of this.

500 new homes is likely to trigger a moderate demand for sports courts but not enough to develop a dedicated facility. It would, therefore, be useful to review public access to sports courts facilities at the primary school.

Establishing a country park to the south of the settlement, close to the Ongar Redoubt, should be considered at this stage. However, planning gain funding requirements may mean that this would not be deliverable in option 1.

The primary school would remain as it is for a low growth scenario, having capacity for an additional 500 homes. However, spatial option B includes the relocation of the playing fields to the other side of the school, to accommodate new homes on the existing site.

General green space provision for any new homes is included in all the scenarios and options, with the 60% net to gross land use ratio.



## Option 2

For option 2, 1,000 homes, it would be necessary to either expand the primary school on the existing site or establish a new primary school to the west of the commercial centre, using the flood plain area for playing fields. The decision at this point would depend on future intentions regarding potential further growth. If it is envisaged that further residential development would follow, it would be better to safeguard a new primary school at this stage. These would then be well placed to serve the settlement, each within a 5 minute walk of most homes.

At this point, it would also be useful to establish sports courts for the area, either within an existing building or at a dedicated centre. This might be part of a broader scheme to provide leisure uses between the settlement and North Weald Airfield.

For option 2, it would be important to establish green corridors between areas of new development which can connect directly to existing byways, bridleways and public footpaths extending into the surrounding greenbelt land. In scenario A, where growth is indicated to the south of the settlement, the impact of development on the landscape setting of North Weald Bassett is considered to be greater. However, this could be mitigated through the provision of a country park adjacent to the Ongar Redoubt as indicated in the diagram to the left.

Existing watercourses in North Weald Bassett could be de-culverted where possible and no culverting would be envisaged in new development.



**Option 3**

This option, 1,500 homes, would certainly require a new primary school for the settlement, and it is recommended that this is placed to the west of the existing commercial centre, to cater to homes at the southern end of the settlement.

A new leisure facility, including sports courts and perhaps a swimming pool, would be required to support a high growth scenario.

As with option 2, providing green landscape corridors connecting out to greenbelt land will be very important, in order to retain North Weald Bassett's character as a settlement in the greenbelt. Both spatial options for a high growth scenario enable access to green space within a 5 minute walk of all homes in the settlement. The main access points to landscape will be via St Andrew's church, the easterly end of Vicarage Lane and the large area to south east surrounding the Redoubt.

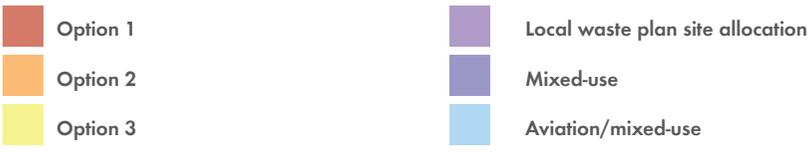
A defined outer edge to the settlement, with a defensible long-term greenbelt boundary will be established, to prevent encroachment onto the greenbelt and coalescence with surrounding settlements. North Weald Bassett's strong relationship with the greenbelt is a key characteristic of the settlement and access to rural land was identified as a high priority for residents during community consultation.



Scenario A



Scenario B



## 6.4 DEVELOPMENT CAPACITY ANALYSIS

Development plots to support growth in each option and in both scenarios have been identified to enable housing numbers to be calculated and the viability assessment undertaken. The boundaries of these

plots have been informed by land ownership, physical constraints and the spatial masterplanning framework that has been developed.

### Scenario A

SCENARIO A	Name	Area (ha)	Density (d/ha)	No. of dwellings	Net to gross efficiency for area	Net no. of dwellings
<b>Option 1</b>	1A	6.81	40	272	60%	163
	1B	7.66	35	268	60%	161
	1C	7.43	30	223	60%	134
	<b>Total</b>	<b>21.90</b>		<b>763</b>		<b>458</b>
<b>Option 2</b>	1A	6.81	40	272	60%	163
	1B	7.66	35	268	60%	161
	1C	7.43	30	223	60%	134
	2A	8.25	40	330	60%	198
	2B	6.66	35	233	60%	140
	2C	4.03	35	141	60%	85
	2D	7.83	30	235	60%	141
	<b>Total</b>	<b>48.67</b>		<b>1702</b>		<b>1021</b>
<b>Option 3</b>	1A	6.81	40	272	60%	163
	1B	7.66	35	268	60%	161
	1C	7.43	30	223	60%	134
	2A	8.25	40	330	60%	198
	2B	6.66	35	233	60%	140
	2C	4.03	35	141	60%	85
	2D	7.83	30	235	60%	141
	3A	13.16	30	395	60%	237
	3B	2.61	35	91	85%	78
	3C	3.39	30	102	85%	87
	3D	6.54	30	196	60%	118
	<b>Total</b>	<b>74.37</b>		<b>2486</b>		<b>1540</b>
<b>Mixed-use</b>	M1	13.38				
	M2	24.84				
	M3	4.55				
	<b>Total</b>	<b>42.77</b>				

### Scenario B

SCENARIO B	Name	Area (ha)	Density (d/ha)	No. of dwellings	Net to gross efficiency for area	Net no. of dwellings
<b>Option 1</b>	1A	6.81	40	272	60%	163
	1B	9.16	35	321	60%	192
	1C	3.61	35	127	85%	108
	<b>Total</b>	<b>19.58</b>		<b>719</b>		<b>463</b>
<b>Option 2</b>	1A	6.81	40	272	60%	163
	1B	9.16	35	321	60%	192
	1C	3.61	30	108	85%	92
	2A	8.25	40	330	60%	198
	2B	19.86	35	695	60%	417
	2C	6.64	35	232	60%	139
<b>Total</b>	<b>54.33</b>		<b>1959</b>		<b>1202</b>	
<b>Option 3</b>	1A	6.81	40	272	60%	163
	1B	9.16	35	321	60%	192
	1C	3.61	30	108	85%	92
	2A	8.25	40	330	60%	198
	2B	19.86	35	695	60%	417
	2C	6.64	35	232	60%	139
	3A	11.61	30	348	60%	209
	3C	3.39	30	102	85%	87
	3D	6.54	30	196	60%	118
	<b>Total</b>	<b>75.87</b>		<b>2605</b>		<b>1616</b>
<b>Mixed-use</b>	M1	13.38				
	M2	13.23				
	M3	4.55				
	<b>Total</b>	<b>31.16</b>				

## 7 VIABILITY AND OPTIONS TESTING



### Introduction

GL Hearn was appointed as part of the Allies and Morrison team undertaking the masterplan study for North Weald Bassett in Epping and specifically to provide property market, viability and delivery advice in relation to the emerging development proposals.

The development options into possible growth scenarios, as set out in the previous section have been subject to detailed viability testing. Options with differing scales of development have been considered against two spatial scenarios. The summary tables on pages 134 and 136 indicate an estimate of the gross development value for the completed schemes, total development costs (including profit) and the residual land value.

GL Hearn's viability approach has had regard to the RICS Guidance Note "Financial Viability in Planning" and also the Local Housing Delivery Group's "Viability Testing Local Plans – Advice for Planning Practitioners" as well as best practice established through existing viability studies and Examiners' reports.

The viability analysis has been undertaken using Argus Developer, which is commonly used by the development industry. The package is based on the residual method which is an industry-standard method used to calculate the value of development land. The estimated value of the completed development is calculated and the cost of its construction, associated costs including infrastructure and land acquisition, fees, and an allowance for developer's profit are deducted. The remaining amount (the residual) is the value of the land.

### Residual Land Value

The viability and options testing so far has suggested a net residual land value position (indicated in the right hand column of the table on the following page) as £17.6 m for option 1, £35.9 m for option 2 and £56.6 m for option 3 for scenario A. The same has been done for scenario B (see the table on page 132) with £18.9 m for option 1, £44.5 m for option 2 and £59.9 m for option 3.

The overall analysis indicates quite a healthy viability position – which perhaps isn't that surprising given that we are largely talking about family housing on Greenfield sites. The results of the viability testing give an indication of the funding levels which might be available to invest in new social infrastructure in the settlement, including a new GP surgery premises, a new primary school and landscape open spaces and play spaces.

There are a number of provisos and areas which need a little more consideration:

- The 3 areas identified as mixed use have not been modelled yet. This would require more detailed information to calculate the floor areas and the mix of uses
- The cost of the school and GP surgery and acquisition of the unit adjoining the church are not included
- The costs for new social and green infrastructure have not been included as part of the viability modelling exercise.

These indicative social and green infrastructure measures are set out in more detail in the infrastructure summary tables on pages 150 to 152.

### Infrastructure costs

In order to undertake the viability analysis we made provision for costs associated with likely physical infrastructure that would be required particularly around highways and transport. Our allowances were as follows:

- For option 1 (500 homes) £1.3m
- For option 2 (1,000 homes) £6.35m
- For option 3 (1,500 homes) £8.1m

The infrastructure items associated with the options are set out in the infrastructure summary tables on pages 150 to 152 in chapter nine. While subsequent more detailed work at a later stage in the study resulted in some changes to the infrastructure requirements identified, the overall cost is not significantly different and does not change the overall viability conclusion.

## SCENARIO A

## Option 1

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value Before Infrastructure Costs and Benchmark Land Value	Benchmark Land Value (landowners Incentive) - £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£463,872	£6,989,110	163
1B	7.66	£ 45,150,000	£ 45,150,000	£ 10,421,668	£3,830,000	£456,550	£6,135,118	161
1C	7.43	£ 37,275,000	£ 37,275,000	£ 8,627,737	£3,715,000	£379,578	£4,533,159	134
<b>Subtotal</b>	<b>21.9</b>	<b>£ 128,100,000</b>	<b>£ 128,100,000</b>	<b>£ 29,907,387</b>	<b>£10,950,000</b>	<b>£1,300,000</b>	<b>£17,657,387</b>	<b>458</b>

## Option 2

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value Before Infrastructure Costs and Benchmark Land Value	Benchmark Land Value (landowners Incentive) - £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£1,016,030	£6,436,952	163
2B	7.66	£ 45,150,000	£ 45,150,000	£ 10,421,668	£3,830,000	£999,991	£5,591,677	161
1C	7.43	£ 37,275,000	£ 37,275,000	£ 8,627,737	£3,715,000	£831,399	£4,081,338	134
2A	8.25	£ 55,475,000	£ 55,475,000	£ 12,389,237	£4,125,000	£1,230,873	£7,033,364	198
2B	6.66	£ 39,200,000	£ 39,200,000	£ 9,049,151	£3,330,000	£869,444	£4,849,707	140
2C	4.03	£ 23,800,000	£ 23,800,000	£ 6,083,285	£2,015,000	£526,105	£3,542,180	85
2D	7.83	£ 39,550,000	£ 39,550,000	£ 9,158,671	£3,915,000	£876,158	£4,367,513	141
<b>Subtotal</b>	<b>48.67</b>	<b>£ 286,125,000</b>	<b>£ 286,125,000</b>	<b>£ 66,587,731</b>	<b>£24,335,000</b>	<b>£6,350,000</b>	<b>£35,902,731</b>	<b>1021</b>

## Option 3

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value Before Infrastructure Costs and Benchmark Land Value	Benchmark Land Value (landowners Incentive) - £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£859,561	£6,593,421	163
2B	7.66	£ 45,150,000	£ 45,150,000	£ 10,421,668	£3,830,000	£845,993	£5,745,675	161
1C	7.43	£ 37,275,000	£ 37,275,000	£ 8,627,737	£3,715,000	£703,363	£4,209,374	134
2A	8.25	£ 55,475,000	£ 55,475,000	£ 12,389,237	£4,125,000	£1,041,319	£7,222,918	198
2B	6.66	£ 39,200,000	£ 39,200,000	£ 9,049,151	£3,330,000	£735,550	£4,983,601	140
2C	4.03	£ 23,800,000	£ 23,800,000	£ 6,083,285	£2,015,000	£445,085	£3,623,200	85
2D	7.83	£ 39,550,000	£ 39,550,000	£ 9,158,671	£3,915,000	£741,230	£4,502,441	141
3A	13.16	£ 66,325,000	£ 66,325,000	£ 15,095,240	£6,580,000	£1,245,796	£7,269,444	237
3B	2.61	£ 21,875,000	£ 21,875,000	£ 5,611,828	£1,305,000	£408,363	£3,898,465	78
3C	3.39	£ 24,325,000	£ 24,325,000	£ 6,202,764	£1,695,000	£454,630	£4,053,134	86
3D	6.54	£ 33,075,000	£ 33,075,000	£ 8,424,480	£3,270,000	£619,111	£4,535,369	118
<b>Subtotal</b>	<b>74.37</b>	<b>£ 431,725,000</b>	<b>£ 431,725,000</b>	<b>£ 101,922,043</b>	<b>£37,185,000</b>	<b>£8,100,000</b>	<b>£56,637,043</b>	<b>1540</b>



Scenario A



Growth Scenario	Name	Dwellings	Private	Affordable	Average Unit Size	Construction Rate	Sales Rate
Option 1	1A	163	98	65	1000	23	23
	1B	161	97	64	1000	23	23
	1C	134	80	53	1000	19	19
	<b>Total</b>	<b>458</b>	<b>275</b>	<b>183</b>			
Option 2	1A	163	98	65	1000	23	23
	1B	161	97	64	1000	23	23
	1C	134	80	53	1000	19	19
	2A	198	119	79	1000	28	28
	2B	140	84	56	1000	20	20
	2C	85	51	34	1000	12	12
	2D	141	85	56	1000	20	20
<b>Total</b>	<b>1021</b>	<b>613</b>	<b>409</b>				
Option 3	1A	163	98	65	1000	23	23
	1B	161	97	64	1000	23	23
	1C	134	80	53	1000	19	19
	2A	198	119	79	1000	28	28
	2B	140	84	56	1000	20	20
	2C	85	51	34	1000	12	12
	2D	141	85	56	1000	20	20
	3A	237	142	95	1000	34	34
	3B	78	47	31	1000	11	11
	3C	86	52	35	1000	12	12
3D	118	71	47	1000	17	17	
<b>Total</b>	<b>1540</b>	<b>924</b>	<b>616</b>				

## SCENARIO B

## Option 1

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value Before Infrastructure Costs and Benchmark Land Value	Benchmark Land Value (landowners Incentive) £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£458,707	£6,994,275	163
1B	9.16	£ 53,725,000	£ 41,418,972	£ 12,306,028	£4,580,000	£539,873	£7,186,155	192
1C	3.61	£ 29,925,000	£ 23,024,476	£ 6,900,524	£1,805,000	£301,419	£4,794,105	107
<b>Subtotal</b>	<b>19.58</b>	<b>£ 129,325,000</b>	<b>£ 110,118,448</b>	<b>£ 30,064,534</b>	<b>£9,790,000</b>	<b>£1,300,000</b>	<b>£18,974,534</b>	<b>463</b>

## Option 2

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value	Benchmark Land Value (landowners Incentive) £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£863,176	£6,589,806	163
1B	9.16	£ 53,725,000	£ 41,418,972	£ 12,306,028	£4,580,000	£1,015,911	£6,710,117	192
1C	3.61	£ 25,725,000	£ 19,170,975	£ 6,554,025	£1,805,000	£486,170	£4,262,855	92
2A	8.25	£ 55,475,000	£ 43,085,763	£ 12,389,237	£4,125,000	£1,045,698	£7,218,539	198
2B	19.86	£ 116,725,000	£ 90,812,722	£ 25,912,278	£9,930,000	£2,202,620	£13,779,658	417
2C	6.64	£ 39,200,000	£ 29,180,472	£ 10,019,528	£3,320,000	£736,425	£5,963,103	139
<b>Subtotal</b>	<b>54.33</b>	<b>£ 336,525,000</b>	<b>£ 269,343,904</b>	<b>£ 78,039,078</b>	<b>£27,165,000</b>	<b>£6,350,000</b>	<b>£44,524,078</b>	<b>1202</b>

## Option 3

Name	Area	Gross Development Value	Total Development Costs (including Developers Profit)	Residual Land Value	Benchmark Land Value (landowners Incentive) £500,000 per ha	Estimated Infrastructure Costs	Residual Land Value After Benchmark Land Value and Infrastructure	Number of Residential Units
1A	6.81	£ 45,675,000	£ 45,675,000	£ 10,857,982	£3,405,000	£819,476	£6,633,506	163
1B	9.16	£ 53,725,000	£ 41,418,972	£ 12,306,028	£4,580,000	£964,479	£6,761,549	192
1C	3.61	£ 25,725,000	£ 19,170,975	£ 6,554,025	£1,805,000	£461,557	£4,287,468	92
2A	8.25	£ 55,475,000	£ 43,085,763	£ 12,389,237	£4,125,000	£992,758	£7,271,479	198
2B	19.86	£ 116,725,000	£ 90,812,722	£ 25,912,278	£9,930,000	£2,091,109	£13,891,169	417
2C	6.64	£ 39,200,000	£ 29,180,472	£ 10,019,528	£3,320,000	£699,142	£6,000,386	139
3A	11.61	£ 58,450,000	£ 45,162,480	£ 13,287,520	£5,805,000	£1,047,811	£6,434,709	209
3C	3.39	£ 24,325,000	£ 18,122,236	£ 6,202,764	£1,695,000	£433,429	£4,074,335	86
3D	6.54	£ 33,075,000	£ 24,650,520	£ 8,424,480	£3,270,000	£590,240	£4,564,240	118
<b>Subtotal</b>	<b>75.87</b>	<b>£ 452,375,000</b>	<b>£ 357,279,140</b>	<b>£ 105,953,842</b>	<b>£37,935,000</b>	<b>£8,100,000</b>	<b>£59,918,842</b>	<b>1616</b>



Scenario B



Growth Scenario	Name	Dwellings	Private	Affordable	Average Unit Size	Construction Rate	Sales Rate
<b>Option 1</b>	1A	163	98	65	1000	23	23
	1B	192	115	77	1000	27	27
	1C	107	64	43	1000	15	15
	<b>Total</b>	<b>463</b>	<b>278</b>	<b>185</b>			
<b>Option 2</b>	1A	163	98	65	1000	23	23
	1B	192	115	77	1000	27	27
	1C	92	55	37	1000	13	13
	2A	198	119	79	1000	28	28
	2B	417	250	167	1000	60	60
	2C	139	84	56	1000	20	20
<b>Total</b>	<b>1202</b>	<b>721</b>	<b>481</b>				
<b>Option 3</b>	1A	163	98	65	1000	23	23
	1B	192	115	77	1000	27	27
	1C	92	55	37	1000	13	13
	2A	198	119	79	1000	28	28
	2B	417	250	167	1000	60	60
	2C	139	84	56	1000	20	20
	3A	209	125	84	1000	30	30
	3C	86	52	35	1000	12	12
	3D	118	71	47	1000	17	17
<b>Total</b>	<b>1616</b>	<b>969</b>	<b>646</b>				

# NORTH WEALD BASSETT COMMUNITY EXHIBITION

Epping Forest District Council is currently preparing a study for North Weald Bassett. The study will include a Local Plan to set the development framework for the area over the next 20 years.



## CONSULTATION FEEDBACK

We have consulted with stakeholders and community members throughout the masterplanning study, including a community workshop in late January 2014 attended by over 100 people, stakeholder meetings, a Q&A session with landowners and officer working group sessions. This is all part of an ongoing conversation with the community for the Local Plan and supporting studies and has informed the Local Plan's statutory consultation. Here are some of the things we have told us....



### NEW HOMES AND HOUSING

- These should:
- Reflect the character and appearance of the area
  - Be affordable for local people
  - Not be built in the areas of high flood risk
  - Be appropriate in number and scale to the settlement size
  - Not conflict with airfield operations

### SHOPS AND SERVICES

- Shops offer from a range of uses
- Some shops delivered by the private sector
- A wider range of services and facilities
- North Weald Bassett should have new facilities to meet the needs of the community
- New leisure facilities to meet the needs of the community

### TRANSIT



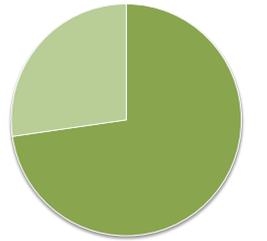
## 8 CONSULTATION ON OPTIONS

This section sets out the feedback from the community exhibition on potential development options at North Weald Bassett. The exhibition took place on Saturday 28 June 2014 from 11am till 3pm and was attended by approximately 160 people. The exhibition materials were also available to view on the council's website.

Visitors to the exhibition were invited to complete a feedback form and residents and stakeholders could also email feedback to the council. The consultation period ran until the 14 July 2014. 35 feedback forms were returned, along with 9 written representations, giving a total of 44 responses. The Local Plan consultation process will provide further opportunity for the community to comment on development at North Weald Bassett.

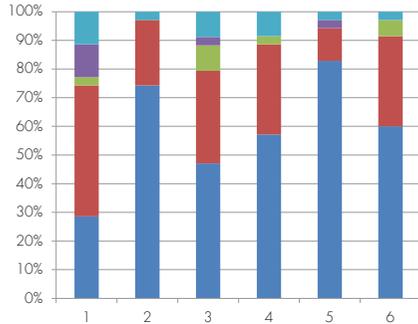
A summary of the feedback provided at the exhibition and during the consultation period is set out over the following pages. It is worth noting that the order of the options was swapped for the exhibition, but has been swapped back for this section to align with the rest of the report.





Number of participants

- Sign In
- Forms Completed



Response to Question 1A

- Strongly Disagree
- Disagree
- No Opinion
- Agree
- Strongly Agree

Question 1A:

**Do you agree with the principles for new development?**

1. **A sustainable commercial centre**
2. **Appropriate density levels**
3. **Access to green space**
4. **Improving movement**
5. **Preserving rural views**
6. **Providing community uses**

All of the principles for new development were either agreed or strongly agreed with by over 70% of respondents. Appropriate density levels and preserving rural views were the most supported principles. A sustainable commercial centre was the least supported principle. This could reflect concern that the settlement might lose a village character through support of a 'commercial centre'.

The results to this question are set out in the bar chart to the left.

Question 1B:

**Are there any other principles you think should be included?**

Additional principles indicated on the feedback forms are as follows:

- Improvement to transportation connectivity (locally and to central London).
- Public transport improvements including cycle lanes, park and rides facilities etc.
- Infrastructural improvements are needed to roads, flood plains etc.
- Additional parking facilities.
- Environmental impacts in terms of flooding, wild life preservation, noise and pollution of the steam railway
- Preserving the rural character and lifestyle of the area. This includes any development to be proportionate to that of a village settlement and not that of a town.
- Any development proposed should be done in a sustainable manner.
- Improved healthcare and education facilities.
- Broadband improvements.
- Preservation of the historic airfield.
- Retain flying on the airfield.



Question 2:

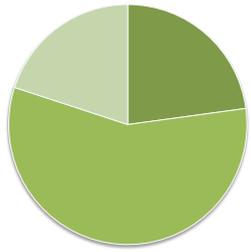
**How do you feel about scenario B (no growth to the south-east of the settlement) and associated options?**

- The distribution of housing is uneven, not enough airfield land used with too much development on green field.
- Better access to roads and less congestion likely in the village.
- Insufficient distribution of the development, too concentrated to one side of high road, not enough airfield land proposed for development.
- Too much concentration in proposed area.
- Links with existing commercial development but noise could be an issue.
- Not enough green space to maintain a rural feel.
- Better to move the community centre closer to airfield rather than to the A414.
- Option 1 - The only viable option to keep the population level which will not have a detrimental impact on transport, road use, schooling etc.
- Option 1 - The least disruptive and minimum impact on "our way of life".
- Option 2 - Retains green areas as well as providing a leisure centre and new healthcare centre. Also a reasonable amount of new build.
- This can work

Question 3:

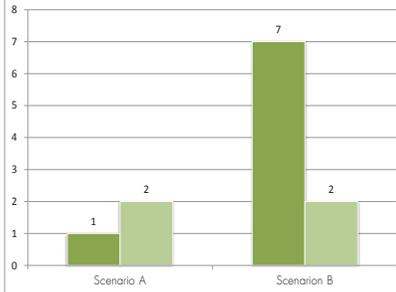
**How do you feel about scenario A (growth to the south of the settlement) and associated options?**

- The scale of development is too large for the village.
- Road access is very poor.
- Would create more traffic and make a bigger incursion on the green belt.
- Not enough of the airfield land used for the development.
- Development should be focused in a prime location rather than multiple sites.
- Better distribution of housing.
- Provides new school and health facilities.
- Seems to recommend over development on or near the flood channel on the SE side of the village.
- Development on eastern side near Weald Common could lead to increased vandalism on Ongar Redoubt.
- Worry about cost of maintaining green spaces.
- Option 2 - Improves the motorway junction, grand vistas and facilitates a local park.
- Option 2 & 3 too large for village context.
- This can work



Preference for scenario A or B

- Scenario A
- Scenario B
- No Comment



- Option 1
- Option 2

Question 4:

**Which do you prefer of scenario A and scenario B?**

Of the 35 responses, 20 showed a preference for scenario B with no development to the south of the settlement and 8 favoured scenario A with development to the south. 7 response forms showed no preference of scenario or option.

The feedback forms did not ask for a preference of option with in the scenario. However, the following preferences were indicated on the feedback forms:

Scenario B (no growth to the south of the settlement)  
 7 preferred option 1  
 2 preferred option 2

Scenario A (growth to the south of the settlement)  
 1 preferred option 1  
 2 preferred option 2

Question 5:

**Do you have any other comments?**

- The detail of what is proposed is important.
- No second commercial centre - It may be a desire of some but in reality there is insufficient business demand. It would be more ideal to keep the village to one centre.
- Query in relation to what type of housing is proposed; affordable – private – council.

- Query in relation to whether development can occur at the edges and fill in and also can development allow the support services (schools) at a central point.
- The airfield space should be significantly reduced. Development should be located on the airfield area. £0.5 Million of public money should not be spent subsidising the airfield. The airfield does not benefit most people in the area. It is a use of public money to subsidise the interests of the rich. Housing is needed for the next generation, not the airfield for the use of a minority.
- Transportation and access are key issues that need to be resolved before development. The airfield should be used if not self-sufficient – waste of public money.
- To make sure other areas in the district take their share of housing. Any large development will destroy the area, wildlife and community.
- Improvement to services in the community in terms of healthcare and education.
- Restoration works to Ongar Redoubt.
- Preserve the historical character of the village.
- Concern regarding transport - we need the Central Line to come to North Weald and Park and Ride next to the new site. We cannot have these new home owners driving into Epping.
- Noting the large number of lorries parked overnight in the laybys and along Merlin Way and Vicarage Road. I feel provision could be made for a lorry park, possibly where the old golf range used to be. If toilets and showers were provided, the council could charge a fee.



## SUMMARY OF FINDINGS

The majority of respondents agree with the six principles for new development, with appropriate density levels and preserving rural views being ranked most highly. The least supported principle was 'a sustainable commercial centre'. This could be due to the terminology used with "commercial centre" suggesting a more urban character for North Weald Bassett, rather than the principle of walkable shops and services. In future work this could be explained differently to avoid confusion.

A few respondents disagreed with all the principles and appeared to do so in order to object to the overarching principle of development in North Weald Bassett, rather than the specific priorities.

Feedback from the options exhibition suggests that Scenario B (with no growth to the south of the settlement) is the preferred approach for any new development of the area. Respondents identified that any development should be sustainable in all aspects; and should be in proportion to the existing settlement, retaining a village context rather than establishing a town capacity.

Improvement to transportation links, environmental impacts and improved services such as healthcare and education are also key priorities for new development. Issues surrounding public transport, road and parking infrastructure were highlighted specifically as concerns if there is to be a significant increase in the population level.

Feedback suggests it is important to the local community that the airfield site can be redeveloped in an appropriate manner with a sustainable reuse and retained historical character. Some respondents suggested that the airfield site could accommodate new homes in order to preserve the greenbelt.

Some respondents identified a preferred option (indicating the level of development) within each scenario, with seven people voting explicitly for Scenario B, Option 1, making this the most popular approach.



## 9 INFRASTRUCTURE AND IMPLEMENTATION CONSIDERATIONS

### 9.1 INTRODUCTION

This section considers delivery issues relevant to the masterplanning study and for future development and investment in North Weald Bassett.

It needs to be borne in mind that this study feeds into the Local Plan process for Epping Forest District Council and will inform the Council's future planning policy. The Local Plan and its policies will ultimately guide proposals at North Weald Bassett and the delivery strategy will need to be developed and adapted in line with decisions made through this statutory process.

The delivery of a masterplan is a significant enterprise and one that relies on bringing together a wide array of specialist skills. The role of the local authority will be largely a co-ordinating one to ensure an appropriate balance between community needs and the financial requirements of the private sector is struck. To this end the Council will continue to work with landowners and developers to ensure that a co-ordinated approach is taken to the development of the area.

Given the land ownership pattern in the study area it is anticipated that separate planning applications will be made for different land parcels. These would be expected to come forward in compliance with the Local Plan policies, including any allocations made through the Local Plan.

The key steps to take forward implementation are outlined over the following pages.





agencies. The IDP will be used to identify what is to be covered by CIL (if the Council chooses that route), S106 and other funding streams. This would help to ensure that each development parcel contributes to the wider infrastructure costs, allowing required infrastructure to be properly coordinated, phased and delivered over time.

In addition to an overarching Infrastructure Delivery Plan being prepared by EFDC to support the Local Plan and planning of North Weald Bassett, the Council should require individual planning applications to be accompanied by a Phasing and Infrastructure Delivery Plan, illustrating how the individual application will contribute towards wider infrastructure needs.

Pre-application discussions and planning performance agreements will be encouraged by the District Council to guide discussions with applicants through both the pre-application and application stages, and to encourage the sharing of appropriate information and liaison between the various parties through the promotion and build out of development at North Weald Bassett.

#### **9.4 PLANNING APPLICATIONS**

Planning submissions should be supported in the usual way by appropriate documentation, including, for example: parameter plans, development specifications, design and access statements, transport assessments, environmental statements, flood risk assessments and drainage strategies, sustainability assessments, and waste/energy strategies.

Applicants will need to submit details of their infrastructure, facilities and services proposals, and demonstrate that they will not prejudice the overall proposals for the wider development. If an Environmental Impact Assessment (EIA) is needed to support a planning application, the District Council should be approached for a Scoping Opinion at the outset of each application which outlines the opinion of the local authority and statutory / non-statutory bodies on the approach and content of each EIA.

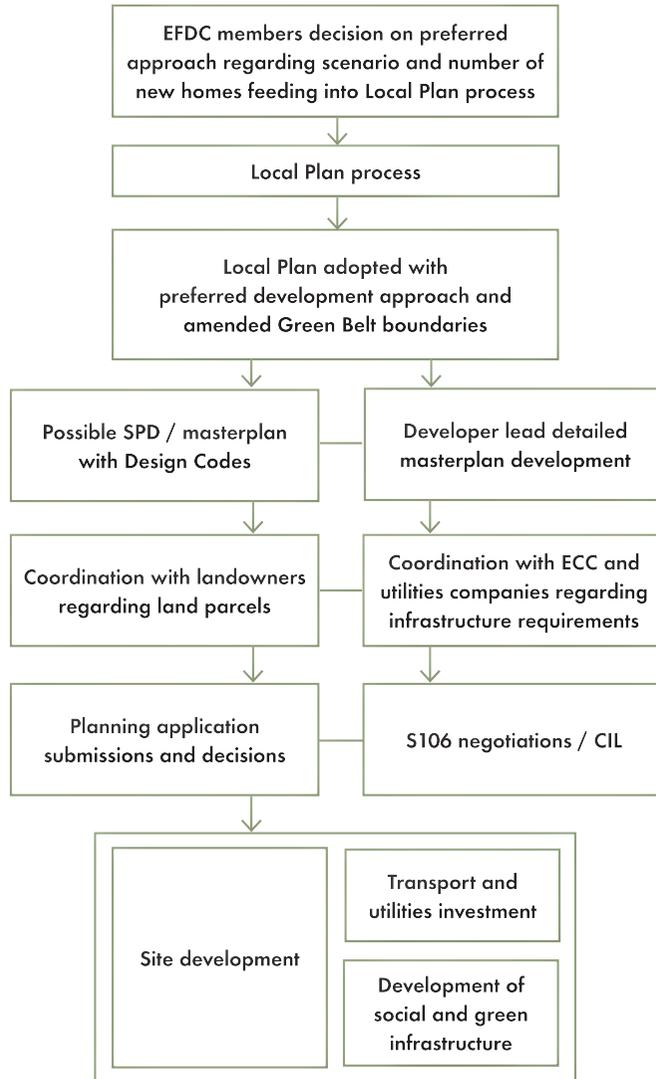
Outline planning applications should be supported with evidence of strategic masterplanning which demonstrates how the land parcel contributes to and delivers the key principles of this masterplan, indicating diversion of land uses, primary roads, surface water attenuation ponds, key footpath/cycle links, open space, management proposals for public realm, infrastructure and community facilities and broad phasing. Plans should cover land use, access and movement, landscape and open space, density, maximum building heights and urban design framework.

Following the adoption of the Local Plan, a Supplementary Planning Document (SPD) with a masterplan for North Weald Bassett could be prepared by EFDC which could set out design guidance e.g. including Design Codes for new development and provide further guidance to the Local Plan policies as they relate to North Weald Bassett.

It will be important for the community to remain involved and engaged as development is planned in detail and delivered. Consultation on the draft Local Plan will be an important next step in community involvement.

**From masterplanning framework to delivery**

Key Stages



**9.5 PHASING AND INFRASTRUCTURE DELIVERY**

The masterplan sets out three scenarios for growth illustrating the potential to accommodate approximately 500, 1,000 and 1,500 dwellings, which could need to come forward in a phased manner over the period to 2025 (the Local Plan period) and beyond. The diagram on the left indicates the broad directional sequence of stages from policy development to implementation.

Although delivery is envisaged over a long period of time there are a number of key phasing principles which the Council would expect proposals to adhere to, which include:

- Develop outward from the centre of the village, with integrated neighbourhoods, and avoid disconnected and isolated pockets of residential development, services and facilities;
- An appropriate mix of housing development within each land parcel subject to market conditions;
- Appropriate phasing of public transport, footpath/ cycleway linkages to the existing settlement and innovative travel planning measures to encourage new residents to adopt more sustainable modes of transport proportionate to the relevant level of housing;
- Phasing of the development to take account of the services, facilities and infrastructure available on a settlement-wide basis and ensure that these have the capacity to support the new levels of housing proposed at each phase;
- Mechanisms should be considered through the S106 / CIL process to support public realm improvements that can help establish quality commercial and retail facilities;
- Consideration of construction traffic management in the sequencing and phasing approach to ensure that this does not impact unacceptably on existing or new residents.

Consideration has been given to the likely residential construction and take up rate in order to provide indicative guidance around the timing of certain infrastructure items. Given the characteristics of the area we would anticipate a minimum delivery rate of circa 10 units a month (120 per annum). For the 3 options we would envisage an overall minimum construction and residential sale programme as set out in the table to the top right. However, the infrastructure tables set out a more measured pace of 50 dwellings per year for the first ten years and 100 dwellings per year thereafter.

The tables over the following pages relate the development programme to the known infrastructure items to provide indicative guidance around the key trigger points relating to residential growth. The table also includes lead delivery partner, indicative cost where appropriate and proposed funding route for each infrastructure item.

The costs associated with social infrastructure will vary significantly, dependent upon the form in which the facilities come forward and the operating model. Green infrastructure will have associated landscaping costs, but these would vary significantly depending upon the more detailed design approach taken at the concept design, planning application and post planning stage.

The overall approach should ensure that each land parcel is as self-sufficient as possible in terms of infrastructure to support its residents while ensuring that the more strategic elements of infrastructure are delivered and funded in a timely way to mitigate the cumulative impacts of development.

Scenario	Total Construction (months)	Total Sales (months)	Total Years (assuming a 1 year lag between start of construction and commencement of sales)
500 Dwellings	50.4 months	50.4 months	5.2 years
1000 Dwellings	99.6 months	99.6 months	9.3 years
1500 Dwellings	150 months	150 months	13.5 years

Minimum construction and residential sale programme



**Summary of Physical Infrastructure**

**Option 1:**

- New roundabout at A414 / Vicarage Lane junction
- Link from High Road past Methodist church
- High Road public realm improvements
- North/south walk/cycle link establishes future road route
- Minor capacity enhancements to M11 Junction 7



**Option 2**

As option 1 with the addition of:

- A414/High Road junction improvement
- North/south access road through development
- Golf course access road
- Connect Church Lane to Merlin Way
- A414/Rayley Lane junction improvement
- Contribution to Epping relief road
- Contribution to major improvements to M11 Junction 7



**Option 3**

As option 1 and 2 with the addition of:

- Merlin Way to Epping Road link
- Cross-Merlin Way link
- Church Lane Upgrade
- Further contribution towards enhancements to M11 Junction 7

Full scale versions of these plans are on pages 124 and 125

## 500 DWELLINGS

Infrastructure Summary Table	Infrastructure Trigger Point				Potential lead / Co-ordinating Partners	Indicative Cost	Funding Route
	Years 0 - 5	Years 6 - 10	Years 11 - 15	Years 16 - 20			
<b>Number of dwellings</b>	250	250					
<b>Transport infrastructure</b>							
New roundabout at A414/Vicarage Lane junction					EFDC, ECC, HA	£150,000	HA, ECC, S106 / CIL
Link past Methodist Church (excl. land etc.)					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
Walking, cycling and public transport funding					EFDC, ECC, HA	£250,000	HA, ECC, S106 / CIL
High Road public realm improvements					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
Contribution to minor capacity enhancements to M11 Junction 7					EFDC, ECC, HA	£330,000	HA, ECC, S106 / CIL
Contribution to Epping relief					EFDC, ECC, HA	£800,000	HA, ECC, S106 / CIL
<b>Social infrastructure</b>							
Health facility					EFDC, ECC, CCG, GP Practice	£1,500,00 to £3,000,000	NHS, CCG, S106 / CIL
Investment in existing primary school					EFDC, ECC, EFA	£500,000 to £650,000	EFDC, ECC, EFA, S106 / CIL
Investment in existing multi-purpose space					EFDC, PC, Private developer	£25,000 to £30,000	EFDC, PC, S106 / CIL
Retail space					Private developer	n/a	Developer funded
A new play space					EFDC, PC, Private developer	£50,000 to £100,000	EFDC, PC, S106 / CIL
Investment in existing cultural facilities					EFDC, PC, Private developer	£25,000 to £30,000	EFDC, PC, S106 / CIL
Investment in existing sports courts					EFDC, PC, Private developer	£25,000 to £50,000	EFDC, PC, S106 / CIL
<b>Green infrastructure</b>							
Investment in existing green infrastructure: North Weald Common, Local Nature Reserves, Weald Common Flood Meadows					EFDC, PC, Private developer	£400,000 to £600,000	EFDC, PC, S106 / CIL
<b>Utilities</b>							
Gas supply					Private developer	n/a	Developer funded
Electricity					Private developer	£1,000,000	Developer funded
Potable water					Private developer	£750,000	Developer funded
Public surface and foul water sewers					Private developer	tbc	Developer funded

**Notes**

- The cost figures included in this and the following infrastructure summary tables are high level estimates. Detailed costs would be dependent upon subsequent work relating to a scheme.
- ECC is currently undertaking a traffic assessment of the M11 J7 improvement. The time frame for this will be clearer following the work
- Sports facilities: costs based upon Sport England "Facility costs 4Q2013"
- Educational facilities: costs based upon Education Funding Agency space and cost standards
- Green infrastructure: costs based upon a contribution of £1,500 per unit up to 500 units, £2,000 per unit up to 1,500 units
- Gas supply: significant off-site gas improvement works unlikely
- Electricity: assumes £500-750k for new 11kV connection to POC at Lindsey Street PSS + allowance for on-site connections
- Potable water: assumes £500k off-site water improvement works + allowance for on-site connections (not including utility company investment)
- ECC: Essex County Council, CCG: Clinical Commissioning Group, PC: Parish Council, HA : Highways Agency, EH: English Heritage, EFA: Education Funding Agency

## 1000 DWELLINGS

Infrastructure Summary Table	Infrastructure Trigger Point				Potential lead / Co-ordinating Partners	Indicative Cost	Funding Route
	Years 0 - 5	Years 6 - 10	Years 11 - 15	Years 16 - 20			
<b>Number of dwellings</b>	250	250	250	250			
<b>Transport infrastructure</b>							
New roundabout at A414/Vicarage Lane junction					EFDC, ECC, HA	£150,000	HA, ECC, S106 / CIL
Link past Methodist Church (excl. land etc.)					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
Walking, cycling and public transport funding					EFDC, ECC, HA	£250,000	HA, ECC, S106 / CIL
High Road public realm improvements					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
Contribution to major capacity enhancements to M11 Junction 7					EFDC, ECC, HA	£660,000	HA, ECC, S106 / CIL
Contribution to Epping relief					EFDC, ECC, HA	£1,600,000	HA, ECC, S106 / CIL
A414/High Road junction improvement					EFDC, ECC, HA	£100,000	HA, ECC, S106 / CIL
A414/Rayley Lane junction improvement					EFDC, ECC, HA	£200,000	HA, ECC, S106 / CIL
<b>Social infrastructure</b>							
Health facility					EFDC, ECC, CCG, GP Practice	£1,500,000 to £3,000,000	NHS, CCG, S106 / CIL
120 sqm multi-purpose space					EFDC, PC, Private developer	£1,500,000 to £1,800,000	EFDC, PC, S106 / CIL
2 outdoor sports pitches					EFDC, PC, Private developer	£50,000 to £200,000	EFDC, PC, S106 / CIL
Expanded primary school to 2 form entry plus early years					EFDC, ECC, EFA	£1,000,000 to £1,800,000	EFDC, ECC, EFA, S106 / CIL
Retail space					Private developer	n/a	Developer funded
Two new play spaces					EFDC, PC, Private developer	£100,000 to £200,000	EFDC, PC, S106 / CIL
Investment in existing cultural facilities					EFDC, PC, Private developer	£50,000 to £60,000	EFDC, PC, S106 / CIL
<b>Green infrastructure</b>							
Relocation of school playing field					EFDC, ECC, Private developer	£50,000 to £100,000	EFDC, ECC, S106 / CIL
Creation of linear park near reservoir					EFDC, PC, Private developer	£400,000 to £900,000	EFDC, PC, S106 / CIL
Creation of green links to greenbelt					EFDC, PC, Private developer	£200,000 to £450,000	EFDC, PC, S106 / CIL
Additional allotment plots					EFDC, PC, Private developer	£20,000 to £40,000	EFDC, PC, S106 / CIL
Improvements to setting of Ongar Redoubt (scenario b) with possibility for landscaped park					EFDC, PC, EH, Private developer	£200,000 to £450,000	EFDC, PC, EH, S106 / CIL
<b>Utilities</b>							
Gas supply					Private developer	n/a	Developer funded
Electricity					Private developer	£1,500,000	Developer funded
Potable water					Private developer	£1,000,000	Developer funded
Public surface and foul water sewers					Private developer	tbc	Developer funded

See note on page 150

## 1500 DWELLINGS

Infrastructure Summary Table	Infrastructure Trigger Point				Potential lead / Co-ordinating Partners	Indicative Cost	Funding Route
	Years 0 - 5	Years 6 - 10	Years 11 - 15	Years 16 - 20			
<b>Number of dwellings</b>	250	250	500	500			
<b>Transport infrastructure</b>							
New roundabout at A414/Vicarage Lane junction					EFDC, ECC, HA	£150,000	HA, ECC, S106 / CIL
Link past Methodist Church (excl. land etc.)					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
High Road public realm improvements					EFDC, ECC, HA	£300,000	HA, ECC, S106 / CIL
Further contribution to major capacity enhancements to M11 Junction 7					EFDC, ECC, HA	£1,000,000	HA, ECC, S106 / CIL
Contribution to Epping relief					EFDC, ECC, HA	£2,500,000	
Walking, cycling and public transport funding					EFDC, ECC, HA	£750,000	HA, ECC, S106 / CIL
A414/High Road junction improvement					EFDC, ECC, HA	£100,000	HA, ECC, S106 / CIL
A414/Rayley Lane junction improvement					EFDC, ECC, HA	£200,000	HA, ECC, S106 / CIL
Merlin Way to Epping Road Link					EFDC, ECC, HA	£1,000,000	HA, ECC, S106 / CIL
Church Lane upgrade					EFDC, ECC, HA	£500,000	HA, ECC, S106 / CIL
<b>Social infrastructure</b>							
Health facility					EFDC, ECC, CCG, GP Practice	£1,500,00 to £1,500,000	NHS, CCG, S106 / CIL
180 sqm multi-purpose space					EFDC, PC, Private developer	£2,250,000 to £2,700,000	EFDC, PC, S106 / CIL
3 sports pitches (2 outdoor, 1 indoor)					EFDC, PC, Private developer	£1,000,000 to £1,200,000	EFDC, PC, S106 / CIL
New 1FE primary school or replacement of existing as 3FE school with extended facilities					EFDC, ECC, EFA	£1,600,000 to £2,500,000	EFDC, ECC, EFA, S106 / CIL
Retail space					Private developer	n/a	Developer funded
Three new play spaces					EFDC, PC, Private developer	£150,000 to £300,000	EFDC, PC, S106 / CIL
Investment in existing cultural facilities					EFDC, PC, Private developer	£75,000 to £90,000	EFDC, PC, S106 / CIL
<b>Green infrastructure</b>							
Relocation of school playing field					EFDC, ECC, Private developer	£75,000 to £150,000	EFDC, ECC, S106 / CIL
Creation of linear park near reservoir					EFDC, PC, Private developer	£600,000 to £1,350,000	EFDC, PC, S106 / CIL
Creation of green links to greenbelt					EFDC, PC, Private developer	£300,000 to £650,000	EFDC, PC, S106 / CIL
Additional allotment plots					EFDC, PC, Private developer	£30,000 to £60,000	EFDC, PC, S106 / CIL
Improvements to setting of Ongar Redoubt (scenario b) with possibility for landscaped park					EFDC, PC, EH, Private developer	£300,000 to £650,000	EFDC, PC, EH, S106 / CIL
<b>Utilities</b>							
Gas supply					Private developer	n/a	Developer funded
Electricity					Private developer	£2,000,000	Developer funded
Potable water					Private developer	£1,250,000	Developer funded
Public surface and foul water sewers					Private developer	tbc	Developer funded

See note on page 150

## 9.6 VIABILITY CONSIDERATIONS

It is important to note that this study has been undertaken against a positive property market backdrop, especially in respect of the residential market sector. It is clear that after a long recession we are now seeing considerable renewed activity by developers and house builders. The London and South East residential development market is currently very strong, not just in the “international” quarters, but also the “intensification” areas around key transport nodes and also on greenfield sites.

A high level viability analysis has been undertaken to inform the masterplanning process and the assessment has indicated a viable development scenario. That said the Council also recognises that the masterplan will be delivered over a long period of time and therefore development may be coming forward in less favourable market conditions and as such some flexibility may be required.

The Masterplanning Study identifies suitable locations for commercial development, such as retail and leisure uses to support residential growth and other locations for employment generating uses, including those relating to airfield activity. The demand arising from a larger population at North Weald Bassett will help ensure the viability of these facilities and services. The Council's emerging Economic Development Strategy and studies relating to the future of the airfield will map out in greater detail the delivery of viable employment generating uses.

## 9.7 DEVELOPER CONTRIBUTIONS

The District Council is currently undertaking a viability study with a view to implementing a Community Infrastructure Levy (CIL), which could provide the basis for securing funding towards infrastructure projects in the District. Developers will be expected to make appropriate contributions towards the cost of infrastructure and community services and facilities by way of CIL and or S106 agreements. This would include infrastructure projects identified in the infrastructure summary tables. It could also cover projects that it is difficult to provide indicative costs for at the moment. These might include:

- Public transport provision linking directly from the site, both bus and community transport, and contributions towards rail infrastructure improvements
- Off-site educational facilities, including capital, fitting and setting up costs subject to CIL arrangements
- Waste/recycling facilities
- Affordable housing - the viability appraisal assumes a policy compliant 40% provision. Any variation in affordable housing provision will impact on the overall ability to fund other infrastructure and community facilities.
- Nature conservation and wildlife mitigation measures
- Child care facilities, youth activities, cultural services and emergency facilities
- Drainage and flood prevention
- Contributions towards the District Council's legal and monitoring costs during the planning applications and delivery stages for the North Weald Bassett development

Additionally, investment in and refurbishment of the Ongar Redoubt Scheduled Monument could bring this back into public use and provide a new community facility and heritage asset for North Weald Bassett. The landowner is in conversation with English Heritage regarding potential for future uses of the Redoubt.

## 9.8 PROJECT RISKS

Any growth plan will be subject to uncertainties and risk, particularly when planning over a long time scale. The implementation programme therefore should seek to build in mitigation measures to reduce this risk as far as possible, and to enable these risks to be managed. The main risks and proposed mitigation measures for the North Weald Bassett Masterplan are set out on the following final pages.

Risk	Notes	Likelihood	Impact	Mitigation measures
<b>Uncertain economic climate</b>	Would impact on developer confidence and market demand	Low in short term, medium in longer term	Potentially Significant	Look at phasing and sequencing of development, ensuring infrastructure investment keeps pace with growth.
<b>Infrastructure delivery</b>	Lack of clarity around extent of Infrastructure Delivery Route, requirements and trigger points	High	Significant	Further work commissioned in relation to identifying the district wide infrastructure need
	Insufficient funding to implement infrastructure projects including physical and social infrastructure	Medium	Significant	Continue to explore options for sub regional and regional government support and co-ordinate the infrastructure development strategy, with a clear developer contributions policy (possibly through CIL)
	Housing growth not matched by infrastructure growth	Medium	Significant	Adherence to the overall masterplan concept, introduction of thresholds/sequencing requirements before residential development takes place.
	Residents resisting amenities located close to existing homes	Medium	Potentially significant	Involve residents in masterplanning at early stage
	Scale of development in Harlow and surrounding area increases demand on infrastructure	High	Significant	Engage with Harlow District Council and Epping Forest District Council
<b>Lack of consensus on plan</b>	The Local Plan process is prolonged or meets significant objections	Medium	Significant	On-going community consultation, involvement and participation programme.
<b>Piecemeal development</b>	Multiple landowners pursue sites rather than coherent development led by NWB Masterplan framework	High	Significant	Adopt masterplan SPD to include design guidance/Design Codes
<b>Design quality</b>	Lack of design guidance	Medium	Significant	Possible introduction of design codes and design briefs to encourage high quality design
	Poor quality planning applications	Medium	Significant	Thorough pre-application discussions process and effective design policies in the Local Plan SPD

Risk	Notes	Likelihood	Impact	Mitigation measures
<b>Failure to deliver enhanced commercial centre</b>	Site connecting new commercial centre to existing village is unavailable as an access route	Medium	Significant	Early initiative by EFDC to acquire/safeguard key sites
	Potential for commercial development at Harlow impacting on viability of commercial space at North Weald Bassett	Medium / High	Significant	Engage with Harlow District Council and review conclusions of Commercial Capacity Study
<b>Capacity constraints at Epping/Thornwood Rd junction cannot be mitigated</b>	Significant junction capacity improvements and/or Epping relief road are undeliverable	Medium	Significant	Focus on sustainable transport measures and ensure effective engagement with the highway authority
<b>Affordable housing</b>	Landowners suggest affordable housing levels are not viable	Medium	Moderate	Robust work on viability across the district to be undertaken
<b>Capacity constraints at Sewage Treatment Works</b>	The upgrade of North Weald STW is delayed or does not allow sufficient capacity for future levels of development	Medium	Moderate	Consider on-site treatment options and ensure effective engagement with Thames Water
<b>Surface water flooding</b>	An early strategic view to connect new development to natural drainage systems and limit surface water flood risk is not taken	Medium	Moderate	Location of development and requirement for effective Sustainable Urban Drainage System
<b>Primary school provision</b>	Relocation of the Primary school or construction of a new school is not achieved	Low	Moderate	Early feasibility and development strategy to be undertaken involving education provider
<b>Wider environmental considerations</b>	Epping Forest air quality issues and Habitat Regulation Assessment impact on deliberately	Medium	Significant	Engage with Natural England and City of London throughout
<b>Airfield future</b>	Airfield business model is not identified/viable	Medium	Moderate	EFDC to ensure current studies identify robust strategy and appropriate decisions taken
<b>Additional funding sources</b>	Central government department funding not available	Medium	Significant	Ensure effective engagement with relevant departments and establish clear investment priorities





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